

Land Use and Infrastructure Delivery Plan

Mamre West Land Investigation Area



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Executive Summary

BACKGROUND

The Mamre West Land Investigation Area ('the Precinct') is located in the new Western Sydney Priority Growth Area which was announced by the Minister for Planning on 8 October 2015. A Draft Land Use and Infrastructure Strategy is to be prepared to guide the delivery of new homes and jobs close to transport and the coordinated delivery of service within the Area. The Department is still in the early stage of investigations and is proposing to work closely with both Liverpool City Council and Penrith City Council, as well as the community and other key stakeholders.

The precinct planning process for the Mamre West Land Investigation Area has been prepared in accordance with *State Environmental Planning Policy (Western Sydney Employment Area) 2009* (WSEA SEPP). The WSEA SEPP remains as the principal environmental planning instrument to guide the release and rezoning of land within the precinct. The Priority Growth Area provides the framework to guide land use planning and provision of infrastructure, including the opportunity for a proponent-led precinct planning process.

This *Land Use and Infrastructure Delivery Plan* has been prepared to provide a comprehensive assessment of the suitability of the site for industrial release and rezoning to IN1 General Industrial in accordance with the strategic direction of the WSEA SEPP.

STAKEHOLDER CONSULTATION

The precinct planning process has included significant and ongoing consultation between the proponent, Department of Planning and Environment (DP&E), Penrith City Council, other landowners within the Precinct and relevant government agencies and utility service providers.

Additional consultation will be undertaken during the assessment of the draft amendment to the SEPP, including the formal public exhibition of the proposal, as well as ongoing consultation between key stakeholders.

INVESTIGATION PROCESS

Technical investigations have been completed for the whole Precinct to identify the constraints and opportunities for future development. The investigations carried out include:

- Traffic and Transport.
- Flooding and Stormwater Management.
- Biodiversity and Riparian Corridors.
- Indigenous Heritage.
- Non-Indigenous Heritage.
- Acoustic and Vibration.
- Utility Services.
- Land Contamination.

The findings of the investigations have been used to inform the extent of the proposed land release and rezoning under the provisions of the draft SEPP amendment. The key recommendations arising from these assessments have also been used to formulate the detailed design controls within the site-specific draft Development Control Plan ('the draft DCP').

INVESTIGATION OUTCOMES

The Mamre West Precinct forms a logical extension to the existing industrial development at Erskine Park Employment Lands and is located on a key freight corridor. The Precinct is relatively flat with little vegetation, making it a suitable location for industrial development.

The site investigations have identified that a significant part of the Mamre West Precinct is affected by flooding, predominantly along the western and northern parts adjacent to South Creek and the tributary along the northern boundary. The industrial land release and rezoning has been limited to land within the southern part of the Precinct due to flooding constraints and consultation required to provide appropriate land use zones adjacent Mandalong Close in the northern portion of the Precinct. The release and rezoning of this land will allow the timely release of land suitable for industrial uses, such as warehouse and distribution centres, and provide employment opportunities in accordance with the objectives for the Priority Growth Area.

The following documents form the precinct planning package that has been prepared to facilitate the industrial land release and rezoning of the Precinct:

- A *Land Use and Infrastructure Delivery Plan* (this document), which provides a summary of the strategic context of the Precinct, key land use constraints and opportunities, infrastructure delivery strategy and the proposed planning control changes.
- A set of Appendices including a comprehensive assessment of the proposal in accordance with the strategic policies and statutory planning controls, a merit-based consideration of the Section 117 Ministerial directions and a summary of the technical reports.
- Copies of the technical reports detailing the research and investigations carried out by the specialist consultants to inform the precinct planning process.
- A site-specific draft DCP for the industrial-zoned land within the Mamre West Land Investigation Area, including detailed development controls that respond to local conditions, incorporate the recommendations arising from the technical investigations and guide the future development of the Precinct.

The land release and rezoning of the Precinct is to be carried out by way of a proponent-led precinct planning process at no cost to government. A Voluntary Planning Agreement (VPA) will be entered into by the proponent to ensure the delivery of necessary transport infrastructure upgrades to service future development of their land. Other land owners within the Precinct will be required to enter into a VPA upon development of their land.

1 Strategic Planning Context

1.1 A PLAN FOR GROWING SYDNEY

The NSW Government's *A Plan for Growing Sydney* identifies Western Sydney as key to Sydney's future success, with the area expected to grow faster than other parts of Sydney. It is forecast that almost one million more people will live west of Homebush by 2031, with half of these people living in the North West and South West Priority Growth Areas. The provision of jobs close to home is a key priority.

The Plan identifies the Western Sydney Priority Growth Area as being the single largest new employment space in the Sydney Metropolitan Area. It will provide continued support for manufacturing and industrial activity, particularly in the freight and logistics sector to support the Western Sydney Airport at Badgerys Creek. The key priorities for the West Central Subregion are to:

- Leverage investment and economic development opportunities arising from the development of Western Sydney Airport.
- Improve transport connections to eastern Sydney to capitalise on the increasing role in Sydney's manufacturing, construction and wholesale/logistics industries.
- Improve transport connections to provide better access between centres in the subregion and centres in other subregions, and particularly in the North West Priority Growth Area, and with regional NSW (including freight connections).
- Work with council to identify and protect strategically important industrial zoned land.
- Identify further opportunities to strengthen investment for employment growth in Western Sydney, including targeting overseas investors and incentives for businesses.
- Work with councils to improve the health of the South Creek sub-catchment of the Hawkesbury-Nepean Catchment.
- Promote early strategic consideration of bushfires, flooding and air quality in relation to future development in the subregion.

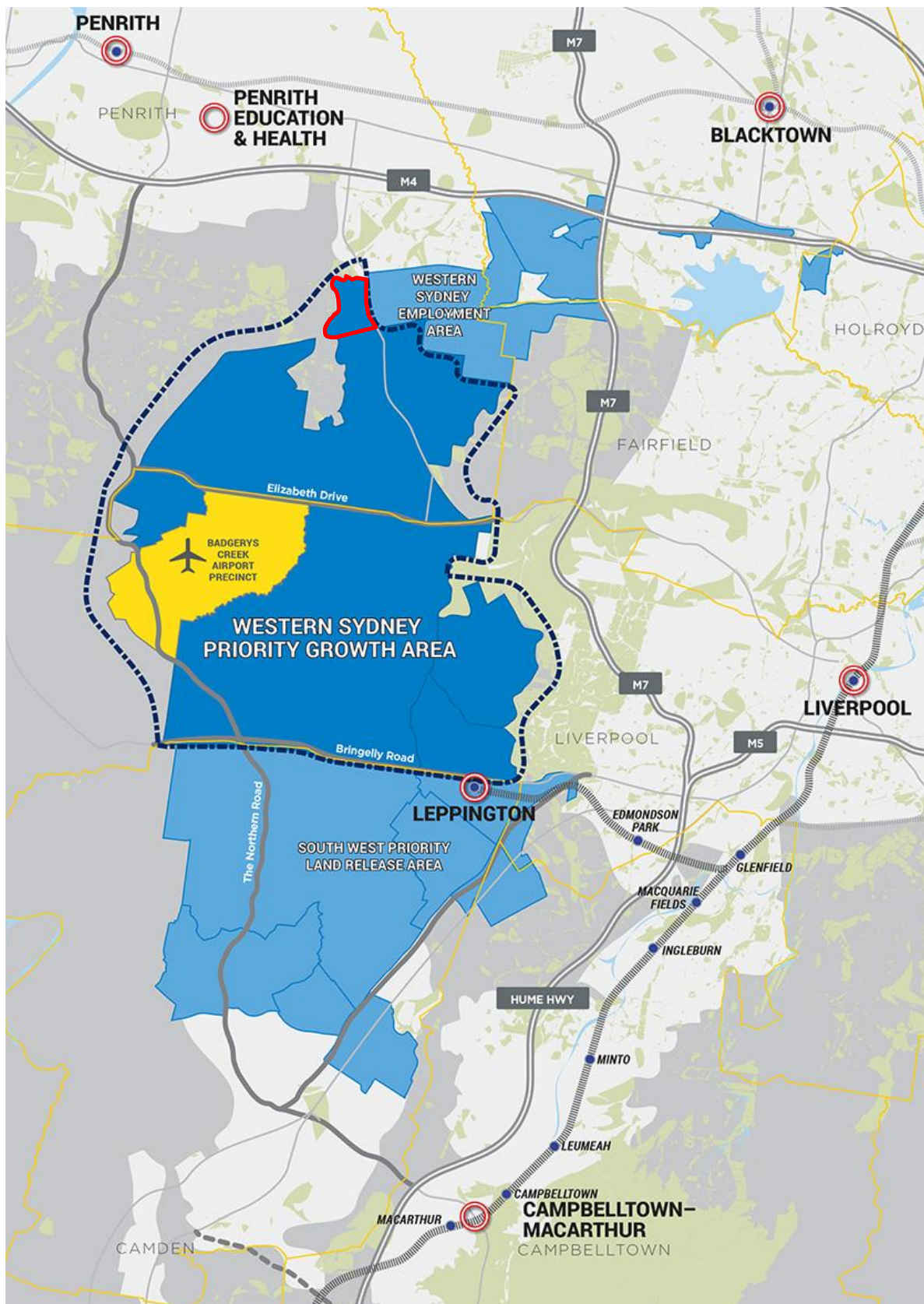
The Mamre West Land Investigation Area addresses the objectives and key priorities in *A Plan for Growing Sydney* by:

- Releasing approximately 47 hectares of employment generating industrial land within a timely manner.
- Supporting the development and growth of the manufacturing, freight and logistics sectors.
- Giving careful consideration to flooding and stormwater issues to avoid detrimental impacts to the water quality of South Creek.
- Creating additional opportunities for investment and economic growth within Western Sydney through future development of the land.

1.2 WESTERN SYDNEY PRIORITY GROWTH AREA

The Mamre West Land Investigation Area ('the Precinct') is located at the northernmost point of the new Western Sydney Priority Growth Area. It is immediately adjacent to the Western Sydney Employment Area, with the Erskine Park employment area located along the eastern boundary of the Precinct.

FIGURE 1 – WESTERN SYDNEY PRIORITY GROWTH AREA (PRECINCT OUTLINED IN RED)



The NSW Government is currently undertaking investigations to inform the preparation of a draft Land Use and Infrastructure Strategy to guide the future release and rezoning of land. In the interim, the *Broader Western Sydney Employment Area Draft Structure Plan* provides the framework to guide future land use planning and provision of infrastructure for the Mamre West Land Investigation Area.

The Draft Structure Plan provides a framework to guide future land use planning and provision of infrastructure for the WSEA. The Draft Structure Plan is currently being reviewed by the Department of Planning & Environment (DP&E) with the final document anticipated to be released as a draft in 2016 as a new Western Sydney Priority Growth Area. The vision for the Broader WSEA is to:

- Deliver jobs and a range of services for Western Sydney.
- Provide a future supply of industrial land to support the economic growth of the city.
- Provide strong transport links into existing networks.
- Strengthen the freight network.
- Allow for new local centres of commercial, retail, administration and community uses that support the proposed levels of employment.
- Provide land use for other forms of urban development to support employment activity.

The Draft Structure Plan states that future zoning and land release in the WSEA extension area will be subject to further consideration by way of the precinct planning process. The Plan states that rezoning will be staged in response to demonstrated market demand and confirmed provision of essential infrastructure. The Department would assist councils and landowners to coordinate land release and staged rezoning in key areas to meet demand. Developer-led planning proposals may be considered where there is no additional cost to government.

The Mamre West Land Investigation Area is proposed as a proponent-led precinct planning process to facilitate the timely release and rezoning of land at no cost to Government. The Precinct is located on a designated primary road (Mamre Road) under the Structure Plan and will deliver industrial land that is suitable for warehouse and distribution centres in a timely manner to meet the growing demand for employment in the area. The proposed land release and rezoning is of State or regional significance having regard to the following:

- Scale of development: the site is capable of accommodating warehouse and distribution centres with a total floor space of approximately 285,000m² gross floor area and a capital investment value of approximately \$228 million.
- Significant employment and economic benefits: the proposed amendment will facilitate the delivery of approximately 1,400 jobs for Western Sydney.
- Logical and sound regional planning: the site is adjacent to the existing WSEA land, providing a logical extension of the existing industrial release areas. The site is wholly located within the Penrith local government area and is unlikely to be affected by the detailed planning required in association with the Western Sydney Airport.

The proposal is consistent with the provisions of the Broader WSEA Structure Plan and will make a significant contribution to achieving the vision and objectives for the Extension Area.

1.3 EMPLOYMENT LANDS DEVELOPMENT PROGRAM

The 2014 Update Report for the Employment Lands Development Program confirmed a shortage in vacant and serviced employment land stocks in 2013. This was mainly due to the take-up of land in Western Sydney, with \$496 million (76%) of Industrial Development approvals in 2012/2013 being issued for land in Sydney's West.

The report also noted that employment land stocks have slightly decreased in all categories in 2013, with the largest proportional loss in the undeveloped and serviced category, decreasing by 215ha (or 46% of stocks). While there are sufficient stocks of undeveloped and future employment lands to meet supply standards, there is a consistent undersupply of zoned and serviced land under a high take-up scenario. This illustrates the need to focus on servicing existing zoned land to meet the needs of industry growth.

The proposed release and rezoning of land within the Mamre West Land Investigation Area will provide industrial land to meet demonstrated market demand and in a location with confirmed provision of enabling infrastructure. The proposed land release and industrial rezoning is consistent with the strategic planning policy for the Western Sydney Priority Growth Area.

1.4 PRECINCT PLANNING

This report provides a comprehensive review of the precinct planning process that has been undertaken to inform the proposed land release and rezoning of the land to accommodate industrial development. It demonstrates the appropriateness of the proposed SEPP amendment by:

- Examining the existing context of the Precinct.
- Identifying the environmental constraints.
- Exploring development opportunities.
- Responding to legislative requirements.
- Confirming consistency of the proposal with relevant planning documents.
- Addressing feedback received through stakeholder and community consultation.

The precinct planning has addressed the relevant issues and benchmarks set out in the strategic planning documents, including *NSW 2021: A Plan to Make NSW Number One*, *A Plan for Growing Sydney*, *Western Sydney Priority Growth Area*, *Draft Broader Western Sydney Employment Area Structure Plan*, *NSW Long Term Transport Master Plan* and the *Employment Lands Development Program*. A summary of the relevant State and regional planning documents is provided in **Appendix A**.

Consideration has also been given to the consistency of the proposal with the Section 117 Ministerial Directions on a merit basis, noting these provisions are only required to be applied at a local level (refer to **Appendix B**).

The technical studies undertaken as part of the precinct planning are summarised in **Appendix C**. The technical studies include:

- Traffic and Transport.
- Flooding and Stormwater Management.
- Biodiversity and Riparian Corridors.
- Indigenous Heritage.
- Non-Indigenous Heritage.
- Acoustic and Vibration.

- Utility Services.
- Land Contamination.

The findings of the technical studies, along with the objectives of relevant strategic documents have been incorporated in the preparation of the site-specific DCP, which is to be publicly exhibited at the same time as the draft SEPP amendment.

The Secretary of the DP&E has the authority to adopt the proposed DCP, while the development consent authority (either the Minister for Planning or Penrith City Council, depending on the state or local significance of the proposal) has key responsibilities for implementing the outcomes of the precinct planning within the assessment and determination of future development applications.

2 Precinct Context

2.1 LOCATION

The Mamre West Land Investigation Area (or 'the study area') is located approximately 40km west of the Sydney CBD, 21km west of Parramatta, 13km south-west of Blacktown and 10 km south-east of Penrith. It is located on Mamre Road, Orchard Hills and is generally bound by South Creek to the west, a tributary of South Creek to the north, Mamre Road to the east and the Sydney Water Supply System to the south. It is located within the Penrith local government area.

The Precinct is located within the new Western Sydney Priority Growth Area. The WSEA SEPP remains the principal environmental planning instrument applying to the site. The Mamre West Precinct is located within the northern part of Precinct 11, adjacent to the Precinct 7 Erskine Park Employment Lands. The Mamre West Land Investigation Area forms a natural extension of the existing industrial development which comprises a number of warehouse and distribution centres, as well as a former quarry which changed to a landfill site in 1994.

The Mamre West Land Investigation Area is well located in relation to the regional freight network. It has direct frontage to Mamre Road which provides a direct north-south connection to/from the M4 Motorway. The site is also close to the M7 Motorway via Lenore Drive to the east. The site benefits from existing utility services infrastructure within the Mamre Road reserve which can be extended and upgraded to provide a direct connection to the site.

Development to the north comprises the Bill Spilstead Complex for Canine Affairs and low density residential development in St Clair. The land to the east has been developed for industrial purposes in accordance with the WSEA SEPP. The development to the west comprises rural-residential development and agricultural uses, with the Twin Creeks Golf and Country Club and large rural lots located to the south.

FIGURE 2 – LOCALITY PLAN

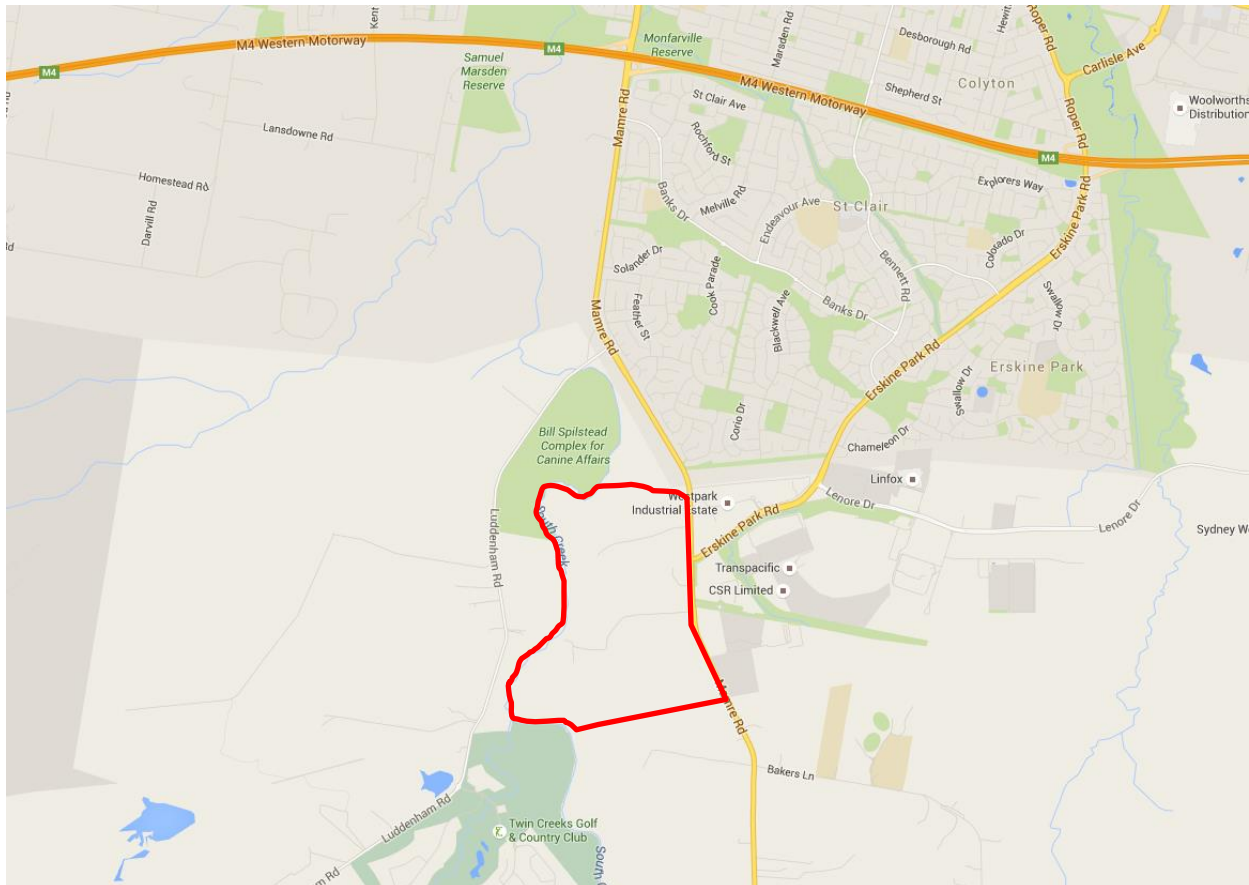
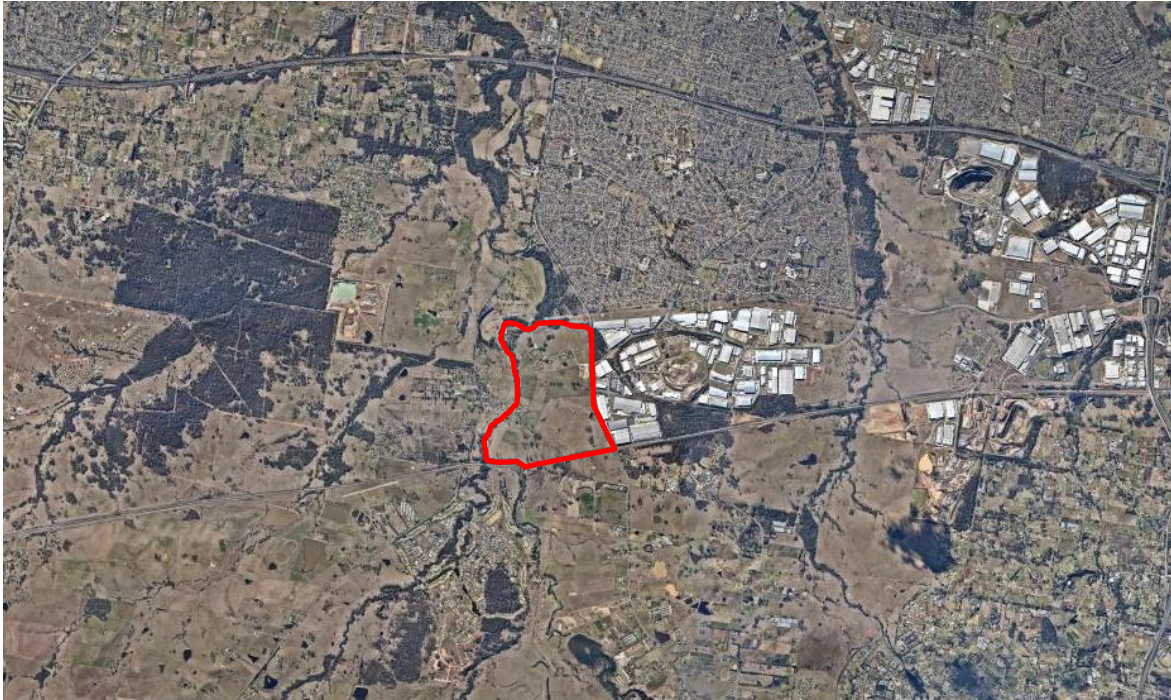


FIGURE 3 – AERIAL PHOTOGRAPH



2.2 PRECINCT DESCRIPTION

The Mamre West Land Investigation Area has a total area of 185.3 hectares, however, a large portion of the site is flood affected and cannot be developed. Analysis from the *Overland Flow Report* has identified that approximately 86 hectares of land in the eastern part of the precinct is available for development. This draft SEPP amendment proposes to release approximately 47 hectares (or 55% of the developable land within the precinct), of which approximately 44 hectares is owned by the proponent.

The developable area of the Mamre West Land Investigation Area comprises generally flat land which is predominantly cleared. The developable land benefits from direct frontage to Mamre Road, allowing for vehicle access to be provided directly to the site.

The northern portion of the Precinct comprises large, rural-residential properties, with access provided via a central road (Mandalong Close). The southern portion of the site is undeveloped rural land. A child care centre is located in the eastern portion of the site facing Mamre Road and with vehicle access via Mandalong Close.

The site is currently zoned part RU2 Rural Landscape and part E2 Environmental Protection under the *Penrith Local Environmental Plan 2010*. The site is identified as having scenic and landscape values; however, it does not contain any heritage items or heritage conservation areas.

The properties included within the Precinct are illustrated in **Figure 4**.

FIGURE 4 – PRECINCT CADASTRE



3 Land Use and Infrastructure Delivery Plan

3.1 VISION, OBJECTIVES AND PLANNING PRINCIPLES

The vision for the Mamre West Land Investigation Area is to deliver industrial development, such as warehouse and distribution centres and ancillary commercial offices, to meet the growing need for these facilities and employment generating uses in Western Sydney. Future development is to ensure there is suitable infrastructure services provided and that careful consideration is made to flooding and water quality to ensure that the use of the land it is carried out in a sustainable manner.

The design of the Precinct is based on the following objectives:

- To integrate State and local planning inputs to enable the delivery of sustainable development.
- To provide suitably located industrial land to support the economic growth of the city.
- To provide connections to required services to meet the future needs of the Precinct.
- To facilitate development that is integrated with local road and freight networks.

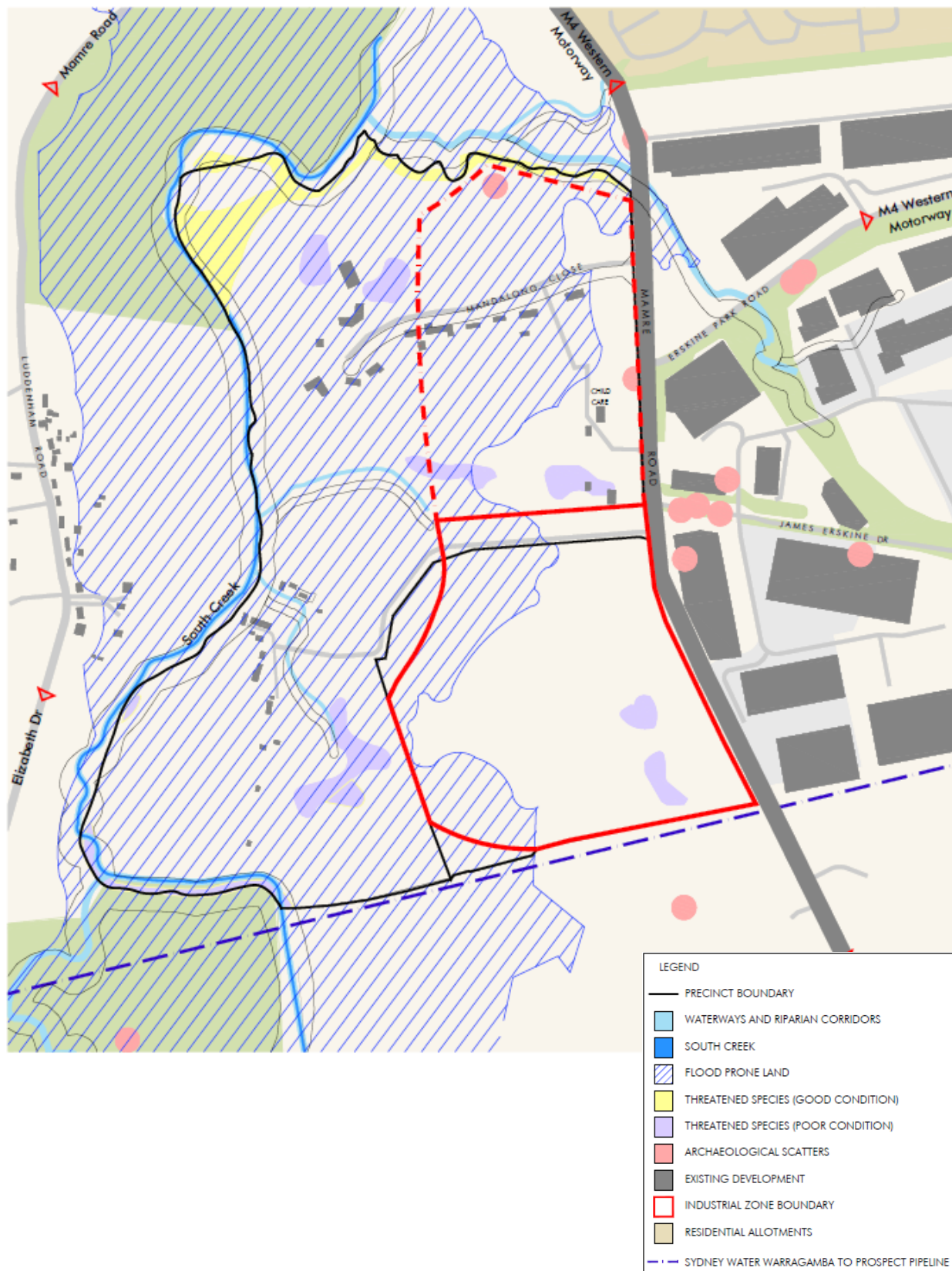
The precinct planning is underpinned by these objectives and the planning principles set out in the following subsections. The principles are based on the findings of the technical investigations, as well as the aims and objectives within the WSEA SEPP and *A Plan for Growing Sydney*. Each of these matters is discussed in detail within the Appendices which are attached to this report.

The key objectives and principles identified within the precinct planning process (and in the following sections of this report) are reflected within the detailed provisions in the draft DCP for the Mamre West Precinct.

3.2 LAND USE AND STAGING

The precinct planning process has included a series of technical investigations to assess the suitability of the site for industrial release and rezoning (refer to **Appendix D**). The key development opportunities and constraints have been mapped and are shown in the figure below.

FIGURE 5 – SITE OPPORTUNITIES AND CONSTRAINTS MAP



The technical investigations have confirmed that the southern part of the Precinct comprises developable land which has a relatively flat topography and is predominantly cleared. The land is suitable for industrial land uses as it would have minimal environmental impacts to accommodate a future industrial use. The proposed land release and rezoning is a logical extension of accordance with the objectives of strategic planning documents and the WSEA SEPP.

Detailed consideration has also been given to the potential impacts of a future industrial development on the site locality and context, particularly the rural zoned land to the north and west of the Precinct. The principal development standards contained within the WSEA SEPP have been assessed. While the surrounding rural land is primarily used for agricultural purposes, the provisions which apply to land located within 250 metres of land primarily used for residential purposes has been taken into consideration as outlined below:

- Future industrial development will consider the potential visual impacts on the surrounding lands, including the ongoing rural-residential uses as well as the historic open agricultural landscape. Appropriate built form controls will be introduced to provide for screening of external activities, having regard to visual and acoustic impacts.
- Buildings will be required to achieve design quality, having regard to high visibility locations, such as Mamre Road. Landscaping will be utilised to complement the architectural design of buildings and provide visual relief and screening.
- Acoustic impact assessments will be undertaken in association with the preparation of development applications for new developments. Consideration will be given to the hours of operation, type of machinery to be used on site and the likely traffic to be generated by the proposal.
- External lighting within the industrial lots will be required to comply with the provisions of *Australian Standard AS4282-1997 Control of Obtrusive Effects of Outdoor Lighting*. Street lighting along the industrial subdivision road will need to be provided in accordance with the provisions of *Australian Standard AS1158 Lighting for Roads and Public Spaces*.
- Car parking will be provided for each of the future industrial developments to avoid impacts on the surrounding local road network. Public transport access will be encouraged by accessible and safe travel to the bus stops in Erskine Park Road.

A site-specific DCP has been prepared with appropriate built form and amenity controls to minimise the potential impact of future development on the nearby residences in the RU2 zone.

Land Use Principles

- To provide land uses which appropriately respond to the character of surrounding development.
- To deliver employment and investment opportunities to surrounding local and regional areas.
- To locate and design development in an attractive landscaped setting.
- To develop the Precinct in a coordinated way with the delivery of infrastructure to meet the demands of future users.

3.3 TRANSPORT, ACCESS AND CAR PARKING

Mamre Road is a regional road, providing a key north-south connection from the M4 Motorway to Elizabeth Drive, which will be of significant benefit for potential future freight and logistics operations.

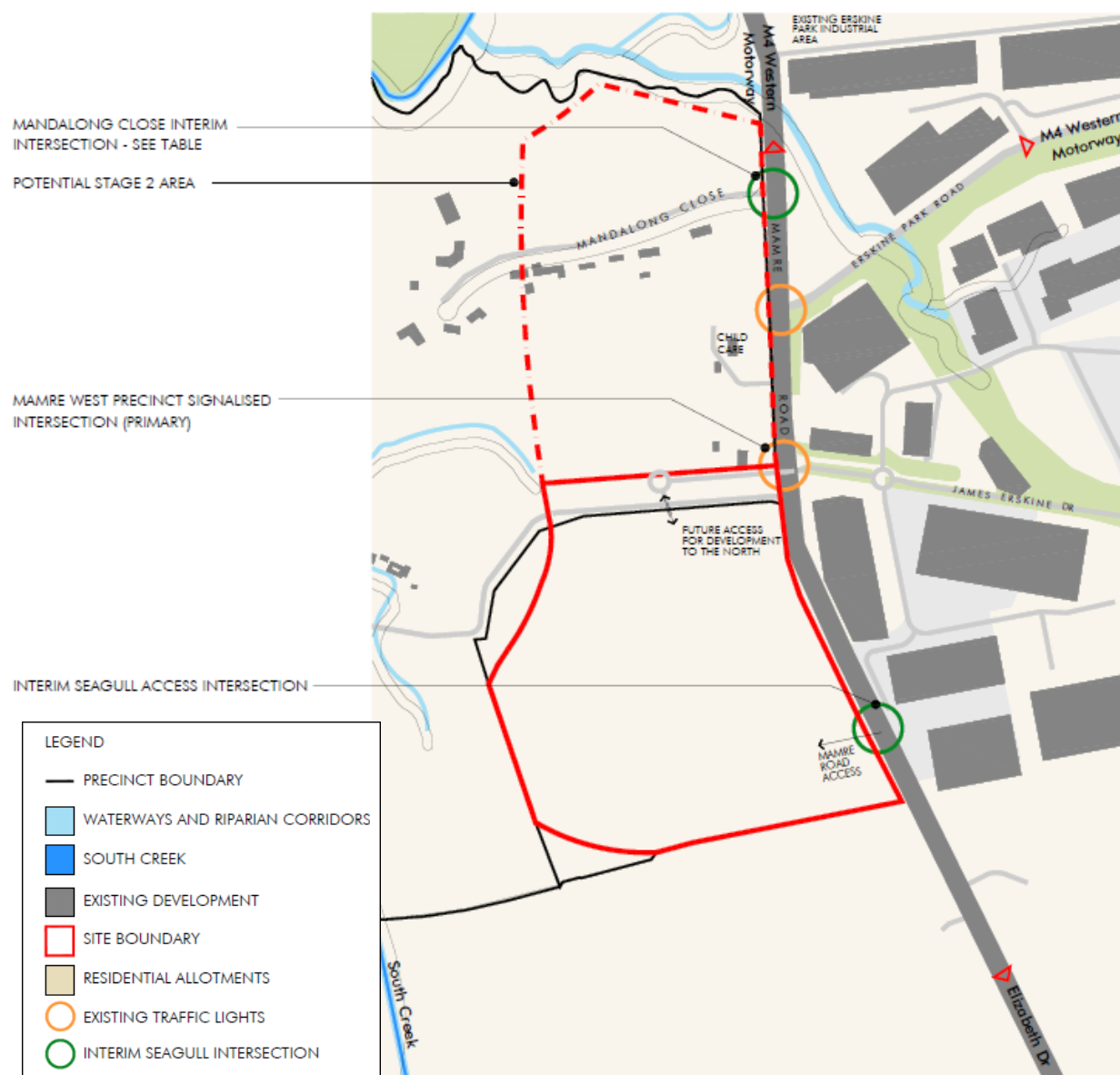
A new signalised intersection will be needed to enable direct and efficient access to Mamre Road from the future industrial subdivision. It will also be necessary to demonstrate that the proposed development will not result in any significant impacts on the existing and likely future operation of Mamre Road, including traffic flows and road safety.

An interim 'seagull' intersection will be provided in the south-east of the Precinct to provide access to the proponent's site until the primary signalised intersection at James Erskine Drive is constructed. Once constructed, the 'seagull' intersection will be downgraded to a left-in-left-out arrangement.

To limit traffic impacts and ensure safe access to the site, no direct vehicular access will be permitted to Mamre Road, with all lots gaining access via an internal industrial subdivision road.

Future access for development to the north of the site will be via an extension to the internal road as shown in **Figure 6**.

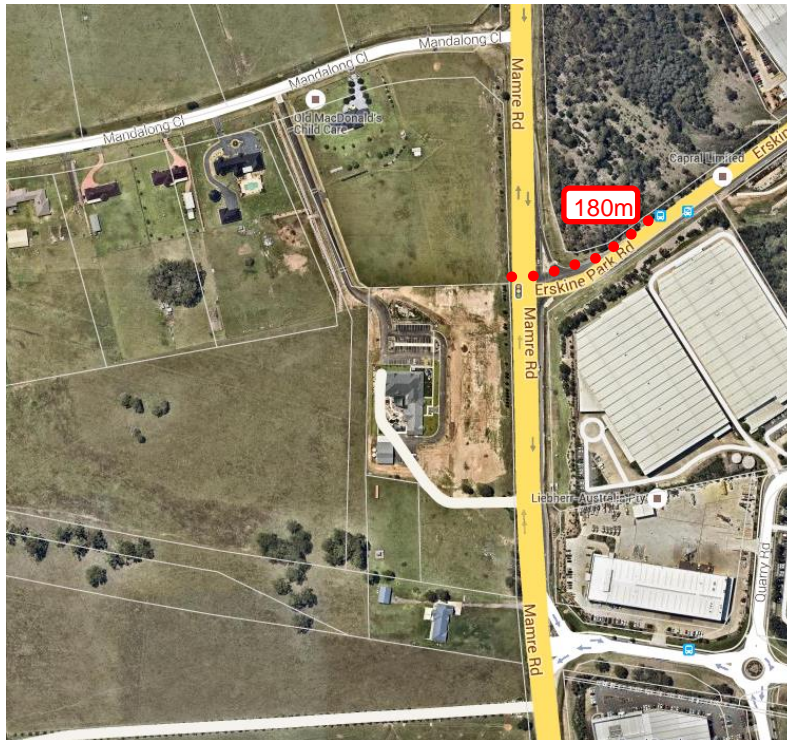
FIGURE 6 – ACCESS STRATEGY



As the Precinct will be accessed by a wide variety of industrial vehicles, local road networks, loading bays and turning areas will need to be designed to accommodate large freight vehicles. Adequate on-site car parking is also needed.

Public transport services are near the Precinct as shown in **Figure 7**. The 779 bus service provides access to and from St Mary's railway station, approximately every 30 minutes during the morning peak and afternoon peak hours, travelling along James Erskine Drive, Erskine Park Road and Mamre Road.

FIGURE 7 – PUBLIC TRANSPORT ACCESSIBILITY



Transport and Access Principles

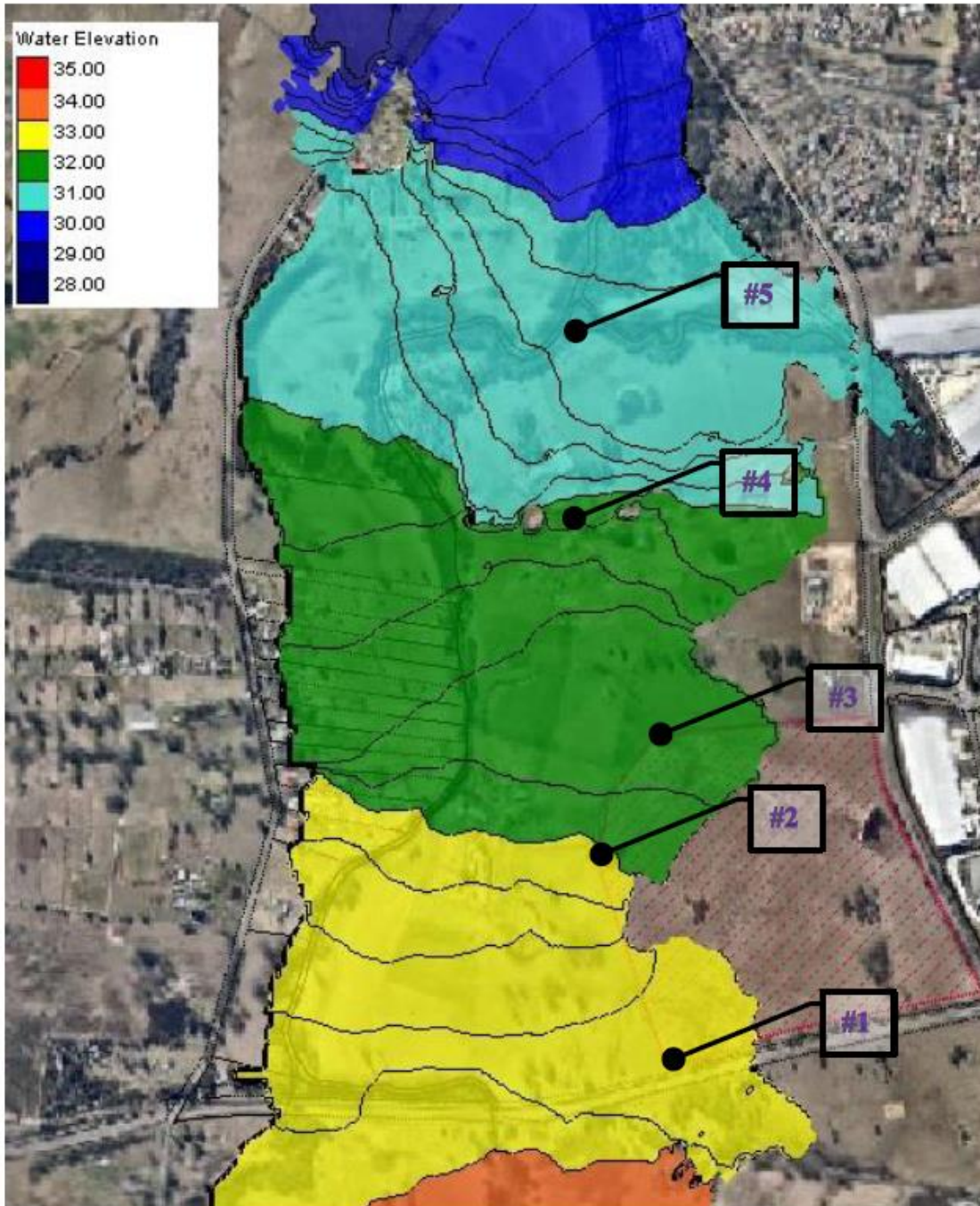
- To provide access from Mamre Road a safe and efficient manner.
- To deliver an internal road network for all types of vehicles.
- To provide suitable car parking and turning areas.
- To encourage the use of public transport, cycling and walking.

3.4 STORMWATER AND FLOODING

Potential flooding impacts constrain the development potential of the Mamre West Precinct. Flooding constraints have the greatest effect on the development potential of the western and northern parts of the site.

Future development will be required to be designed and sited to avoid risk to health and property from flooding. The land release and rezoning has been limited to the southern part of the site which is largely unaffected by the floodway.

FIGURE 8 – PREDICTED 1% AEP PEAK FLOOD LEVEL PROFILE



The effective management of flooding and stormwater is needed to avoid significant adverse impacts arising from future development. It will also be necessary to manage stormwater flows to avoid impacts to the downstream property owners and to maintain or enhance the quality of South Creek and the other watercourses within the precinct.

Rainwater harvesting should be provided to take advantage of the significant roof collection areas likely to be provided within the future industrial development.

Stormwater and Flooding Principles

- To site and design development so that it does not create unacceptable flooding or associated impacts to surrounding properties.
- To provide a stormwater management system that addresses the quantity and quality of stormwater.
- To incorporate rainwater harvesting into the design of future developments and reduce the potential consumption of potable water.

3.5 ENVIRONMENTAL MANAGEMENT

The technical reports that were prepared to inform the precinct planning process (refer **Appendix D**) included a range of environmental investigations. This has helped to document the existing site conditions and the potential impacts that could arise as a result of the proposed industrial land release and rezoning, including:

- Biodiversity and Riparian Corridors.
- Indigenous Heritage.
- Non-Indigenous Heritage.
- Acoustic and Vibration.
- Land Contamination.

The site investigations have confirmed that the Mamre West Land Investigation Area has been predominantly cleared as a result of the previous agricultural activities. However, continuous vegetation is present along the riparian corridors associated with South Creek and its tributaries, with smaller clusters of native vegetation distributed across the remainder of the Precinct. The Precinct contains a number of threatened flora and fauna species which should be managed and preserved where possible (Figure 9).

The western portion of the Precinct along South Creek would be inundated during a flood event and accordingly, this area has been excluded from the draft SEPP amendment. This means that the continuous vegetation along the riparian corridors will remain (**Figure 10**).

The riparian corridors are also recognised as generally having a higher level of Aboriginal archaeological potential due to the importance of water sources (**Figure 11**). This was considered to be of particular relevance with regard to the south-western corner of the development near the confluence of South and Cosgroves Creeks. Again, the flood affected nature of this part of the site means that it remains protected.

The Precinct is identified as having local scenic, heritage and cultural values. Future development will need to be sited and designed to minimise the potential visual impacts, particularly along Mamre Road and from the rural-residential dwellings within the northern part of the Precinct. Consideration will also need to be given to the potential for archaeological remains associated with the former Erskine Park School, as shown in **Figure 12**. This would need to be addressed in any development application in this locality.

It will also be necessary to provide for flexible design responses which protect amenity. Particular consideration will need to be given to the economic and efficient future use of the developable land to the north, as well as the noise sensitive receivers that are likely to remain, at least in the short term, including the child care centre and the rural-residential dwellings.

Additional investigations will be required for properties that were identified in the preliminary contamination report having regard to the areas of potential environmental concern. This will be required at the development application stage.

Environment and Heritage Principles

- To identify, protect and appropriately manage threatened flora or fauna species.
- To identify and protect areas that has particular scenic, heritage or cultural value.
- To avoid significant environmental impacts arising from the future industrial development of the precinct

FIGURE 9 – FIELD VALIDATED VEGETATION AND FAUNA HABITAT

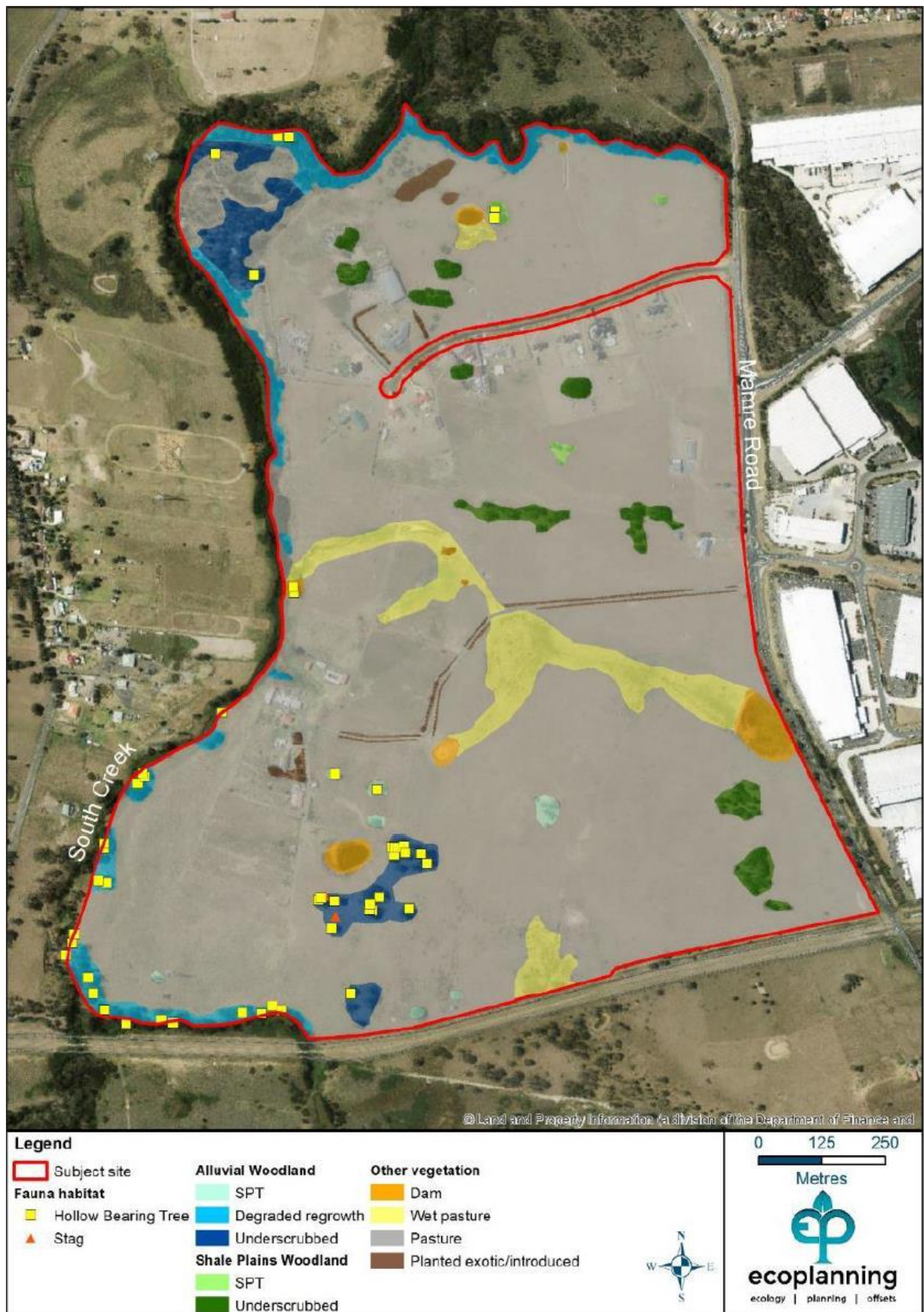


FIGURE 10 – STREAM ORDERS AND RIPARIAN CORRIDORS

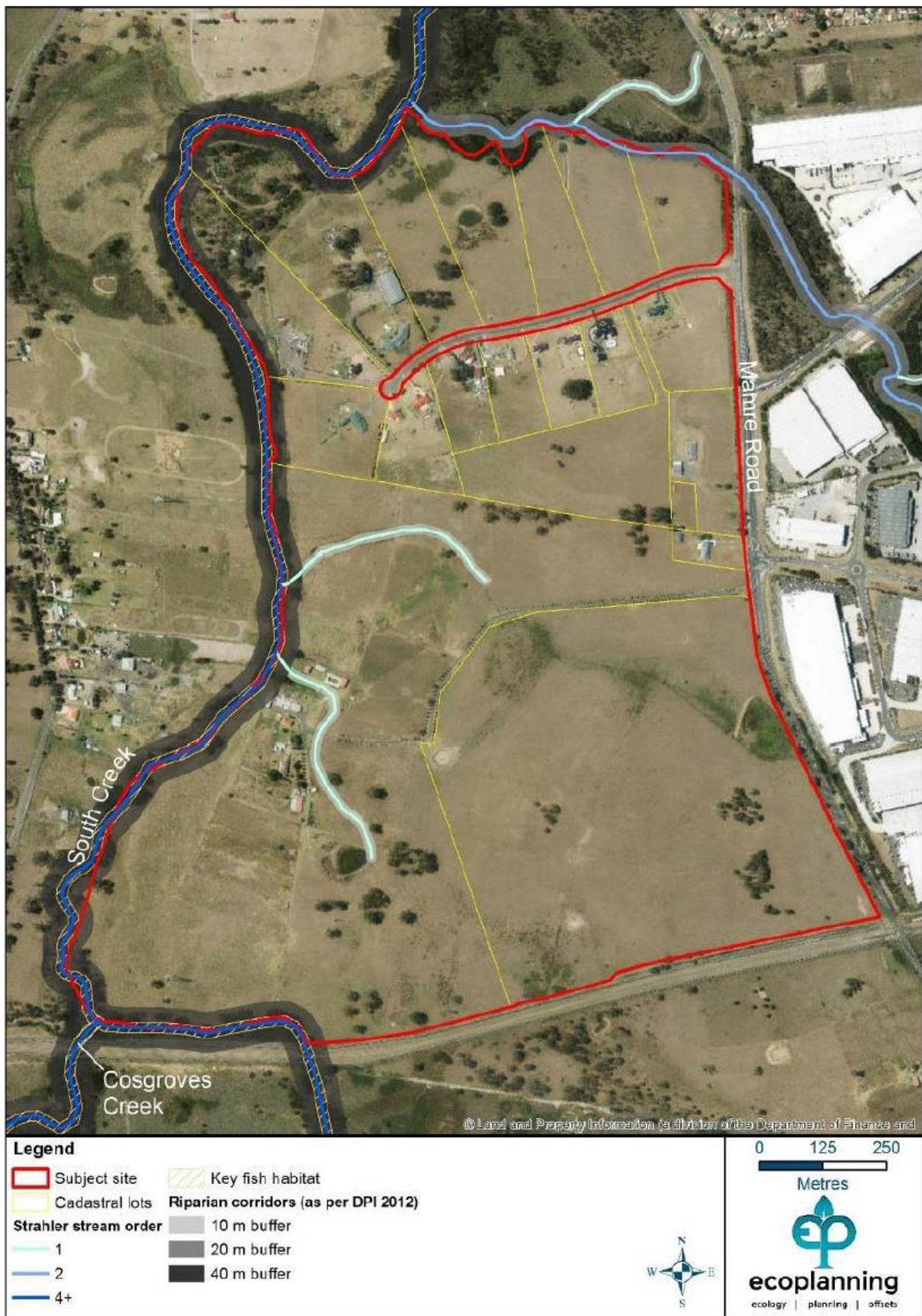


FIGURE 11 – ARCHAEOLOGICAL POTENTIAL

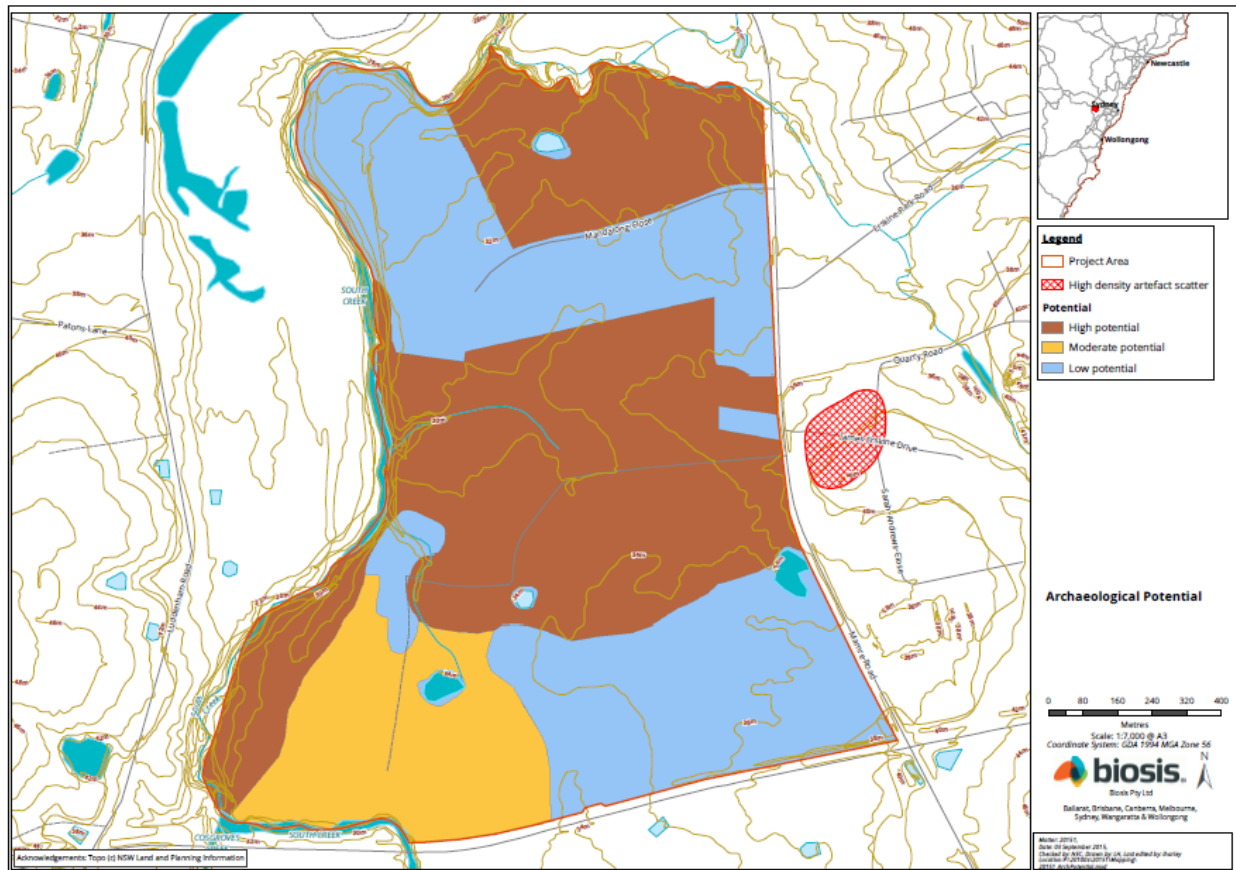
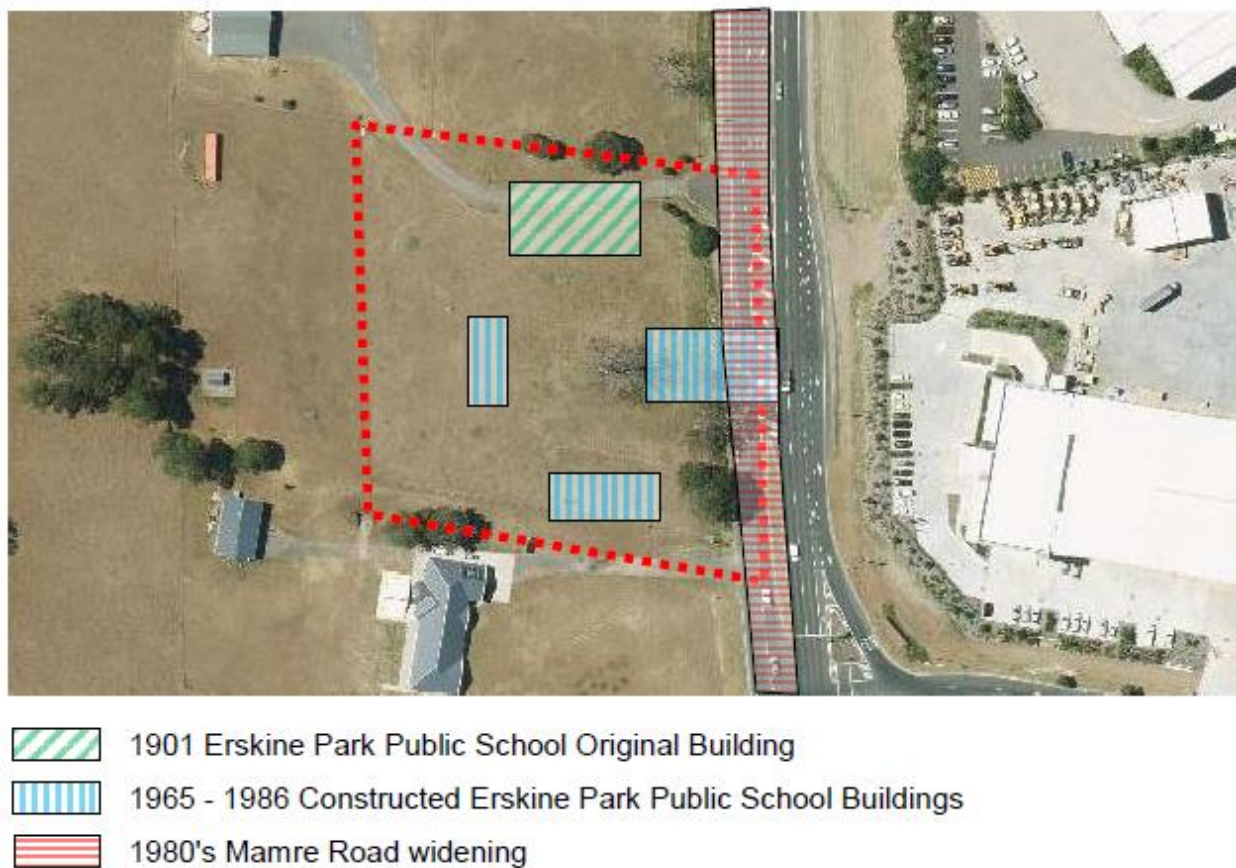


FIGURE 12 – FORMER ERSKINE PARK PUBLIC SCHOOL LOCATION



3.6 INFRASTRUCTURE DELIVERY

The Mamre West Land Investigation Area comprises approximately 86 hectares of developable land, of which approximately 47 hectares (or 55% of the developable land) is proposed to be released by way of this draft SEPP amendment. Approximately 44 hectares of this land is owned by the proponent.

The key utilities required to service the Mamre West Land Investigation Area are located to the east of the Precinct in the Mamre Road reserve. Initial consultations with the relevant utility service providers have indicated that connections can be provided by the proponent, enabling the redevelopment of the site for industrial purposes, in time for development consent for the first new development.

The developable land in the eastern part of the Precinct can be serviced as outlined in **Figure 13** and as described below:

- **Water and sewer:** the land will benefit from water and sewer services in 2016, subject to Strategic Servicing Planning with Sydney Water. A 250mm trunk water main is located near the north-eastern corner of Lot 2171, within the Mamre Road reserve, south of the James Erskine Drive intersection. A 750mm trunk sewer main (Mamre Road Carrier) is also located at the north-east corner of the Mamre West Precinct.
- **Energy and telecommunications:** electricity, telecommunications and gas are available within the Mamre Road reserve directly adjacent to Lot 2171, including an underground feeder (MM1192), a 110mm polyethylene gas main (210 kPa) and two P100 Telstra conduits (including mains copper cables and optical fibre cables).

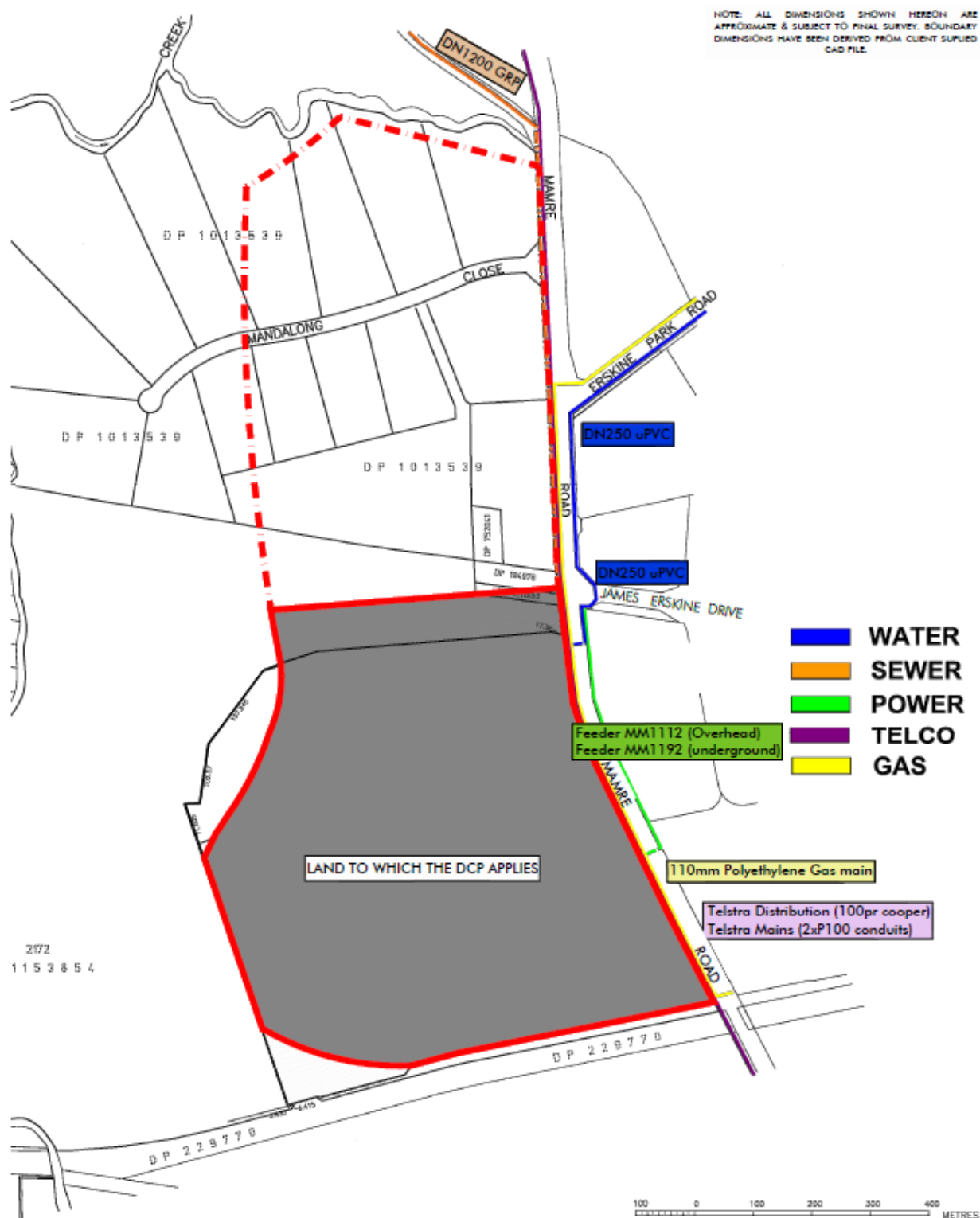
Existing services will be upgraded as required to facilitate the redevelopment of the site for industrial uses.

- **Water and sewer:** a direct connection can be made to the 250mm trunk water main near the north-eastern corner of Lot 2171. A 900m 225mm lead-in main will need to be constructed along the western side of Mamre Road to provide a sewer connection to the site.
- **Gas:** a shared trench arrangement will be adopted should gas be required for the development. The proposed works would be undertaken by direct agreement with Jemena based on the specific demand for gas.
- **Telecommunications:** a telecommunications consultant will be engaged once final loads and concept layouts are finalised. Consultation and design certification will need to be undertaken to provide for a fibre ready pit and pipe in accordance with Telstra guidelines.

The developable area to the north of the Proponent's site can benefit from the above services. The potential future development of this land has been identified for further refinement with Sydney Water. Other service providers will require additional information, such as assessments of loads and intended uses to estimate future servicing requirements.

The proponent has committed to enter into a Voluntary Planning Agreement with the Minister for Planning for the delivery of transport infrastructure upgrades by payment of monetary contributions. The contribution will be calculated on the basis of \$180,000 per hectare of the net developable area of their land (i.e. Lot 2171). The proponent has also committed to fund the design and delivery of the required utility services upgrades to facilitate the development of Lot 2171.

FIGURE 13 – SERVICES LOCATION MAP



3.7 DEVELOPMENT OUTCOMES

Table 1 summarises the key planning principles and the way in which these have been addressed within the draft SEPP amendment. Reference is made to the technical studies (**Appendix D**) and the way in which the key issues and constraints have been addressed in the precinct planning process.

TABLE 1 – DEVELOPMENT OUTCOMES

FEATURE	PLANNING PRINCIPLES	DEVELOPMENT OUTCOME
Land Use and Staging	To provide land uses which appropriately respond to the character of surrounding development, while meeting the expectations of key stakeholders	<ul style="list-style-type: none"> ▪ The release and rezoning of the site will provide a logical extension to the Erskine Park Employment Lands which accommodate a range of industrial development activities. ▪ The site-specific DCP includes a broad range of detailed guidelines to provide for the appropriate siting and design of future industrial development.
	To deliver employment and investment opportunities to surrounding local and regional areas	<ul style="list-style-type: none"> ▪ The industrial release and rezoning of the land will provide approximately 47 hectares of developable land to meet existing market demand and provide for additional employment generating land use activities within the WSEA.
	To locate and design development so that it can accommodate industrial uses within an attractive landscaped setting	<ul style="list-style-type: none"> ▪ The site-specific DCP includes detailed design guidelines to guide the preparation of future development proposals, including appropriate built form controls, setbacks, building materials and finishes, signage and landscape requirements.
	To develop the Precinct in a coordinated way with the delivery of infrastructure to meet the demands of future users	<ul style="list-style-type: none"> ▪ The investigations undertaken as part of the precinct planning process have confirmed that the site can be serviced. ▪ The proponent has agreed to enter into a VPA with the Minister for Planning for the payment of monetary contributions for the delivery of regional road infrastructure. Other utilities are also being funded by the proponent.
Transport and Access	To provide access from Mamre Road a safe and efficient manner	<ul style="list-style-type: none"> ▪ The proponent has undertaken ongoing consultation with the Roads and Maritime Service regarding the proposed intersection on Mamre Road. ▪ A site specific DCP has been prepared with detailed development controls to ensure suitable access is provided for all types of vehicles.
	To deliver an internal road network that will provide suitable access for all types of vehicles	<ul style="list-style-type: none"> ▪ The internal roads will be designed to comply with Penrith City Council requirements to ensure traffic is managed appropriately and the roads can be dedicated to Council in the future. ▪ The site specific DCP includes requirements for the siting and design of the internal road network for the

FEATURE	PLANNING PRINCIPLES	DEVELOPMENT OUTCOME
		proposed industrial subdivision of the site.
	To provide suitable car parking and turning areas for the type and quantity of vehicles expected to visit the site	<ul style="list-style-type: none"> On-site car parking is proposed in accordance with RMS requirements. The local road network will be designed to accommodate the largest vehicles expected to visit the site. The site specific DCP includes detailed development controls related to car parking and turning areas.
	To encourage the use of public transport, cycling and walking, where feasible	<ul style="list-style-type: none"> Limited public transport services are currently provided within walking distance of the Precinct. However, the Broader WSEA Structure Plan includes a plan to improve bus services between Mt Druitt and Leppington via Mamre Road. The site-specific DCP includes controls to encourage the use of alternative forms of transport, where practical and safe.
Stormwater and Flooding	To site and design development so that it does not create additional flooding or associated impacts to surrounding properties	<ul style="list-style-type: none"> The majority of the eastern portion of the Precinct is located outside of the floodway. The flood modelling assessment has concluded that the draft SEPP amendment is appropriate and will not result in detrimental impacts to the downstream property owners. The site-specific DCP includes specific requirements to facilitate further assessment of potential flooding impacts at the DA stage, once the final siting and design (and hardstand areas) have been resolved.
	To provide a stormwater management system that addresses the quantity and quality of stormwater	<ul style="list-style-type: none"> Stormwater treatment measures will be implemented as part of the future development to manage water quality (and quantity) and avoid potential impacts on the riparian corridors. Appropriate development guidelines have been incorporated into the site-specific DCP.
	To incorporate rainwater harvesting into the design of future developments and reduce the potential consumption of potable water	<ul style="list-style-type: none"> Rainwater tanks will be provided for each of the future industrial developments to collect rainwater for re-use in landscape irrigation, toilet flushing and the like. The site-specific DCP includes controls to guide the siting and design of rainwater tanks to minimise their potential visual impact and maximise the use of collected rainwater.
Environmental Management	To identify, protect and appropriately manage threatened	<ul style="list-style-type: none"> The investigations have identified a number of threatened flora and fauna species. The majority of these located within riparian corridors and unlikely to be

FEATURE	PLANNING PRINCIPLES	DEVELOPMENT OUTCOME
	flora or fauna species	<p>subject to land release, rezoning and future redevelopment.</p> <ul style="list-style-type: none"> ▪ The eastern portion of the Precinct is predominantly cleared and will not result in any significant impacts on threatened flora and fauna species. The remaining clusters of Shale Plains Woodland are in poor condition. ▪ The draft DCP includes provisions for the protection and management of the areas that have a high biodiversity value, identifying areas of contiguous vegetation, and the riparian corridors.
	To identify and protect areas that have particular scenic, heritage or cultural value	<ul style="list-style-type: none"> ▪ The land affected by the draft SEPP amendment has been identified as having high, medium and low Aboriginal archaeological potential. Further investigations will be required at the development application stage and/or prior to any works commencing on the site. ▪ The potential heritage significance of the former agricultural land use activities is to be reflected in a landscaped corridor along Mamre Road. Additional landscaped areas will be proposed to screen the potential visual impact of the development when viewed from the rural-residential dwellings in Mandalong Close. ▪ The site specific DCP has incorporated a range of development controls that will identify and protect the scenic, heritage and cultural values of the Precinct as part of the development application process.
	To avoid significant environmental impacts arising from the future industrial development of the precinct	<ul style="list-style-type: none"> ▪ The site-specific DCP provides a range of detailed controls to be addressed in future development applications and for the ongoing operations of the industrial developments.

4 Amendment to State Environmental Planning Policy (Western Sydney Employment Area) 2009

This Land Use and Infrastructure Delivery Plan, including the appendices and the detailed technical reports, have demonstrated that the southern portion of the Mamre West Land Investigation Area is appropriate for immediate industrial land release and rezoning.

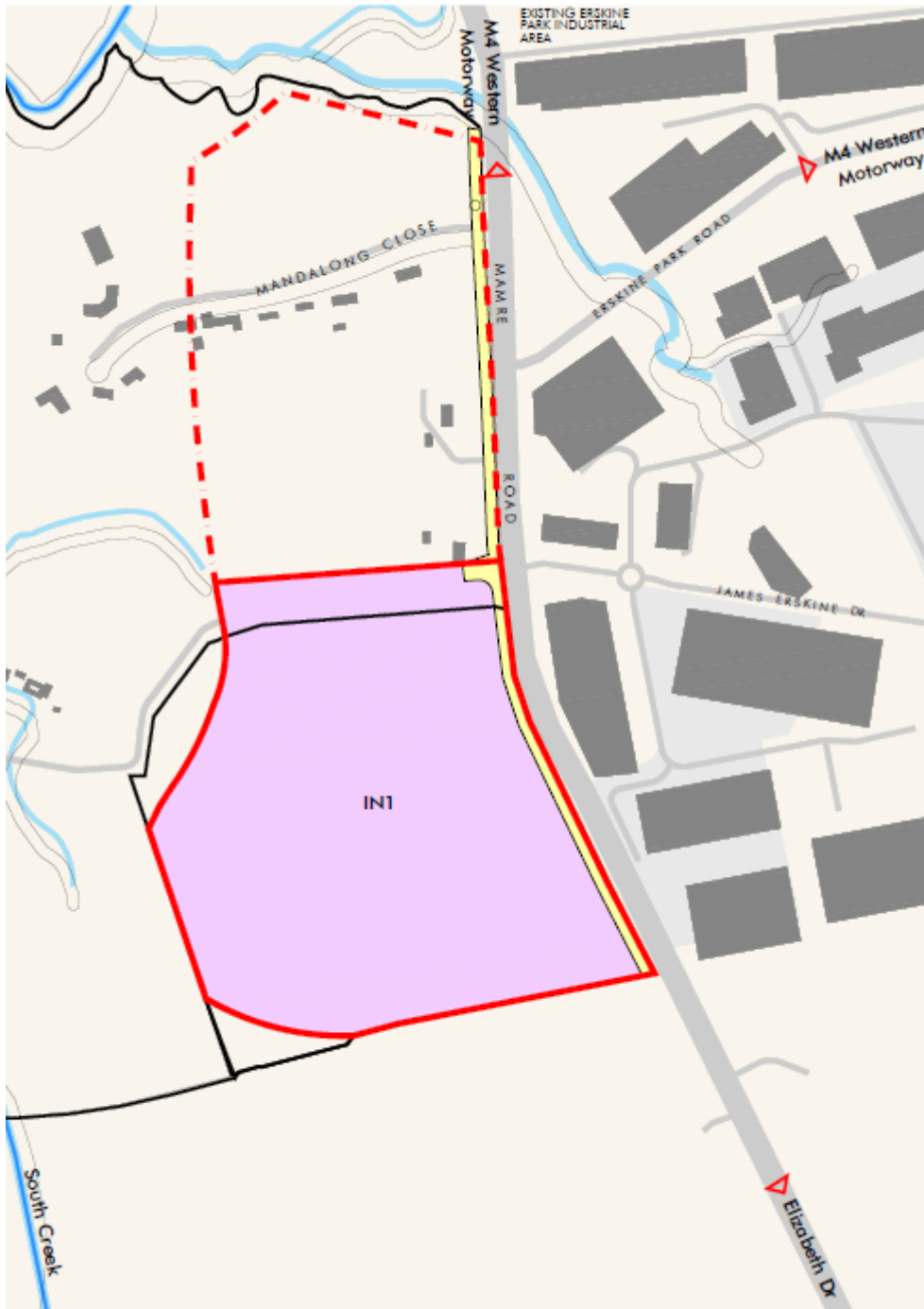
In order to facilitate this process, it will be necessary to update the relevant maps that form part of the WSEA SEPP. No changes would be required to the written instrument. The maps to be updated include:

- **Land Use Zoning:** the Land Zoning Map (Sheet LZN_001) will need to be updated to rezone approximately 47 hectares of the developable land to be released in the southern portion of the Mamre West Precinct, including:
 - IN1 General Industrial: the majority of the land is to be rezoned to IN1 General Industrial to enable its redevelopment for industrial purposes, including freight and logistics.
 - SP2 Infrastructure (Road): a portion of land opposite James Erskine Drive and a 20 metre wide strip along the Mamre Road frontage is to be rezoned SP2 to facilitate the delivery of the new traffic intersection, as well as the future widening of Mamre Road.
- **Transport:** the Transport and Arterial Road Infrastructure Plan Map (Sheet TAI 001) will be updated to include the land as described above. It would not be necessary to provide for any additional roads as direct access can be provided to the future industrial subdivision via the existing regional road network (ie Mamre Road). DP&E have prepared an Explanation of Intended Effect which will detail how access will be provided to the Primary Precinct Access where access is not directly available.
- **Industrial Release Areas:** it will be necessary to update the Industrial Release Area Map (Sheet IRA 001) to include the site as part of the industrial release area.
- **Land Reservation Acquisition:** the Land Reservation Acquisition Map is to be included which specifies who is responsible for the acquisition of land for the purpose of Public Infrastructure. Roads and Maritime Services will be the acquisition authority for lands required for the Mamre Road widening (to enable the upgrade of Mamre Road to a Principle Arterial Road) and Mamre West Precinct Access (adjacent James Erskine Drive – to enable the Principal Signalised Intersection point for the Precinct).
- **Additional Permitted Uses:** the Additional Permitted Uses Map (Sheet APU_001) will be updated to include the Precinct. However, it would not be necessary to provide for any additional uses.

A draft DCP has been prepared in accordance with the requirements of the WSEA SEPP, taking into account the recommendations arising from the Precinct technical reports. It is proposed that the DCP would apply to all land zoned IN1 General Industrial within the Mamre West Land Investigation Area.

The DCP controls have been designed to respond to the planning principles outlined with the Land Use and Infrastructure Delivery Plan so that future development will appropriately respond to the constraints of the site, while achieving a suitable built form to encourage development.

FIGURE 14 – PROPOSED ZONING MAP



LEGEND

- GENERAL INDUSTRIAL : IN1
- INFRASTRUCTURE (CLASSIFIED ROAD) : SP2
- MAMRE WEST PRECINCT
- POTENTIAL STAGE 2 AREA

Reference List

FIGURES

TABLE 2 – FIGURES REFERENCE LIST

FIGURE	AUTHOR (DATE)
Figure 1 – Western Sydney Priority Growth Area	Department of Planning & Environment (2015)
Figure 2 – Locality Plan	Google (2015)
Figure 3 – Aerial Photograph	Nearmap (31 July 2015)
Figure 4 – Precinct Cadastre	Urbis (2015)
Figure 5 – Site Opportunities and Constraints Map	Nettleton Tribe (2016)
Figure 6 – Access Strategy	Nettleton Tribe (2016)
Figure 7 – Public Transport Accessibility	Google (2015)
Figure 8 – Predicted 1% AEP Peak Flood Level Profile	Costin Roe Consulting (2015)
Figure 9 – Field Validated Vegetation and Fauna Habitat	Ecoplaning (2015)
Figure 10 – Stream Orders and Riparian Corridors	Ecoplaning (2015)
Figure 11 – Archaeological Potential	Biosis (2015)
Figure 12 – Former Erskine Park Public School Location	City Plan Services (2015)
Figure 13 – Services Location Map	Nettleton Tribe (2016)
Figure 14 – Proposed Zoning Map	Nettleton Tribe (2016)

TECHNICAL REPORTS

TABLE 3 – TECHNICAL REPORTS REFERENCE LIST

REPORT TITLE	AUTHOR (YEAR)
Overland Flood Report (Stage 1 and Stage 2)	Costin Roe Consulting (2015)
Heritage Assessment	City Plan Heritage Pty Ltd (2015)
Aboriginal Cultural Heritage Assessment Report	Biosis Pty Ltd (2015)
Ecological and Riparian Assessment	Ecoplanning Pty Ltd (2015)
Traffic and Transport	Ason Group (2016)
Operational Noise Assessment	Acoustic Logic (2016)
Infrastructure Services	Land Partners (2015)
Phase 1 Environmental Site Assessment	Zoic Environmental Pty Ltd (2015)
Stage 1 Contamination Assessment	Coffey Geotechnics Pty Ltd (2014)

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