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Department of Planning & Environment
33 Bridge St
Sydney NSW 2001

1 December 2014

Dear Sir or Madam

RE : **Amendment to the State Environmental Planning Policy
(Western Sydney Employment Area) 2009
Transport & Arterial Road Infrastructure Plan Map**

Submission to Exhibition

Regarding impact on;
707-711 Mamre Road, Kemps Creek (Lot X DP 421 633)
Owner: Raymond James Allan

This submission has been prepared and submitted by Colin Rockliff on behalf of the landowner, Raymond James Allan.

Although we support the proposed future regional roads, the impact of the SLRN (Southern Link Road Network) will have a devastating impact on the 707 Mamre Road property.

The future extension indicated in the exhibition documents of the SLRN to the West of Mamre Road will obliterate a large area of 707 Mamre Road. Although this extension is subject to future design, it appears the alignment of the SLRN to the South of the current Bakers Lane road reserve, will not allow realignment when the SLRN is extended West of Mamre Road in the future. Accordingly, a continuation of the SLRN on the alignment set by the East side of Mamre Road will not be able to be adjusted to avoid a large area of 707 Mamre Road. Most significantly the property currently benefits by a frontage and access to Mamre Road which will be deleted when the SLRN is extended.

The following calculations demonstrate the physical impact of the indicated future extension of the SLRN.

707 Mamre Road;

- 19.25 hectares Land Area
- approximately 60m width of "battle-axe handle" which is the existing connection and frontage to Mamre Road
- the proposed road reserve of the SLRN extension appears to be also 60m width (or more) and is indicatively positioned where it will completely remove the battle-axe
- approximately 4.4 hectares, or 23%, is lost of 707 Mamre by "battle axe handle" and the SLRN extension continuing along the Northern boundary of 707 Mamre,

What access would be proposed to the remaining 707 Mamre Road property after the SLRN extension is constructed?

Can other alternatives for the positioning of the alignment be consider?

For instance;

- relocate the SLRN intersection with Mamre Rd northwards to take advantage of the reserved road west of Mamre Rd
- relocate the SLRN and Mamre Rd intersection south, to take part of Lot X and part of Lot Y, then to trade 18m of Lot X for the reserved road

The 707 Mamre property is used for a viable business where the eastern part of the battle axe accommodates a rural supply store supported by fodder crop production on the rear of the property, growing and baling lucerne and oaten hay for sale, which is then sold on the Mamre Rd corner of the land.

Additionally, the owner will benefit from the future increased industrial value of the property, as will other owners, within the BWSEA.

Other than the impact of the future extension described above, another major concern to 707 Mamre Road is the situation prior to the construction, and after the construction, of the SLRN on the East side of Mamre Road. The value of 707 Mamre Road will be severely affected due to the uncertainty of the future impact of the extension of the SLRN.

We would appreciate advice on the following queries regarding the interim arrangements proposed for the affected property;

- After construction of the SLRN to the EAST side of Mamre Road, will 707 Mamre Road still be able to have access from the intersection of Bakers Lane and Mamre Road?
- What adjustment, realignment and any change to the traffic light control of the intersection is proposed?

How long is the uncertainty likely to continue?

An Online submission was made on the 1 December 2014. Please acknowledge receipt of the submission.

In conclusion, we confirm our support for the proposed improvements to the regional road network, however the above concerns describe the reason for our genuine concern as to the impact on the 707 Mamre Road property. The owner of the property would be severely disadvantaged losing corner position, livelihood and land value.

Accordingly, we request the opportunity to work constructively with the Department to fully understand the impacts, the timing and explore possible alternatives.

Yours faithfully

Colin Rockliff
Project Director Planning