



WESTERN SYDNEY EMPLOYMENT AREA

Mamre Road Precinct Rezoning

Exhibition Discussion Paper

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Executive Summary

This exhibition discussion paper outlines the proposed amendments to *State Environmental Planning Policy (Western Sydney Employment Area) 2009* (WSEA SEPP) to rezone the Mamre Road Precinct (the precinct) for primarily industrial purposes.

The precinct is located within the Western Sydney Employment Area (WSEA) and the Western Sydney Aerotropolis. The Stage 1 Western Sydney Aerotropolis Land Use Infrastructure and Implementation Plan (Aerotropolis LUIIP) identifies the intended planning outcomes as a warehousing and logistics precinct, as it is connected to the proposed Western Sydney Freight Line, affected by aircraft noise and is not suitable for noise sensitive land uses, like residential.

The amendments proposed in this discussion paper seek to implement this framework by proposing to rezone the precinct for industrial purposes with a focus on servicing the growing freight and logistics market. The vision for the precinct is to provide industrial sized floorplates which are necessary for freight and logistics uses.

The aims of this planning approach are to ensure that the precinct:

- delivers industrial land supply integrated with the existing zoned WSEA;
- supports the development of the Western Sydney Aerotropolis;
- protects areas of environmental value including existing creeks and areas of vegetation;
- creates a suitable transition to adjoining rural residential communities;
- preserves critical transport corridors and an opportunity for an intermodal terminal;
- responds to Australian standards relating to noise sensitive uses; and
- activates the South Creek-Wianamatta environment.

Most of the precinct is proposed to be zoned IN1 General Industrial under the WSEA SEPP, with environmentally sensitive areas zoned E2 Environmental Conservation. Recreation areas adjoining environmentally sensitive areas will be zoned accordingly.

Opportunity to meet shortfall of industrial land

The proposed rezoning of the precinct will assist in delivering the growing demand for industrial land in Western Sydney. Planning for industrial land is essential so supply is maintained despite increasing take-up rates. Industry has advised the Government that there is a critical shortage of serviced land emerging and increasing warehouse and logistic demands of e-commerce are forecast to exacerbate this. Around 600 hectares of readily developable land is available within the WSEA. Based on analysis of historic take up, recent increased absorption of land and evidence of increasing rental rates for industrial properties, this could be exhausted within 4 to 5 years. Refer to detailed discussion of supply in section 1.3 of this report.

The proposed rezoning and expansion of the precinct should help alleviate this shortcoming and provide approximately 780 hectares of new industrial land for Western Sydney.

Rise of Freight and Logistics

The acceleration of development within WSEA is attributed to its success in delivering land to service the growing freight and logistics market. The WSEA is strategically located with proximity to key freight and logistic corridors including the M4 and M7 Motorways. It also provides space and price considerations which give Western Sydney's industrial land a comparative advantage over other parts of Sydney. A significant number of freight and logistics warehouses for multinational corporations are located within WSEA.

The Department's Economic Development Land Monitor (EDLM) suggests that Sydney's industrial market remains strong – underpinned by domestic and international demand factors, strong economic conditions and ongoing structural changes in the retail sector where businesses are adjusting to the increase in e-commerce. Retailers, wholesalers and logistics operators continue to

strive for increase efficiencies with a focus on optimisation of last mile delivery and automation of distribution centres.

The proposed rezoning of the precinct aims to contribute to the continued demand for warehousing and logistics within Western Sydney.

Intermodal terminal

The NSW Freight and Ports Plan 2018-2023 identifies moving an increasing percentage of goods by rail to international gateways. Transport for NSW (TfNSW) has identified an urgent need to plan for and protect intermodal capacity in Western Sydney within the Aerotropolis. The proposed rezoning responds to the Aerotropolis LUIP which identifies the precinct as a potential location from a freight and logistics perspective, identifying a preferred site for the intermodal terminal within the precinct.

Delivery of Western Sydney Airport

The need for land focused on freight and logistics will be further increased following the operation of the Western Sydney Airport, which is to commence operations in 2026. The Aerotropolis LUIP identifies the precinct as providing warehousing and logistics uses and potential intermodal terminal to support the development of the Western Sydney Airport and Western Sydney Aerotropolis.

Development supported by infrastructure

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

- proposed Western Sydney Freight Line;
- potential Intermodal Terminal (subject to a potential NSW Government business case);
- proposed upgrade of Mamre Road; and
- proposed Southern Link Road including connection to the proposed M9 Outer Sydney Orbital to the west of the precinct.

The provision of transport infrastructure will support the safe and efficient movement of materials including freight within the precinct and regionally and minimise the impact of traffic on adjoining residential suburbs.

Consider interface with adjoining areas

The proposed Mamre Road Structure Plan identifies the need to integrate development within the precinct with adjoining areas and future infrastructure. Development of land within the precinct will need to consider:

- the environmental values and enhancement of South Creek-Wianamatta, the green spine of the Western Parkland City;
- the delivery of strategic conservation planning and consistency with the Cumberland Plain Conservation Plan (CPCP)
- the design and management of industrial uses to ensure that they do not detrimentally impact adjoining residential areas in Capitol Hill, Fairfield and Mount Vernon; and
- the industrial transport and traffic impacts on the wider residential areas.

Deliver Western Parkland City

The population of the Western Parkland City is projected to grow from 740,000 in 2016 to 1.1 million by 2036, and to over 1.5 million by 2056. The Western City District Plan recognises the opportunity to deliver a 30-minute city – that is, a means by which people can reach their nearest metropolitan and strategic centres within 30 minutes, seven days a week by public transport, which includes expansive industrial and urban services land. The development of land within the precinct will provide for Greater Sydney's long-term freight and logistics and industrial needs and is an

opportunity to deliver liveability and sustainability outcomes including the protection of South Creek-Wianamatta and its tributaries. The precinct will deliver jobs closer to people's homes quickly and contribute to the NSW economy. 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
- protect and deliver transport corridors;
- protect the 24-hour operation of the Western Sydney Airport; and
- assist in the creation of 200,000 new jobs across Western Sydney.

Exhibition material

The exhibition package includes:

- Exhibition Discussion Paper (this document);
- Draft Structure Plan which will illustrate the strategic vision for this precinct (Figure 6); and
- Draft WSEA SEPP maps to support the rezoning (Appendix A).

This planning package should also be read in conjunction with the Western Sydney Aerotropolis LUIP, which outlines the planning outcomes for the precinct in relation to the development of the Aerotropolis.

1. Precinct context

1.1 Precinct location

The precinct is located within the WSEA, approximately 40km west of the Sydney CBD and 12km southeast of the Penrith CBD. It is also located within the Western Sydney Aerotropolis, approximately 6km northeast of the Aerotropolis Core. An aerial location of the precinct is identified in Figure 1 below.

The precinct covers an area of approximately 972 hectares. The precinct is located within the Penrith Local Government Area and includes large parts of the suburb of Kemps Creek as well as the north-western portion of Mount Vernon. The precinct is located directly south of the Erskine Park industrial area and adjoins existing WSEA, including Oakdale West Precinct, to the northeast.



MAMRE ROAD PRECINCT - OVERVIEW




 Mamre Road Precinct
  Road
  Cadastre



Figure 1. Mamre Road Precinct context map

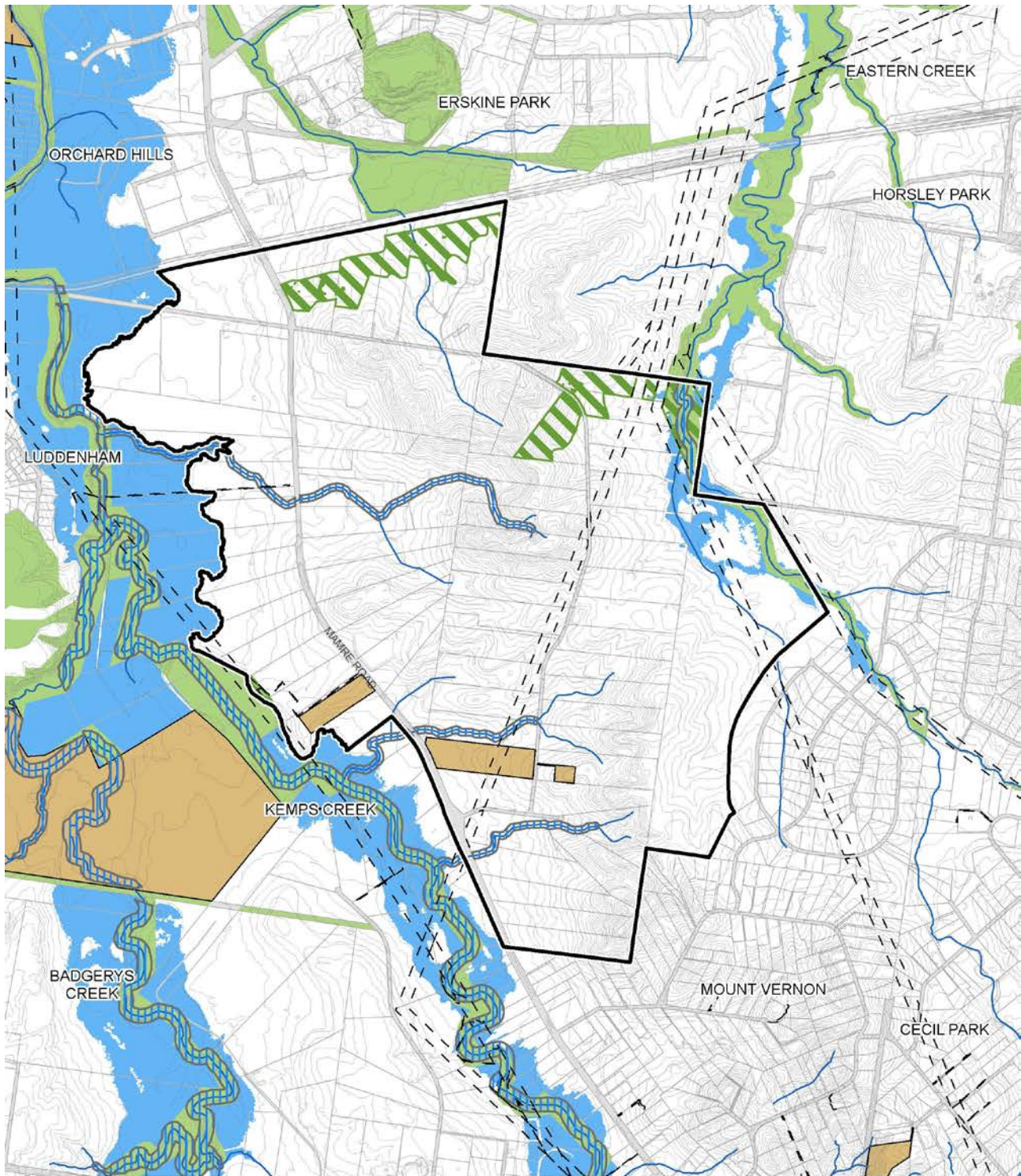
1.2 Existing conditions

The precinct is currently used for rural residential purposes, including small farms and market gardens. There are three schools (Trinity Primary School, Emmaus Catholic College and Mamre Christian College) and the Emmaus Retirement Village in the north-eastern portion of the precinct.

Figure 2 below sets out environmental considerations within the precinct. This includes:

- South Creek, Kemps Creek and Ropes Creek traverse the precinct. The precinct is affected 1 in 100 chance per year and the probable maximum flood (PMF) along these creek corridors;
- existing areas of native vegetation and high value biodiversity, including Cumberland Plain Woodland, along riparian corridors and in the north and east of the precinct;
- two prominent ridgelines. These ridgelines are at the northern part of the precinct and towards the south-east part of the precinct on the eastern site of Aldington Road; and
- high voltage transmission lines, on both the western and eastern sides of Mamre Road.

The current road pattern is limited to Mamre Road as the central spine of the precinct, with Bakers Lane connecting to Aldington Road and Abbots Road connecting to the east of Mamre Road.



MAMRE ROAD PRECINCT - ENVIRONMENTAL CONSIDERATIONS

- Mamre Road Precinct
- Heritage Item - General (Local)
- 1 in 100 Year Flood
- Indicative Riparian Corridors (subject to further investigation)

- Existing RE1, RE2 and E2
- Potential for conservation
- Easement
- Cadastre
- Watercourse

- Contour (1m)
- Road

Note: Areas that have the potential for conservation outside the precinct have not been identified on this map.



Figure 2. Mamre Road Precinct environmental considerations map

1.3 Western Sydney Employment Area

WSEA is the largest dedicated industrial employment area in Sydney, refer to Figure 3. The existing zoned areas consists of the suburbs of Erskine Park and Eastern Creek and includes areas in Huntingwood, Horsley Park, Kemps Creek, Minchinbury and Orchard Hills. It includes part of four local government areas being: Blacktown City, Penrith City, Fairfield City and a small portion of Cumberland Council.

WSEA adjoins major growth areas including the Western Sydney Aerotropolis, Greater Penrith to Eastern Creek, Horsley Park Investigation Area as well as established areas to the east including the industrial area of Wetherill Park/Smithfield.

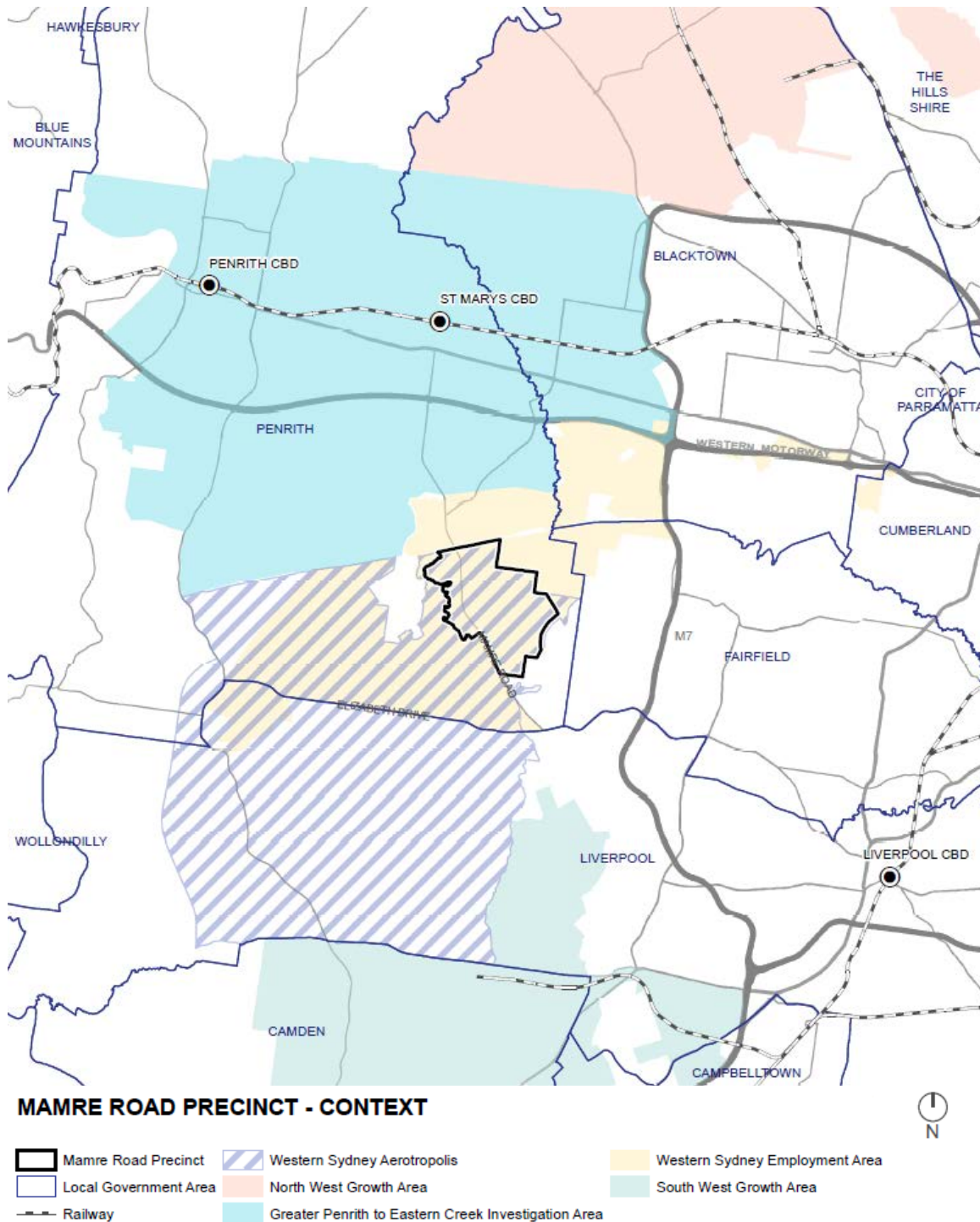


Figure 3. Mamre Road Precinct within the Western Sydney Employment Area

Background of WSEA

The redevelopment of the former Wonderland theme park site was the first industrial development within WSEA. This area was zoned in 2005 under State Environmental Planning Policy 59 Central Western Sydney Economic and Employment Area.

The WSEA SEPP was introduced in 2009 and released an additional 588 hectares south of the Warragamba Dam water supply pipeline. Those changes zoned much of the land IN1 General Industrial with the creek systems zoned E2 Environmental Conservation.

A Broader WSEA Structure Plan was released in 2013 (Figure 4) which proposed to extend the WSEA to areas south of the Warragamba pipeline to Elizabeth Drive. In addition to identifying land for industrial uses, the intention was to protect the Badgerys Creek Airport site from sensitive land uses beneath the flight path.

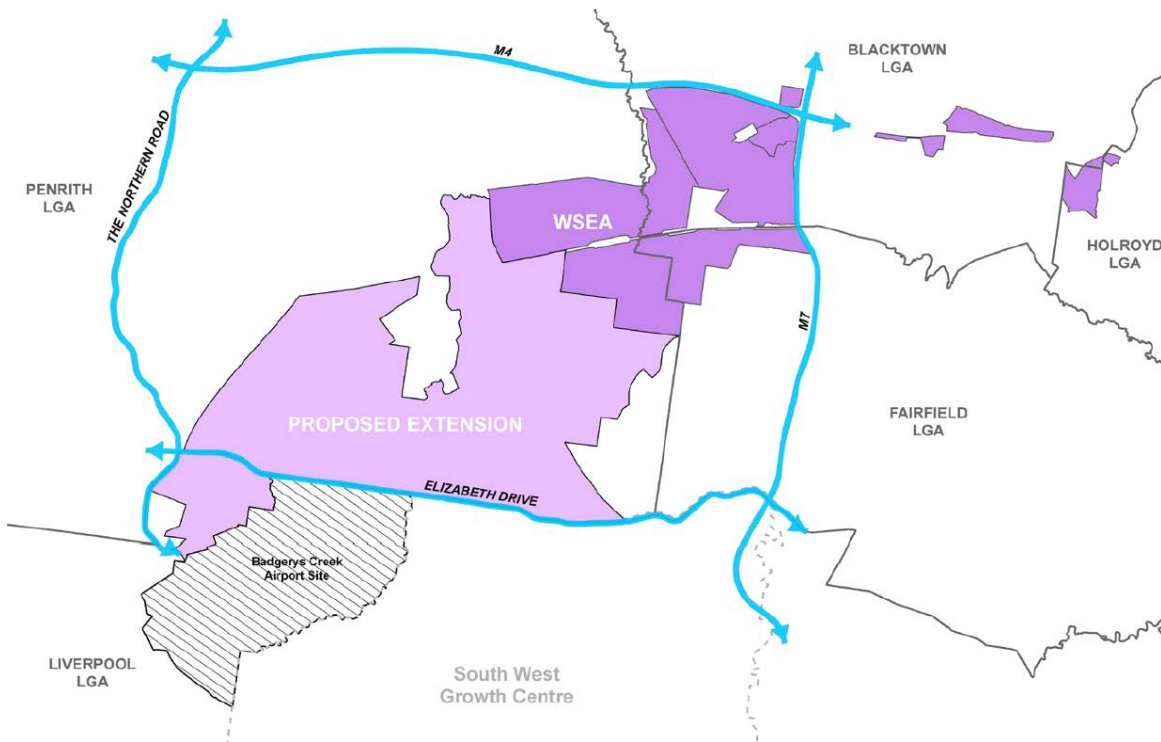


Figure 4. 2013 Exhibited Broader WSEA Precincts

The precinct was included within Precinct 11 – Broader Western Sydney Employment Area as part of State Environmental Planning Policy (Western Sydney Employment Area) Amendment 2014. Whilst the broader area was included, rezoning of the additional land was not progressed at that stage as it was instead intended to incorporate those changes as part of planning framework pulled together in the Western Sydney Aerotropolis in 2017.

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

The Aerotropolis LUIIP builds on the objectives of the WSEA to promote employment in Western Sydney. However, as result of submissions received on the Aerotropolis LUIIP, the Government has decided to retain the precinct in WSEA and rezone the employment lands separately to the Aerotropolis. The precinct will also be extended to the east. The Western Sydney Aerotropolis is discussed further in Section 1.4 below.

Success of WSEA

Significant development has occurred throughout the WSEA over the last decade and this has seen the development of over 1,000 hectares of land to industrial land. This has included the delivery and operation of several major industrial estates with some of the largest warehouse buildings in Australia.

These warehouses are highly automated, using the latest technology to break down container-based materials and re-distribute them across the metropolitan area. These estates and warehouses now accommodate multinational corporations and perform a vital economic function for Sydney.

As WSEA is well situated near major regional roads such as the M7, M4 and Mamre Road, it has been very successful in delivering industrial land with a focus on warehousing for freight and logistics. It has also been able to operate without affecting the amenity of neighbouring residential suburbs.

The needs of the freight and logistics sector are specialised as it:

- requires large amounts of flat land;
- operates 24 hours a day; and
- needs to accommodate heavy vehicles including B Doubles and have good access to regional roads.

Since the introduction of the WSEA SEPP in 2009, there have been numerous developments throughout WSEA for warehousing/logistics with some manufacturing uses. This development has provided several large industrial estates which comprise of multiple buildings and tenants. Some of the key examples are described below.

- Oakdale Central - The precinct first received concept approval in 2009. The precinct now includes more than 11 warehouses with tenants including DHL, Yusen Logistics and DSV.
- Oakdale South - This precinct received concept approval in 2016. When finalised will include more than 10 warehouses including the tenants Toyota, Costco and Sigma Pharmaceuticals.
- Mamre West - This precinct first received approval in 2016 and is under development. When finalised it will include the capacity to provide 250,000m² of floorspace for industrial development.
- Calibre - The Calibre Estate received approval in 2016 and is being developed. This estate formally opened in 2019 and includes 5 warehouses which will accommodate the tenants of CEVA logistics, Sheldon and Hammon, Miele and Pet Circle.
- Oakdale West – Concept proposal for 22 warehouse buildings, offices and associated infrastructure approved on 13 September 2019. The full development will generate 1,845 operational jobs.

Need for more industrial land

Development has accelerated in the WSEA in recent years. The Department's EDLM tracks the total stock and development status of land zoned for industrial and business uses. The EDLM also provides commentary on the Economics, Demand and Adequacy of employment lands. The EDLM identifies 1,058.4 hectares of zoned and undeveloped land in the WSEA. However, analysis reveals there is approximately 600-650 hectares of real supply land from this total which could be developed. The remaining 400 hectares includes land being delivered, operates waste or extractive industries, has no known development proposals or is constrained.

Previous take-up rates (2008-2017) for the WSEA reveal a take-up of 455.4 hectares over the last 10 years. This results in average take-up rate of 45.5 hectares per annum (hectares per annum) which would result in approximately 13 years of supply. Development in recent years has

accelerated, with take-up of 204.35 hectares over the last 2 years. A revised take-up rate of 100 hectares per annum could be considered to reflect recent development. Should this rate apply it results in approximately 6 years supply. However, there could be less than 5 years supply landowners decide not to develop.

The acceleration of development within WSEA is attributed to its success in delivering land to service the growing freight and logistics market. The WSEA is strategically located with proximity to key freight and logistic corridors including the M4 and M7 Motorways, as well as space and price considerations which give Western Sydney's industrial land a comparative advantage over other parts of Sydney. A significant number of freight and logistics warehouses for multinational corporations are located within WSEA.

The EDLM identifies that Sydney's industrial market remains strong – underpinned by domestic and international demand factors, strong economic conditions and ongoing structural changes in the retail sector where businesses are adjusting to the increase in e-commerce. Retailers, wholesalers and logistics operators continue to strive for increase efficiencies with a focus on optimisation of last mile delivery and automation of distribution centres.

This demand is expected to continue with ongoing development in Western Sydney and the future operation of the Western Sydney Aerotropolis. Given the resources and time required to deliver successful industrial estates, the rezoning of new industrial land is a key priority to ensure the ongoing supply of industrial land for Western Sydney and support future operations of the Western Sydney Aerotropolis.

1.4 Western Sydney Aerotropolis

The precinct was identified in the Aerotropolis LUIP. It is approximately 4km north-east of the proposed Airport. The structure plan within the LUIP identified the precinct for flexible employment, see Figure 5. The principles for planning of the precinct in the Aerotropolis LUIP are outlined below.

The Mamre Road Precinct is affected by aircraft noise and is not suitable for noise sensitive land uses. It is connected to the Western Sydney Employment Area and the potential Western Sydney Freight Line. It will therefore be planned for uses such as a warehousing and logistics precinct, forming an extension of the Western Sydney Employment Area. This precinct could present potential opportunities for an intermodal terminal services by the planned Western Sydney Freight Line.

The precinct will remain part of the Western Sydney Aerotropolis LUIP to define its role in supporting the Western Sydney Airport and Western Sydney Aerotropolis.

However, the precinct will not be zoned as part of that project, rather it will be zoned through changes to the WSEA SEPP. This includes an expansion to the east. This responds to submissions the Department received when the Aerotropolis LUIP was exhibited.

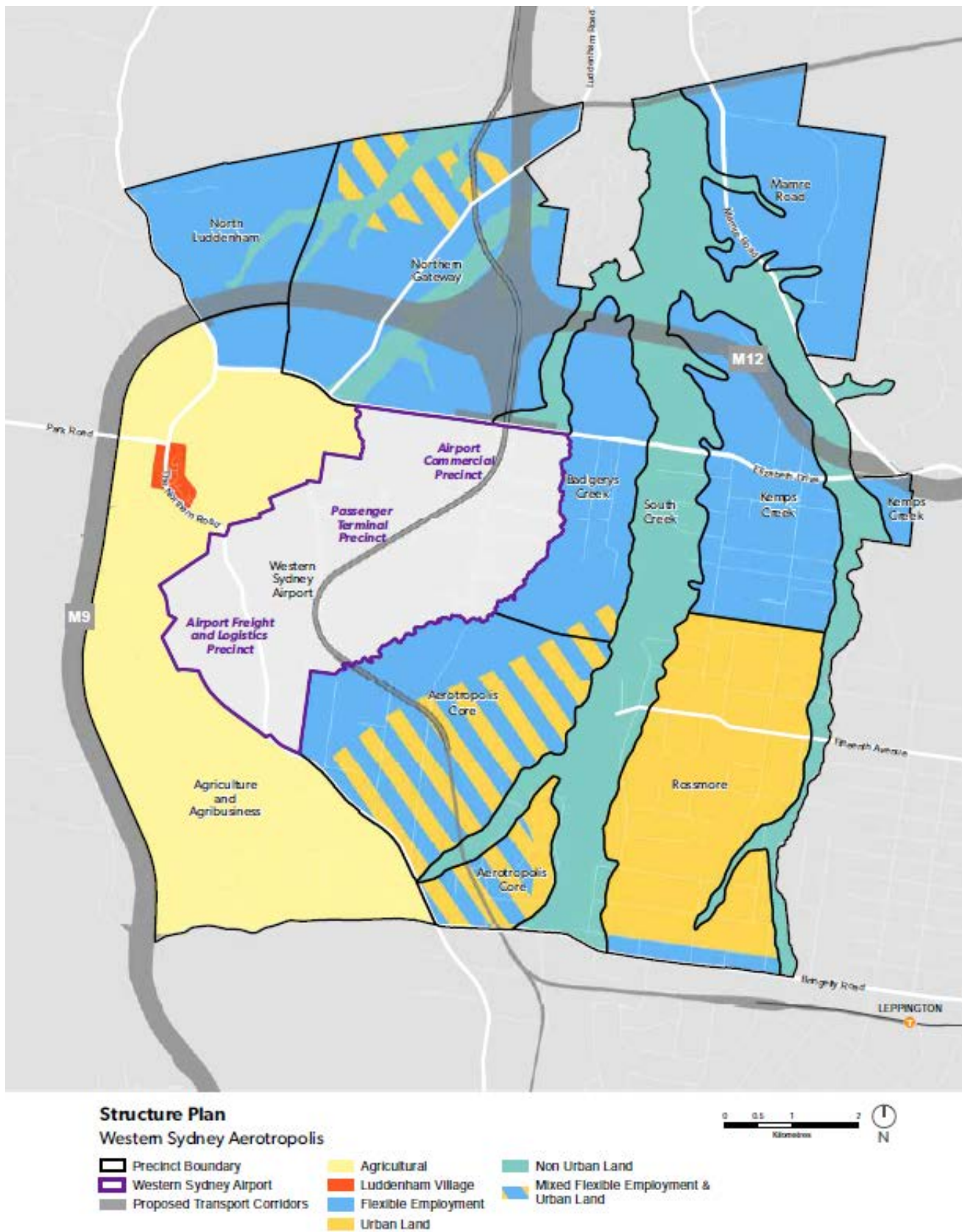


Figure 5. Aerotropolis LUIP Structure Plan (Western Sydney Aerotropolis Stage 1 Land Use and Infrastructure Implementation Plan, 2018)

2. Planning approach

2.1 Precinct vision

Planning for the precinct aims to support the need for additional industrial and urban services land in response to long-term projected population and development growth in Sydney. The precinct's vision is to contribute to the employment options for Western Sydney and build upon the opportunities presented by the Western Sydney Aerotropolis. The precinct also aims to open up access to South Creek-Wianamatta via green spaces and active transport links.

Planning for this precinct will seek to deliver the following key outcomes:

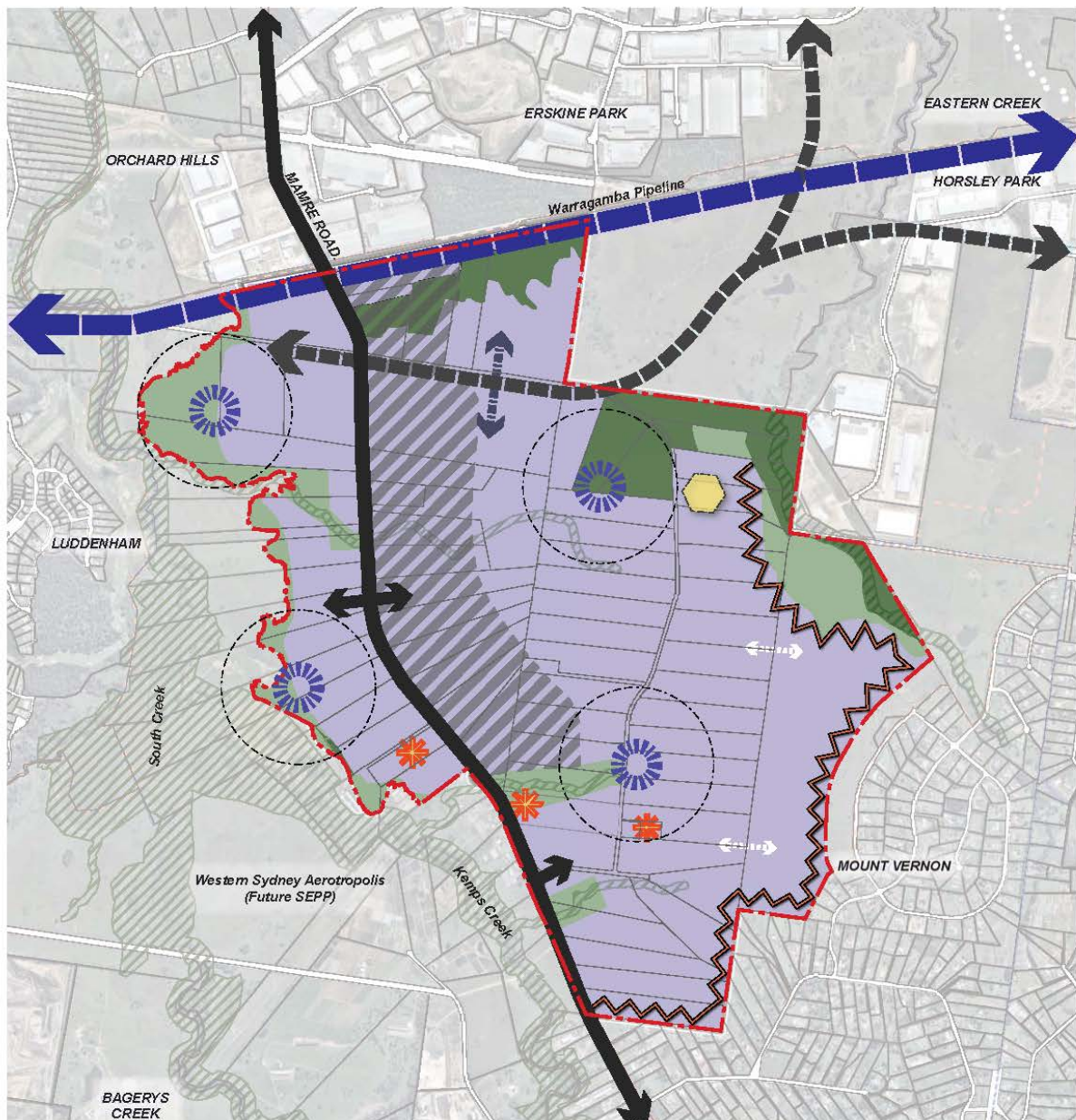
- delivers industrial land supply integrated with the existing zoned WSEA;
- supports the development of the Western Sydney Aerotropolis;
- protects areas of environmental value including existing creeks and areas of native vegetation and high value biodiversity;
- creates a suitable transition to adjoining rural residential communities;
- preserves critical transport corridors and an opportunity for an intermodal terminal;
- responds to Australian standards relating to noise sensitive uses; and
- activates the South Creek-Wianamatta environment.

The draft Mamre Road Precinct Structure Plan at Figure 6 identifies the intent of the precinct.

2.2 Mamre Road Precinct Structure Plan

Planning controls for the precinct proposes to deliver approximately:

- 780 hectares of industrial land that could support approximately 17,000 jobs;
- 93 hectares of environmental conservation land;
- 54 hectares of public recreation land; and
- 50 hectares of land for infrastructure purposes, including road, rail corridor and drainage.



Draft Structure Plan

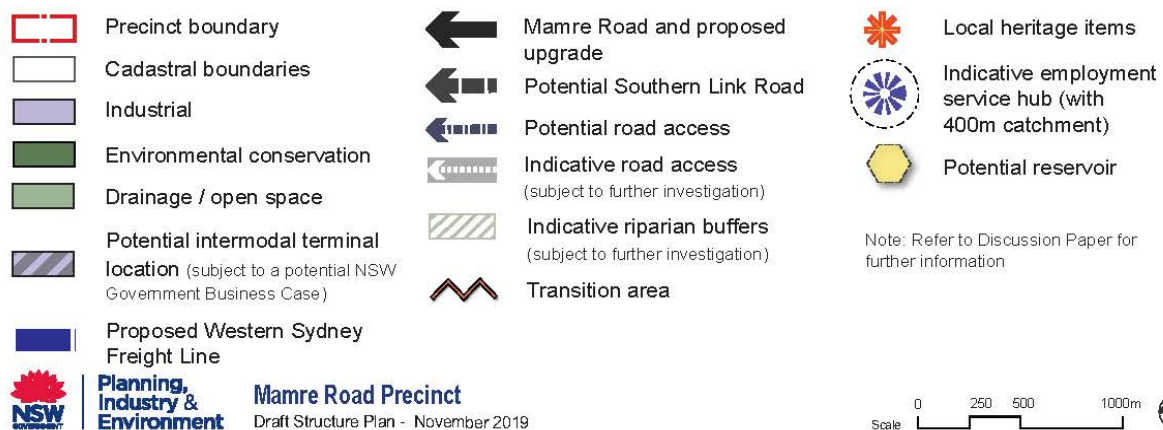


Figure 6. Draft Mamre Road Structure Plan

3. Key issues and outcomes

3.1 Industrial zoning

The proposed rezoning will deliver around 780 net hectares of general industrial land connected to the existing WSEA and the future Western Sydney Aerotropolis.

The general industrial zoning will permit a range of uses in line with the existing IN1 General Industrial zone under the WSEA SEPP. The uses include:

- depots;
- food and drink premises;
- freight transport facilities;
- garden centres;
- hardware and building supplies;
- industrial retail outlets;
- industrial training facilities;
- industries (other than offensive or hazardous industries);
- neighbourhood shops;
- places of public worship;
- roads;
- service stations;
- transport depots;
- truck depots; and
- warehouse or distribution centres.

The proposed amendment may also amend the existing land use zones in the WSEA SEPP to align them with the Standard Instrument Order, where appropriate.

3.2 Precinct boundary amendments

The precinct boundary was identified under the Aerotropolis LUIIP, exhibited in August 2018. In response to submissions received, the precinct boundary was amended to include part of 19-105 Capitol Hill Drive, Mount Vernon which is land east of the exhibited boundary and align the eastern boundary with the 1:100 year flood line.

The eastern precinct boundary has been amended to provide a buffer to existing dwellings on the eastern side of Capital Hill Road, where appropriate. The boundary has also been determined to ensure future industrial roads are separated from future residential development.

The proposed amendment also seeks to amend the north, west and south boundary of the WSEA to apply only to land that is zoned under the WSEA SEPP (including the proposed Mamre Road rezoning). This is further discussed in section 3.11 below.

3.3 Traffic and transport infrastructure

The delivery and ongoing development within the precinct will be supported by significant investment in transport and road infrastructure. Alongside the Aerotropolis LUIIP, an emphasis is placed on continuing to extend and strengthen the road and rail network over time to meet increased demand and provide alternate modes of transport for residents, worker and visitors.

Transport infrastructure which was originally identified to service the WSEA will now also provide connections to the Western Sydney Aerotropolis. The draft structure plan identifies key transport infrastructure.

Existing Clause 26 of the WSEA SEPP requires development on or in the vicinity of proposed transport and infrastructure routes to be referred to the Department for comment. The proposed SEPP amendment seeks to amend the Transport and Arterial Road Infrastructure Plan Map (refer to Appendix A) to include key additional roads.

The proposed rezoning and supporting draft structure plan seek to preserve transport infrastructure corridors to ensure that development aligns with future transport in the area. The identification of these transport corridors provides opportunities for long term improvements to the area, without delaying the delivery of land for industrial development. The proposed road and rail infrastructure to support the precinct is discussed in further detail below.

Mamre Road

Mamre Road forms the central access corridor to the precinct and the upgrade of Mamre Road will ensure it remains the principal north-south access road to the precinct. The NSW Government has commenced planning for a future upgrade of a 10 kilometre section of Mamre Road, between the M4 Motorway and Kerrs Road to support the economic growth of this area, including the precinct. The Mamre Road upgrade will identify a road corridor, which has been identified for preservation under the proposed rezoning.

The proposed SEPP amendment seeks to zone Mamre Road, including its road widening to SP2 Infrastructure (Classified Road) for the full extent that the Mamre Road adjoins the precinct and the wider WSEA. This is also proposed to be identified on the Land Reservation Acquisition Map with Transport for NSW (TfNSW) (Roads and Maritime Services) as the proposed acquisition authority. Refer to Appendix A for draft SEPP Amendment maps.

Southern Link Road

The Southern Link Road is a key link from Wallgrove Road to Mamre Road, connecting the precinct to the existing zoned WSEA. The road was identified in 2015 will run along the northern boundary of the precinct and provide a vital east-west connection.

The Roads and Maritime Services (RMS) is undertaking a concept design for this road which includes environmental opportunities and constraints analysis. This investigation will also investigate the road continuing further west. For this reason, the SEPP amendment will include provisions for concurrence to be received from RMS for all development within or adjoining the potential road corridor.

Future roads

Future planning as part WSEA Road Network Strategy and planning for the Western Sydney Aerotropolis will identify additional regional transport connections to the precinct. This planning is to include modelling to estimate the traffic generation and distribution of trips to and from the future Western Sydney intermodal terminal.

Local roads will need to be designed to accommodate heavy vehicles whilst ensuring that access to regional and sub-arterial roads is achieved in a controlled and efficient manner. The Department will continue work with RMS and Council to determine appropriate road hierarchy and ongoing maintenance of major roads within the precinct.

Western Sydney Freight Line

TfNSW has identified the Western Sydney Freight Line to promote the efficient movement of freight to Western Sydney. A future freight rail line would:

- provide for a freight rail connection between Port Botany and Western Sydney via the Southern Sydney Freight Line;
- support the movement of container and bulk freight by rail across Greater Sydney; and
- provide for freight rail connections to serve employment lands and future industries across the Western Sydney Airport Growth Area.

TfNSW exhibited a draft recommended corridor for the Western Sydney Freight Line between the M7 Motorway and the planned Outer Sydney Orbital's freight rail corridor near Luddenham in 2018. The corridor runs across the northern portion of the precinct with an intermodal terminal connected to the freight line to be potentially located in the precinct. The draft SEPP amendment will include provisions for concurrence to be received from TfNSW for all development within or adjoining the potential location.

Western Sydney intermodal terminal

The NSW Freight and Ports Plan 2018-2023 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. Without an intermodal terminal and supporting freight rail connections, Western Sydney will be dependent on road transport.

TfNSW has identified an urgent need to plan and protect intermodal terminal capacity to service Western Sydney, identifying that by 2031, the broader WSEA will be a key destination for cargo arriving at Port Botany. An intermodal terminal in this location will be subject to a potential NSW Government business case.

The precinct has been identified as a potential site for an intermodal terminal which would be serviced by the Western Sydney Freight Line.

The precinct provides an effective and efficient connection to the Western Sydney Freight Line, Outer Sydney Orbital 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.

A potential intermodal site has been identified on the draft structure plan. The potential site has been identified due to its proximity to the proposed Western Sydney Freight Line, is largely flood free and distanced from residential land uses.

In addition, the draft SEPP amendment will include provisions for concurrence to be received from TfNSW for all development within or adjoining the potential location.

TfNSW will continue to undertake more detailed investigations to determine a refined location and suitable mechanisms to rezone land for infrastructure purposes.

Cycle networks to Airport, employment lands and rest of Aerotropolis

Existing cycle paths within the precinct are limited. The Department is working closely with Council and TfNSW to deliver a cycle network connecting the precinct to existing urban areas, the future Aerotropolis and WSEA. Opportunities include the upgrade of Mamre Road, which identifies a shared path and cycle paths along creek lines, including the South Creek-Wianamatta corridor.

To ensure cycle safety in a heavy vehicle environment, cycle paths will need to be separated from vehicle lanes.

3.4 Biodiversity and riparian corridors

There are a number of areas of remnant native vegetation and high value biodiversity throughout the precinct. This includes Ropes Creek which runs along the western boundary of the precinct as well as some tributaries from South Creek-Wianamatta.

The urban development footprint defined for the precinct has been determined through a process of strategic conservation planning and this will avoid, minimise or mitigate the impact of development on the areas biodiversity's values.

Under the Cumberland Plain Conservation Plan, areas of biodiversity, including remnant vegetation and riparian corridors will be protected and enhanced, and development will be required to avoid areas of high biodiversity values. These areas will be preserved with opportunities

investigated for how they can extend the blue green grid to deliver connected conservation areas for native plants and animals and green spaces for local communities.

Vegetation

The Capitol Hill site in the eastern part of the precinct includes a significant native vegetation along Ropes Creek.

The other main area of native vegetation is towards the north of the precinct on the land occupied by the schools and retirement village. There is another significant area on Aldington Road on the northern ridgeline.

Cumberland Plain Conservation Plan

The Department is undertaking strategic conservation planning in Western Sydney to support the delivery of housing, infrastructure and economic development. This work will deliver the Cumberland Plain Conservation Plan (CPCP), one of the largest conservation planning exercises ever undertaken in Australia. The CPCP will streamline the future development approval process and will provide a strategic biodiversity approval under relevant State and Commonwealth legislation for the whole Growth Area.

The Department has carried out field surveys to identify the biodiversity values in the wider area, including the precinct so that development can avoid or minimise biodiversity impacts and areas of high value biodiversity can be identified for conservation. By identifying biodiversity values upfront, the proposed SEPP amendment and draft structure plan will ensure important areas of biodiversity, vegetation and habitat are protected, including nationally significant communities like Cumberland Plain Woodland.

A final determination on development impacts and associated conservation measures may result in further amendments to the WSEA SEPP. The approved CPCP will inform the final development footprint and the conservation outcomes for the growth areas.

Interface with South Creek-Wianamatta Precinct

The precinct interfaces with the South Creek Precinct to the western boundary. South Creek-Wianamatta will be the new green spine for the Western Parkland City with the focus for open space and recreation facilities.

Development of industrial uses along this interface will be carefully managed to ensure it reinforces and delivers the principles of the South Creek-Wianamatta Precinct. This will include:

- appropriate setbacks and separation to any areas of biodiversity;
- development to be carefully designed and screened to reduce its visual impact;
- air quality, noise, odour and waste management to minimise environmental impact; and
- pedestrian and vehicle access will be retained for active transport and recreation uses as well as visitors to South Creek-Wianamatta.

3.5 Interface with neighbouring residential development

The precinct includes land in Mount Vernon which has an interface with existing large lot rural-residential development.

Clause 23 of the WSEA SEPP requires development within 250 metres of land zoned primarily for residential purposes to address design and environmental considerations to minimise amenity impact on adjoining residential land. This includes building design, appropriate screening, noise requirements, landscaping and traffic considerations. Clause 23 will apply to development within the precinct.

In addition, the draft Structure Plan has been designed to incorporate appropriate buffers and design solution will be required to ensure industrial development does not significantly impact on

the residential amenity of this area. This interface will need to be satisfactorily addressed in the preparation of site-specific development control plans for affected developments within the precinct.

The Mount Vernon residential area has also been identified as an Urban Investigation Area under the Greater Sydney Region Plan as part of the structured approach to manage the long-term growth of Greater Sydney. Development within the precinct will need to consider the potential development of the Urban Investigation area as part of assessment of development applications.

3.6 Existing schools and aged care facility

Trinity Catholic Primary School, Emmaus Catholic College, Mamre Christian College, Emmaus retirement village and an early learning centre are located in the north-eastern part of the precinct, as identified in Figure 7.

The design of the precinct has considered the potential for these land uses to continue to operate in the short-medium term. It is imagined this area will be developed for industrial or infrastructure purposes in the long term and it not suitable for such sensitive uses due to future transport infrastructure, industrial uses and aircraft noise.



MAMRE ROAD PRECINCT - OVERVIEW

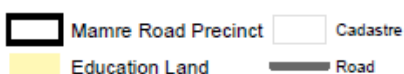


Figure 7. Location of school and aged care (DPIE, 2019)

3.7 Utilities and servicing

The existing WSEA has been serviced by utilities as development has occurred.

The Department will continue to work with utility providers to ensure that the precinct can be fully serviced as required for industrial development. Clause 25 of the WSEA SEPP requires a consent authority to be satisfied that any public utility infrastructure (supply of water, electricity and natural gas and disposal and management of wastewater) that is essential for a proposed development must be arranged prior to the granting of development consent. This clause will continue to apply to the precinct.

Electricity

The existing WSEA is fully serviced by power, with a substation in Erskine Park. The WSEA also includes the main TransGrid substation for Western Sydney.

The servicing of the precinct will utilise existing resources and will also help extend the network required to service development throughout Western Sydney.

Development within transmission line easements require approval from the relevant utility authority.

Water, Recycled water, Stormwater and Wastewater

The Department is working with Sydney Water to identify options for integrated water management the servicing of water, recycled water and wastewater and stormwater for the precinct. This includes the implementation of the South Creek Sector Review and opportunities to promote water sensitive urban design.

Sydney Water is currently reviewing how to best to service the precinct under its adaptive planning process. Interim servicing may be considered to facilitate development in the short term before significant investments in infrastructure is delivered.

In future the precinct could be serviced by the proposed Upper South Creek water recycling plant (WRP) or existing treatment facilities.

Drinking water services may be provided from Cecil Park reservoir or Erskine Park elevated reservoir. Sydney Water is investigating the delivery of a trunk main along Mamre Road by 2024-25. Developer delivered precinct trunk mains will also be required to service the precinct. A new reservoir may be required in the precinct. An indicative location is shown on the structure plan.

Recycled water services are being investigated for the whole of the Western Sydney Aerotropolis, including this precinct. It is proposed to include a requirement that development is to be serviced by a water recycling plant, when available.

Gas

There are no existing gas mains located within the precinct.

3.8 Indigenous and non-indigenous Heritage

Indigenous Heritage

There is potential for indigenous artefacts to be located within the precinct. The draft structure plan seeks to identify riparian corridors for environmental conservation due the environmental and heritage value.

In accordance with Schedule 4 of the WSEA SEPP, heritage conservation is required to be addressed in the preparation of a development control plan for a site. This includes addressing the impact of the proposed development on indigenous heritage values and opportunities to offset impacts on areas of heritage significance. Heritage investigations will be undertaken from a very early stage, with a key focus on major creek lines and remnant vegetation. This will involve consultation with Aboriginal communities including the Deerubbin Local Aboriginal Land Council.

Non-Indigenous Heritage

There are three existing heritage items which are listed in Penrith Local Environmental Plan (LEP) 2010.

- Bayley Park – house at 919-929 Mamre Road;
- Gateposts to Colesbrook – 269-285 Mamre Road; and
- Farmhouse – 282 Aldington Road.

The items will continue to be listed in the Penrith LEP 2010 and have been identified on the draft structure plan. Future development will need to satisfy the heritage objectives within the Penrith LEP 2010.

3.9 Contributions towards state and local infrastructure

A number of funding mechanisms will be explored to help fund the required local, state and regional infrastructure required to support development in the Mamre Road Precinct.

State and regional infrastructure contributions

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).

Developers inside 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 contributions will be reflective of the 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.

Local infrastructure

Penrith City Council does not have a local contributions plan that applies to industrial development within the site. The Department will continue to work with Council to work on a mechanism to enable the local contributions to be levied to fund local infrastructure in the area.

3.10 Other precinct matters

Contamination

State Environment Planning Policy No 55 Remediation of Land aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment.

It specifically requires consideration of contamination when rezoning land and in determining development applications. Managing land contamination is an important consideration for a planning authority when rezoning land under the planning framework. The Department will undertake any necessary preliminary investigations in accordance with its obligations under this SEPP.

To the extent that contamination issues are identified as part of this process, the proposed changes will include a requirement which prevents development consent from being granted on that land unless a study shows that the land is not contaminated (in the case of land that it is unclear) or unless a notice of completion of remediation work for the proposed use has been approved by the consent authority in accordance with SEPP 55 (for known contaminated land).

Earthworks

The precinct has two prominent ridgelines. These ridgelines are at the northern part of the precinct opposite the school precinct and towards the south-east part of the precinct on the eastern site of Aldington Road.

The delivery of industrial land may need significant earthworks in those areas in order to modify slopes between 15% and 20%.

The proposed SEPP amendments will seek to include provisions in relation to earthworks.

Noise and vibration

Because of the precinct's proximity to the Western Sydney Aerotropolis, the precinct is affected by 20 and 25 Australian Noise Exposure Concept (ANEC) contours (Australian Noise Exposure Forecast (ANEF) once flight paths are confirmed and adopted by Air Services Australia). In accordance with Local planning direction 3.5 Development Near Regulated Airports and Defence Airfields, new residential development or increases in residential densities cannot occur within the 20 ANEC contour for Western Sydney Airport. No residential development or intensified development is proposed within the 20 or 25 ANEC contour.

Provision for compliance with Australian Standard 2021-2015: Acoustic- Aircraft Noise Intrusion – Building siting and construction is required for industrial uses within the 30 ANEC contour or above. The precinct is not affected by a 30 or above ANEC contour.

The proposed SEPP amendments seek to include provisions that require additional matters for consideration for development on land affected by the ANEC contour of 20 and above, as well as limit the development of child care centres on similarly affected.

Water Quality

The SEPP will be amended to require that waterway health outcomes must align with the National Water Quality Management Strategy. This is reflected in the State government's risk-based framework for considering waterway health outcomes in strategic planning decisions, developed by the Environment Protection Authority and Environment, Energy and Science. This risk-based framework is identified as a key approach to achieving healthy waterways in both the Greater Sydney Region Plan and the Western City District Plan. Stormwater management targets are being established in accordance with the Risk-based Framework for Considering Waterway Health Outcomes in Strategic Land-use Planning Decisions and aim to preserve waterway health, habitat and community values for all waterways.

Flooding

The precinct is affected by flooding from South Creek/Kemps Creek which forms the western boundary of the precinct and from Ropes Creek at the eastern edge of the precinct. Figure 8 identifies the flood affection of the precinct.

Development within the 1 in 100 chance per year flood level data from Penrith City Council land will be limited to open space, drainage or similar. This data has been used to define areas of E2 Environmental Conservation, RE2 Private Recreation and SP2 Infrastructure (Drainage) in the proposed SEPP amendment, as appropriate. Areas located below the 1 in 100 chance per year flood level are proposed for compatible land uses and activities, according to their vulnerabilities to flooding within the floodplain. This means that no urban land uses will be permitted on land classified as flood prone.

Schedule 4 of the WSEA SEPP requires a comprehensive flood analysis to be undertaken as part of the preparation of a Development Control Plan for a site. A DCP is required to be consistent with the provisions of the NSW Government's Floodplain Development Manual: the management of flood liable land and any relevant local and regional policies. Development interfaces within the floodplain will be encouraged on land above the 1 in 100 chance per year flood extent plus 0.5m freeboard, to

activate land and increase access to waterways. Alterations to flood storage capacity and flood behaviour through filling and excavation or other earthworks will not be encouraged.

A clause is proposed to introduce additional heads of consideration for development on flood prone land including land below the PMF. This will require consent authorities to take cumulative impact of development on the flood plain into account and protect the floodway to avoid worsening flood events on other land in the catchment.

A government inter-agency working group has been established to assess the impact of earthworks, potential development scenarios and the blue/green grid on flooding in the South Creek catchment. A consultant has been engaged and preliminary results of this work are due in mid-2020. This will inform the extent of development that can be achieved on land in between the 1 in 100 chance per year flood extent and the PMF.



MAMRE ROAD PRECINCT - WATERWAYS AND FLOODING



Figure 8. Mamre Road Precinct - Waterways and Flooding (based on existing data)

3.11 Unzoned land within the Western Sydney Employment Area

The boundary of the WSEA is proposed to be amended. Figure 9 identifies the existing WSEA boundary and Figure 10 identifies the proposed revised boundary. The WSEA boundary, and subsequently the WSEA SEPP, is proposed to only apply to land that has undertaken precinct planning under the WSEA SEPP. The land proposed to be removed from the WSEA SEPP will revert back to its underlying zoning under the Penrith LEP 2010.

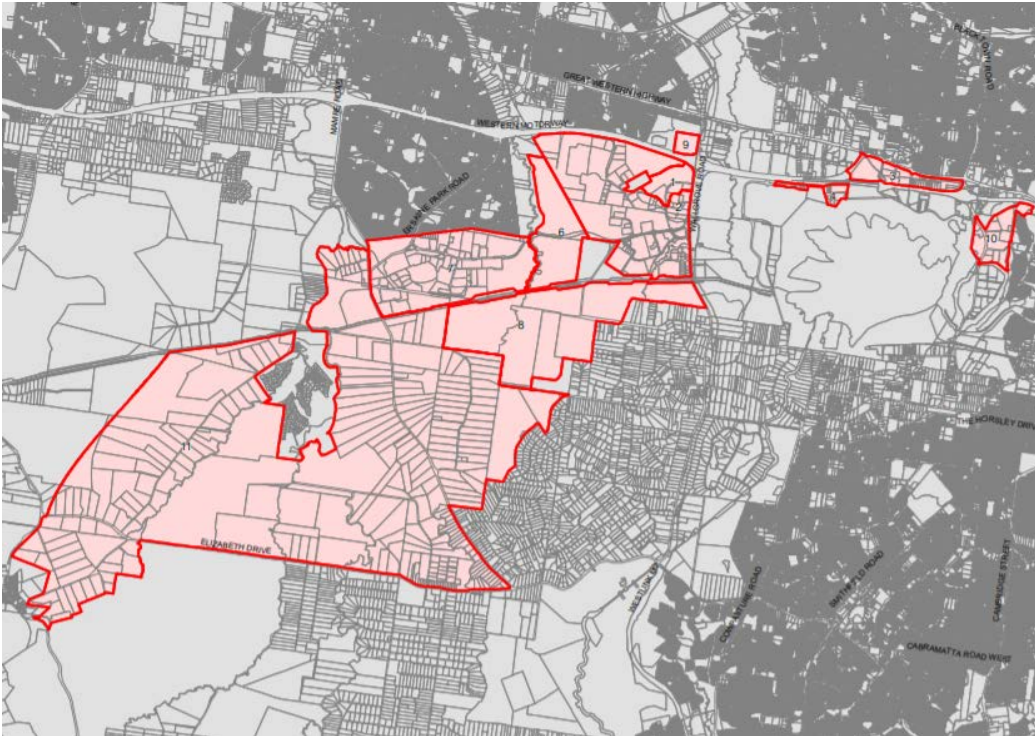


Figure 9. Existing WSEA boundary

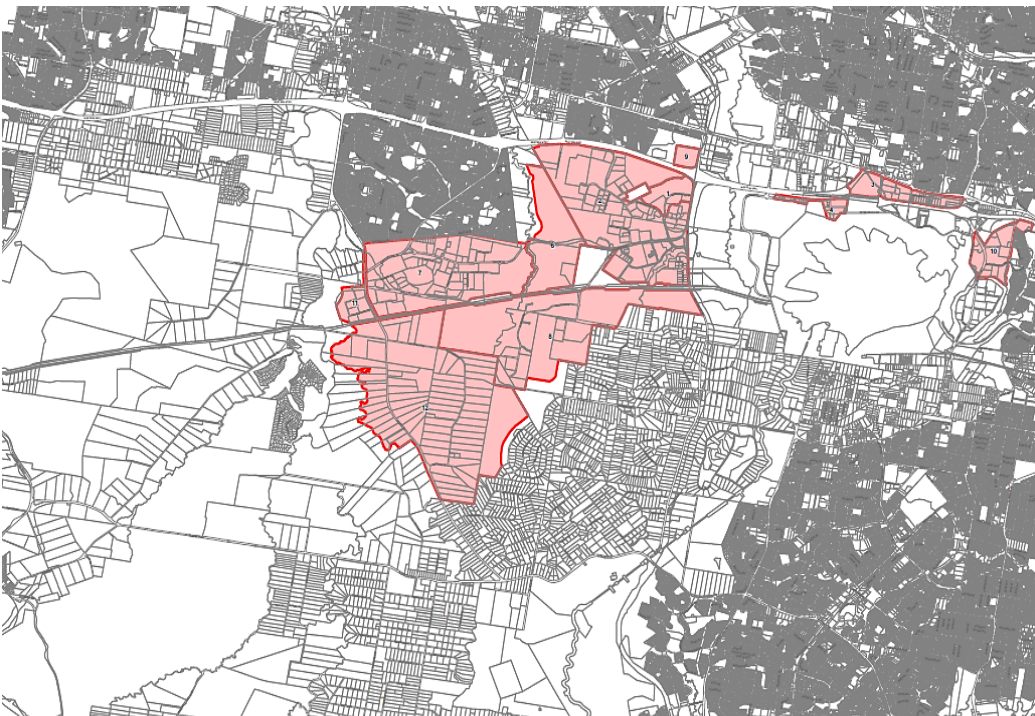


Figure 10. Proposed WSEA boundary

The WSEA boundary is proposed to be revised to remove land identified within the Aerotropolis LUIP as identified to be subject to a new SEPP. As a result, there will be six areas left in the WSEA that are not zoned in the SEPP. These would revert to local planning controls. Figure 11 and Figure 12 below identify these areas in green below.

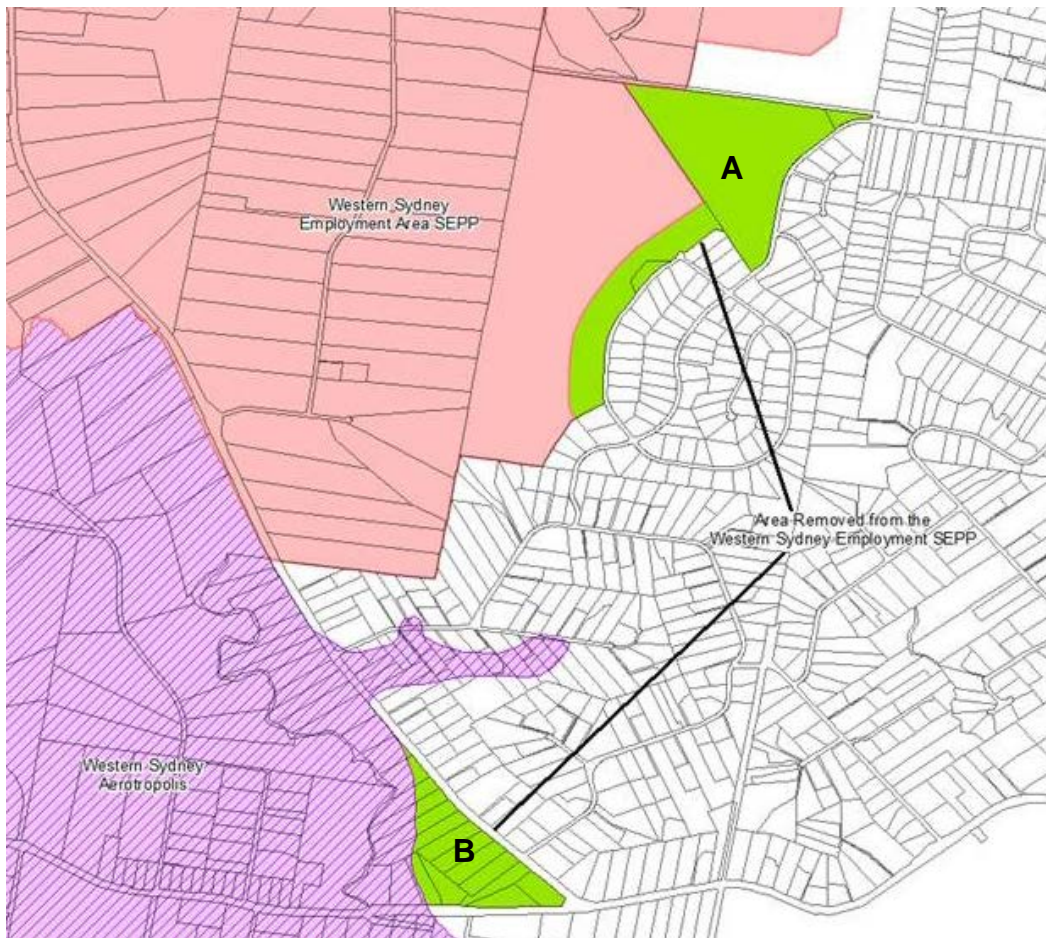


Figure 11. Areas A and B to be excluded from WSEA SEPP

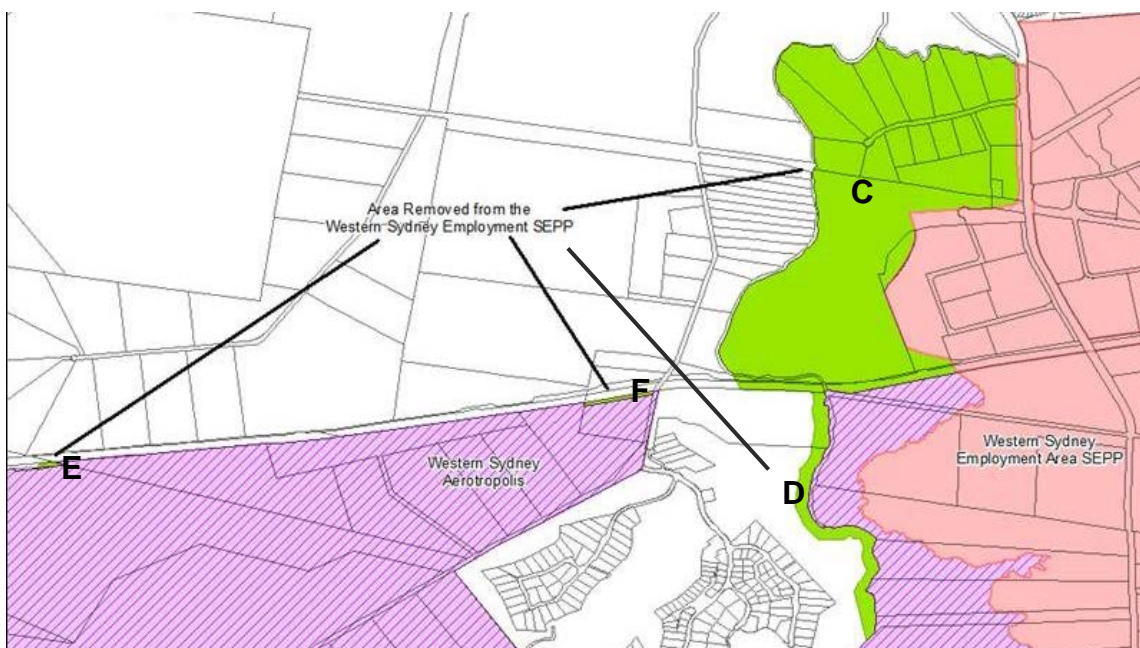


Figure 12. Areas C, D, E and F to be excluded from the WSEA SEPP

Land not rezoned within the WSEA SEPP means that the zoning under the Penrith LEP 2010 does not apply to the site, and instead development consent is required for a consent authority which must consider appropriateness and compatibility with adjoining land.

It is proposed to remove these areas from the WSEA and the Penrith LEP 2010 will apply to ensure development is appropriate and any development intensification considers its impact in line with work undertaken through precinct planning or a planning proposal.

The following table provides an overview of the six areas.

Land Description	Figures 11 and 12 Map reference	Penrith LEP 2010 zoning for the site(s)
Area between existing Mount Vernon rural residential lots and proposed industrial land	A	E4 Environmental Living E2 Environmental Conservation
Triangular area between Elizabeth Drive, Mamre Road and Kemps Creek corridor.	B	RU4 Primary Production Small Lots E2 Environmental Conservation
Area north of Warragamba Pipeline to the west of Mamre Road, east of South Creek-Wianamatta, excluding land currently zoned IN1 General Industrial	C	RU2 Rural Landscape E2 Environmental Conservation
Western alignment of South Creek-Wianamatta Corridor	D	E2 Environmental Conservation
Two small portions of the Warragamba pipelines	E & F	SP2 Infrastructure (Water Supply System)

The proposed amendment will not include a savings provision is not proposed to apply to unzoned land under the WSEA SEPP.

4. Planning Framework

4.1 Proposed Amendment Overview

An amendment to the WSEA SEPP is proposed. It will apply to the area known as the Mamre Road Precinct, as identified in Figure 1 above. The land use controls of the Penrith LEP 2010 will no longer apply to the site.

The proposed SEPP amendment seeks to amend the planning controls to:

- enable 780 ha of existing rural residential land to IN1 General Industrial land;
- secure 93 ha land of environmental conservation value and introduce development controls that support the protection of this land;
- enable concurrence requirements to TfNSW to secure a future intermodal terminal site;
- identify land for drainage, private and public recreation purposes; and
- amend the WSEA SEPP maps to:
 - apply General Industrial, Environmental Conservation, Recreation and Special Use zones to the precinct;
 - revise the WSEA boundary to only apply to land zoned under the WSEA SEPP;
 - identify Southern Link Road and Mamre Road on the Transport Infrastructure map; and
 - identify the relevant acquisition authority for future public uses.

4.2 Objectives and Intended Outcomes

The primary objective of the proposed amendment is to extend the existing WSEA planning controls to the precinct and enable and guide the future development of the land for industrial purposes.

The intended outcomes of the proposed SEPP amendment are to facilitate the future development of the precinct to contribute to industrial land supply in Western Sydney, extending the existing WSEA and supporting the Western Sydney Aerotropolis. The proposed amendment is to contribute to strategic state, district and local policies to provide approximately 780 hectares of industrial land and up to 17,000 additional jobs.

The proposed SEPP amendment will also ensure that key transport infrastructure as matters for consideration in the development of the precinct, to provide certainty for the community, developers and infrastructure agencies.

4.3 Proposed Amendments to WSEA SEPP

The following table outlines the proposed Amendments to the WSEA SEPP. Appendix A identifies graphically the proposed amendments to the WSEA SEPP maps.

Clause/Schedule/ Map	Proposed Amendment
Part 1 Preliminary	<p>Proposed amendment to the Land Application Map in clause 4 to:</p> <ul style="list-style-type: none"> • realign the WSEA boundary to remove some of the existing land that is currently not zoned. This would mean that the WSEA SEPP only applies to land that is zoned under it; and • zone additional land within the precinct as IN1 General Industrial, E2 Environmental Conservation, SP2 Infrastructure, RE1 Public Recreation and RE2 Private Recreation zones.
Part 2 Permitted or prohibited development	<p>The land use table will be updated to include new land use zones, RE1 Public Recreation and RE2 Private Recreation, intended to apply to land within the precinct. These zones will permit the following uses:</p> <p><u>RE1 Public Recreation</u></p> <ul style="list-style-type: none"> • Aquaculture • Kiosks • Recreation areas <p><u>RE2 Private Recreation</u></p> <ul style="list-style-type: none"> • Aquaculture • Community facilities • Kiosks • Recreation areas • Recreation facilities (indoor) • Recreation facilities (outdoor) <p>The land use table will also be updated to ensure it aligns with the Standard Instrument (Local Environmental Plans) Order 2006, where appropriate.</p>
Part 5 Principal development standards	<p>Clause 26 which deals with “Development on or in vicinity of proposed transport infrastructure routes” will be amended to replace the referral required to the Department with a referral requirement to the relevant Government agency responsible for the transport infrastructure.</p>
Part 6 Miscellaneous provisions	<p>Proposed amendment to include additional acquisition authorities, where relevant, and supporting Land Reservation Acquisition Map to reflect proposed land use zoning amendments to SP2 Infrastructure zone.</p>
New clause – Development of land within or adjacent to transport corridor	<p>A new clause will be inserted similar to clause 6.10 of Appendix 7 in the State Environmental Planning Policy (Sydney Region Growth Centres) 2006 which will require a consent authority to obtain the concurrence of TfNSW in certain transport corridors prior to the granting of development consent. This land will be identified on the Land Zoning Map, which will include an overlay for a potential intermodal terminal, potential Southern Link Road and Western Sydney Freight Line.</p>

Clause/Schedule/ Map	Proposed Amendment
New clause – Development in areas subject to aircraft noise	For development on land affected by an ANEF/ANEC contour of 20 or greater, the SEPP will include a new clause that will set out additional matters for a consent authority to consider before it grants development consent. This may include a new clause which limits the permissibility of child care centres within on land affected by an ANEF/ANEC contour of 20 or greater.
New clause - Contamination	A new clause is proposed to satisfy any requirements set out clause 6(1) of State Environmental Planning Policy No 55 Remediation of Land.
New clause – Recycled water	A new clause is proposed to require development to be serviced by a water recycling plant, when available.
New clause - Earthworks	A new clause is proposed to set out the development controls relating to earthworks, to ensure that earthworks will not have a detrimental impact on environmental functions and processes, neighbouring uses, cultural or heritage items or features of the surrounding land.
New clause – Waterway Health	<p>A new clause is proposed to require development to address stormwater and water management requirements.</p> <p>Targets will specifically aim to preserve waterway health and habitat by preserving the hydrologic regimes and water quality of waterways.</p>
New clause – Flooding	A new clause is proposed to require consent authorities to consider the cumulative and local impact of development on the whole flood plain within the PMF and 1 in 100 chance per year flood level.
Dictionary	The Dictionary is proposed to be amended in accordance with the Standard Instrument (Local Environmental Plans) Order 2006, where appropriate.
Maps	<p><u>Land Application Map</u></p> <p>Proposed to be amended to realign to application only applies to land zoned under the WSEA SEPP.</p> <p>Precinct names proposed to be amended to replace “11 Broader Western Sydney Employment Area” with “11 Mamre West” and add “12 Mamre Road”.</p> <p><u>Land Use Zoning map</u></p> <p>Proposed to be amended to reflect proposed zoning and introduce a zoning overlay for concurrence requirement regarding a potential intermodal terminal site and Southern Link Road.</p> <p>WSEA boundary realigned to remove unzoned land.</p> <p><u>Transport and Arterial Road Infrastructure Plan Map</u></p> <p>Proposed to be amended to reflect the proposed transport infrastructure within the precinct, including Southern Link Road and Mamre Road upgrade.</p> <p>Proposed to be amended to realign to application only applies to land zoned under the WSEA SEPP</p> <p><u>Industrial Release Area Map</u></p> <p>Proposed to be amended to realign to application only applies to land zoned under the WSEA SEPP.</p>

Clause/Schedule/ Map	Proposed Amendment
Maps continued	<p><u>Additional Permitted Uses Map</u></p> <p>Proposed to be amended to realign to application only applies to land zoned under the WSEA SEPP.</p> <p><u>Land Reservation Acquisition Map</u></p> <p>Proposed acquisition areas to align with proposed zoning.</p> <p>Proposed to be amended to realign to application only applies to land zoned under the WSEA SEPP.</p>
Penrith Local Environmental Plan 2010	<p>It is proposed to amend the Penrith Local Environmental Plan (LEP) 2010 to remove certain land from the application of this LEP and apply the proposed zoning and supporting development controls of the precinct under the WSEA SEPP to these sites.</p>

4.4 Savings provisions

The Department is considering whether to adopt a savings and transition clause to apply to certain development applications effected by the WSEA SEPP. This clause would not apply to unzoned land, however may apply to development applications lodged on land zoned by the WSEA SEPP.

Appendix A – Draft SEPP amendment maps
