

June 2020

Rezoning of Mamre Road Precinct

What does the rezoning announcement mean?

The Mamre Road Precinct within the Western Sydney Employment Area (WSEA) has been rezoned. About 1000 hectares of rural land have been rezoned, 850 of this for industrial purposes. This means that new planning controls will enable industrial development as well as protect land for environmental conservation and recreation.

What will the plan deliver?

The Precinct delivers about 850 hectares of industrial land which could provide about 5,200 jobs during construction and up to 17,000 ongoing jobs. The rezoning of the precinct preserves land for environmental conservation, open space and road corridors. It also protects a site for a potential Western Sydney freight intermodal terminal (IMT).

What infrastructure is provided?

The rezoning identifies land for the future upgrade of Mamre Road and potential Southern Link Road and Western Sydney Freight Line. These will be delivered by the State Government in stages. The Western Sydney Freight Line corridor borders the northern part of the precinct and, subject to a business case, will also be delivered by the State Government. A future intermodal terminal location has also been identified for delivery by the private sector, subject to further planning and approval.

What services will be provided?

Sydney Water is carrying out strategic planning for the Mamre Road Precinct to provide water, wastewater and recycled water for accelerated development and the long term. As part of this strategic planning, Sydney Water has identified the need for a wastewater pumping station in the Mamre Road Precinct. The final location will be decided shortly and Sydney Water will plan for this and any required infrastructure under following stakeholder consultation.

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 precinct will use existing resources and will also help extend the network required to service development throughout Western Sydney.

Relevant utility authorities should be contacted for more information.

What about the Development Control Plan?

The Department is preparing a Development Control Plan (DCP) in consultation with Penrith City Council to provide detailed design controls for development in the precinct. Until a DCP is finalised, Clause 18 of the WSEA SEPP applies to any DA. It requires a site-specific DCP to be prepared and applicable to a site before development consent can be granted. A draft DCP is expected to be exhibited in the second half of 2020.

What happens to local infrastructure contributions?

The Department is working with Penrith City Council to prepare a section 7.12 plan for the precinct, which will establish a funding mechanism for local infrastructure including local roads, drainage and open space. A draft section 7.12 plan is expected to be exhibited in 2020. In the interim, clause 270 of the Environmental Planning and Assessment Regulation 2000 applies requiring developers to make direct arrangements with Council.

What happens to State infrastructure contributions?

The draft WSEA Special Infrastructure Contribution (SIC) applies to the precinct. The Aerotropolis SIC will replace this after further consultation. As an interim measure, the negotiation of the State Voluntary Planning Agreements will include a top-up contribution from developers to include provision for contributions applicable according to the Aerotropolis SIC.

How was the community consulted?

The draft Mamre Road Precinct rezoning package was exhibited from 18 November to 20 December 2019. Notification letters were sent to all landowners at the start of the exhibition period. Notifications were also placed in local newspapers.

Information sessions were held for the local community and the development industry. Following exhibition, the Department has continued to work with developers, landowners and State agencies to address issues and suggestions raised in the exhibition period. Some issues will be resolved during the preparation, exhibition and finalisation of a development control plan and SIC.

The Department, Transport for NSW and major industry groups collaborated on a review of the approach to securing a site for a future intermodal terminal following exhibition. As a result, a more compact site was identified for the critical rail infrastructure required to service the precinct.

How did the Department respond to submissions?

The issues raised in submissions were carefully considered and have resulted in a number of changes to the exhibited Structure Plan and associated planning controls such as refinement of recreation and environmental conservation land and the extent of land identified for a potential intermodal terminal. Direct consultation with affected landowners has continued from December to the final recommendation to the Minister for Planning and Public Spaces.

The Department has prepared a Finalisation Report that details the issues raised by the community during exhibition, and changes made.

What are the key post-exhibition changes?

The key post-exhibition changes are:

- Refinement of the potential IMT implementation strategy to reflect more compact core rail infrastructure north of Bakers Lane. This will be supported by freight connections to the broader precinct.
- Refinement of environmental conservation land to protect native vegetation to balance industrial development potential across the precinct.
- Removal of precinct drainage land as a result of submissions with a requirement for this to be addressed by individual developments as part of a development application process.

- Removal of a water reservoir site to allow Sydney Water to finalise investigations and planning.
- Refinement of public open space to balance it with industrial land where permitted by flooding but ensuring amenity for future employees and interfaces with Wianamatta-South Creek.

Further details of the post-exhibition changes and an outline of the final planning package can be found in the Mamre Road Precinct Finalisation Report.

When will an intermodal terminal be built? Can interim uses be considered?

As with other intermodal terminals in New South Wales, an intermodal terminal within the Mamre Road Precinct is expected to be developed and ultimately operated by the private sector.

An intermodal terminal is forecast to be economically viable within the catchment area as soon as 2030. The proposed Western Sydney Freight Line is expected to be delivered at around the same time. While the proposed Western Sydney Freight Line is the key piece of enabling infrastructure to support an intermodal terminal in the long term, the affected land can be developed for interim uses (particularly those compatible with a future intermodal terminal development).

How does the TfNSW concurrence affect the Mamre Road Precinct?

Concurrence means that any development application with a capital investment value of more than \$200,000 anywhere in the Mamre Road Precinct needs to be sent to Transport for NSW for approval as part of the development application process.

Why does TfNSW now have concurrence over the entire Mamre Road Precinct?

The preferred Western Sydney Intermodal Terminal site that would run east-west adjoining the Western Sydney Freight Line is constrained by the amount of land available outside the potential terminal site for warehousing and distribution centres. To maximise the effectiveness of the terminal, it must be efficiently connected to warehouses and distribution centres in the broader Mamre Road Precinct and Western Sydney Employment Area.

The concurrence provision will apply until there are measures in place to ensure an integrated freight network can be delivered. This is under development in consultation with Penrith City Council, Transport for NSW and developers preparing State Significant Development Applications for the precinct.

What is TfNSW hoping to achieve with an integrated freight network?

TfNSW is seeking to minimise freight vehicle impacts and interfaces with traffic on the public road network, particularly Mamre Road and the future Southern Link Road. Integrated road freight access from the intermodal terminal to surrounding industrial precincts and warehouses/distribution centres will maximise the effectiveness of the intermodal terminal. This could include a separated dedicated freight network or one that is integrated with fire access or local roads.

How long would the concurrence be in place?

The concurrence over the entire Mamre Road Precinct will ensure an integrated freight network can be developed in consultation with DPIE, Council and landowners. Once a sufficient dedicated freight network is agreed to, the concurrence over the entire Mamre Road Precinct can be refined.

How is adjoining rural development protected from industrial development?

Transition areas have been identified on the Structure Plan to provide an interface between the rural residential areas and industrial development, and industrial development and waterways. Clause 23 of the WSEA SEPP establishes matters that a consent authority must consider for development within 250m of land zoned primarily for residential purposes. These matters are:

- wherever appropriate, proposed buildings are compatible with the height, scale, siting and character of existing residential buildings in the vicinity;
- goods, plant, equipment and other material resulting from the development are to be stored within a building or will be suitably screened from view from residential buildings and associated land;
- the elevation of any building facing, or significantly exposed to view from, land on which a dwelling house is situated has been designed to present an attractive appearance;
- noise generation from fixed sources or motor vehicles associated with the development will be effectively insulated or otherwise minimised;
- the development will not otherwise cause nuisance to residents, by way of hours of operation, traffic movement, parking, headlight glare, security lighting or the like;
- the development will provide adequate off-street parking, relative to the demand for parking likely to be generated; and
- the site of the proposed development will be suitably landscaped, particularly between any building and the street alignment.

This is an existing clause within the WSEA SEPP, which will now apply to the precinct as it is rezoned.

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