

17 December 2020

Job No:

NSW Government
Department of Planning, Industry and Environment
<https://www.planningportal.nsw.gov.au/MamreRd-DCP>

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Re: DRAFT Mamre Rd Precinct Development Control Plan

Attention NSW Department of Planning, Industry and Environment,

We provide the following submission in relation to the Draft Mamre Road Precinct Development Control Plan (DCP) and the items concerning riparian corridors and proposed public road adjoining open space for properties at 771-781 Mamre Rd, Kemps Creek.

Please refer to the following items for review and incorporation into the final DCP.

Currently there is no clarity around the ability to modify watercourse alignment for various Unnamed Tributaries with the Mamre Rd Precinct. Specifically, there is inconsistency across the referenced documents for Unnamed Tributary South Creek 1 with respect to land zoning, bio-diversity value, and ability to realign to achieve better industrial lot configurations.

The gazetted zoning on the NSW Government Planning Portal shows the watercourse designated as RE1, whereas Table 4 of the DRAFT DCP and the *note at the bottom refers to 2nd and 3rd order watercourses being Zoned E2. The final DCP will need to correct this note and be consistent with the gazetted land zoning.

Figure 3. Biodiversity areas and riparian network of Section 2.2.3 Biodiversity Conservation Management of the DRAFT DCP notes the Unnamed Tributary South Creek 1 watercourse as an Area of High Value Biodiversity and Indicative Riparian Corridor. This note contradicts the assessment provided in the CTENVIRONMENTAL (2020). Mamre Road Precinct Rezoning: Waterway Assessment – Kemps Creek and Mount Vernon. Prepared for Sydney Water, which notes that *"Much of this section of waterway has undergone modification and appeared to be channelised and realigned with bed incision and bank erosion increasing as the waterway approached South Creek (Page 15)."* The final DCP should have this shading referring to High Value Bio-diversity removed to provide consistency with the referenced report.

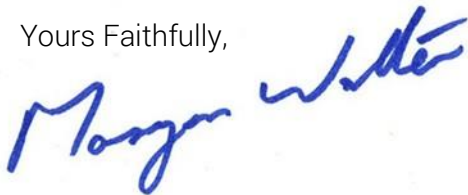
Reference is made to the Sydney Water, Mamre Road Precinct, Flood, Riparian Corridor and Integrated Water Cycle Management Strategy (October 2020), Section 6.10 Trunk Drainage Channels, which notes *"Trunk drainage channels have been notionally located along existing low points but there may be*

efficiencies in realigning some reaches to achieve better industrial lot configurations.". This note does not appear to be clearly adopted in Section 2.5 Riparian Land, with no provision for the ability to realign a watercourse provided in the DCP. The final DCP should allow for realignment to occur in areas of low bio-diversity to achieve the best outcomes of land zoning and riparian management.

Regarding Section 3.4 Transport Network, item 3.4.1 3) *Public road adjoining open space should be developed generally in accordance with Figure 14.* Further clarity around the public road adjoining the open space should be provided in the final DCP. Figure 14. Precinct Road Network and Hierarchy, currently shows the open space edge road dissecting part of 771-781 Mamre Rd resulting in sterilised portion of the lot. Further detail of final makeup of the edge road should be provided in the final DCP along with allowance for flexibility of the road layout to be coordinated by the lot developer to achieve the most efficient balance between lot configuration and site access. This can be in the form of a performance specification for the largest vehicle to be provided access, with the final alignment to be coordinated between the lot developer and the consent authority.

Should you have any questions with regard to the above please do not hesitate to contact the undersigned.

Yours Faithfully,



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