

Department of Planning, Housing and Infrastructure

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Explanation of Intended Effect – Upgrade of Abbots and Aldington Roads (Mamre Road Precinct)

Amendment to the State Environmental Planning Policy (Industry and Employment) 2021

February 2024



ACKNOWLEDGEMENT OF COUNTRY

The Department of Planning, Housing and Infrastructure acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land and we show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

The Mamre Road Precinct is located on Dharug Country.

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Abbreviations

Shortened term	Term
Council	Penrith City Council
CPCP	Cumberland Plain Conservation Plan
DCP	Mamre Road Precinct Development Control Plan 2021
EIE	Explanation of Intended Effect
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
LRA	Land Reservation Acquisition Map
LZN	Land Zoning Map
PMF	Probable Maximum Flood
Structure Plan	Mamre Road Precinct Structure Plan
Industry and Employment SEPP	State Environmental Planning Policy (Industry and Employment) 2021
WSA	Western Sydney Airport
WSEA	Western Sydney Employment Area

1. Introduction

This Explanation of Intended Effect (EIE) has been prepared under section 3.30 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) to explain the intended effect of proposed amendments to the *State Environmental Planning Policy (Industry and Employment) 2021* (Industry and Employment SEPP).

This EIE describes proposed amendments to the Industry and Employment SEPP, specifically amendments to Chapter 2 relating to the Western Sydney Employment Area (WSEA).

2. Background

The Mamre Road Precinct, located within the WSEA was rezoned in June 2020 and contains 850 hectares of industrial land with the potential to accommodate 17,000 jobs. A further 95 hectares of land in the precinct is zoned for environmental conservation and open space.

The WSEA was established to rezone land for employment purposes close to major road transport and provide jobs for Western Sydney. WSEA provides much needed land for industry and employment including transport, warehousing, logistics and office space. Located approximately 50 kilometres from the Sydney central business district, the strategic importance of WSEA is enhanced by its location next to the Western Sydney Aerotropolis and close to Nancy-Bird Walton International Airport, opening in 2026.

Figure 1 details the broader WSEA locality and the Mamre Road Precinct. Figure 2 details the Mamre Road Precinct Structure Plan.

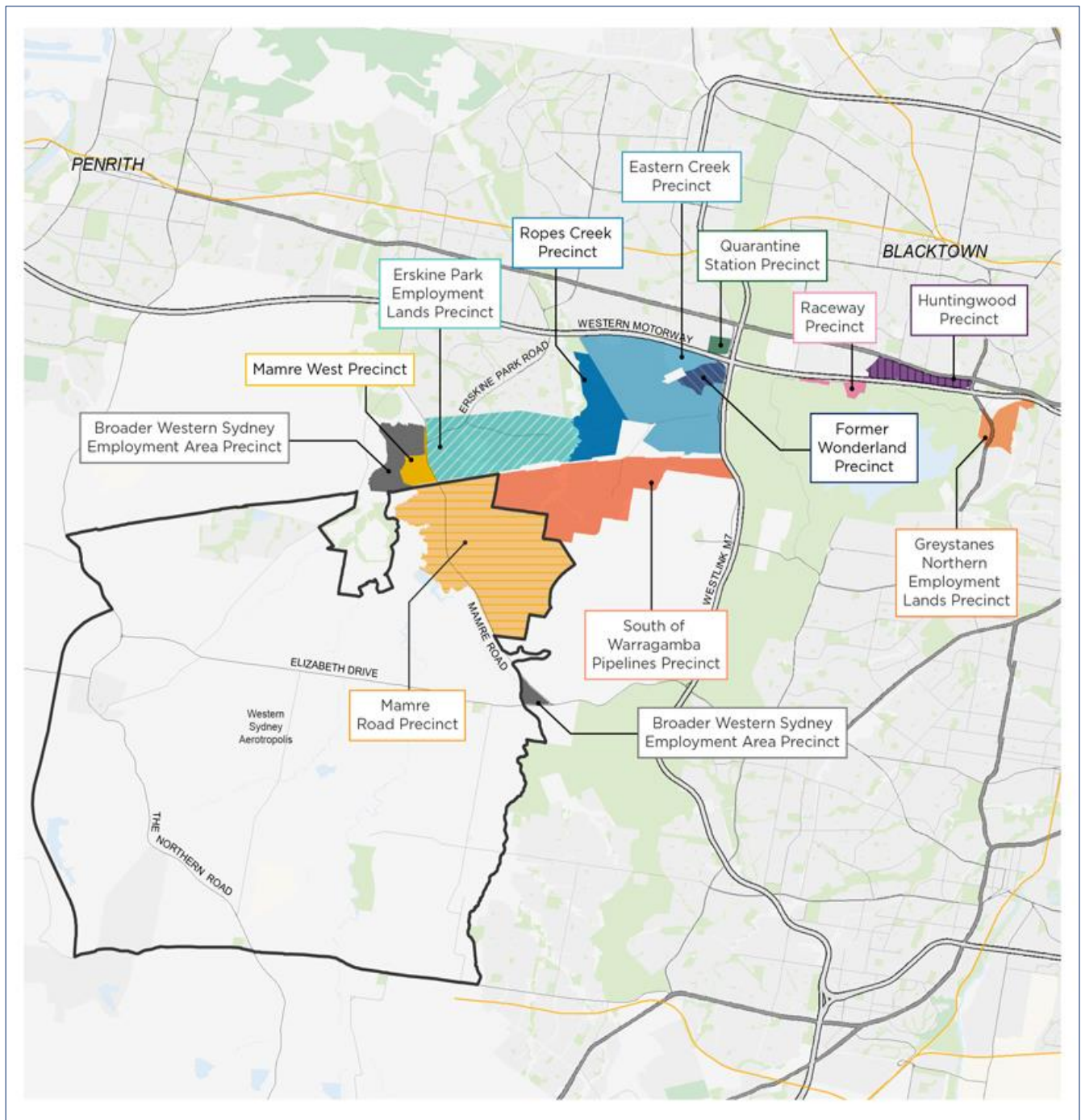


Figure 1: Broader WSEA locality and Mamre Road Precinct locality map (Source: NSW Government)

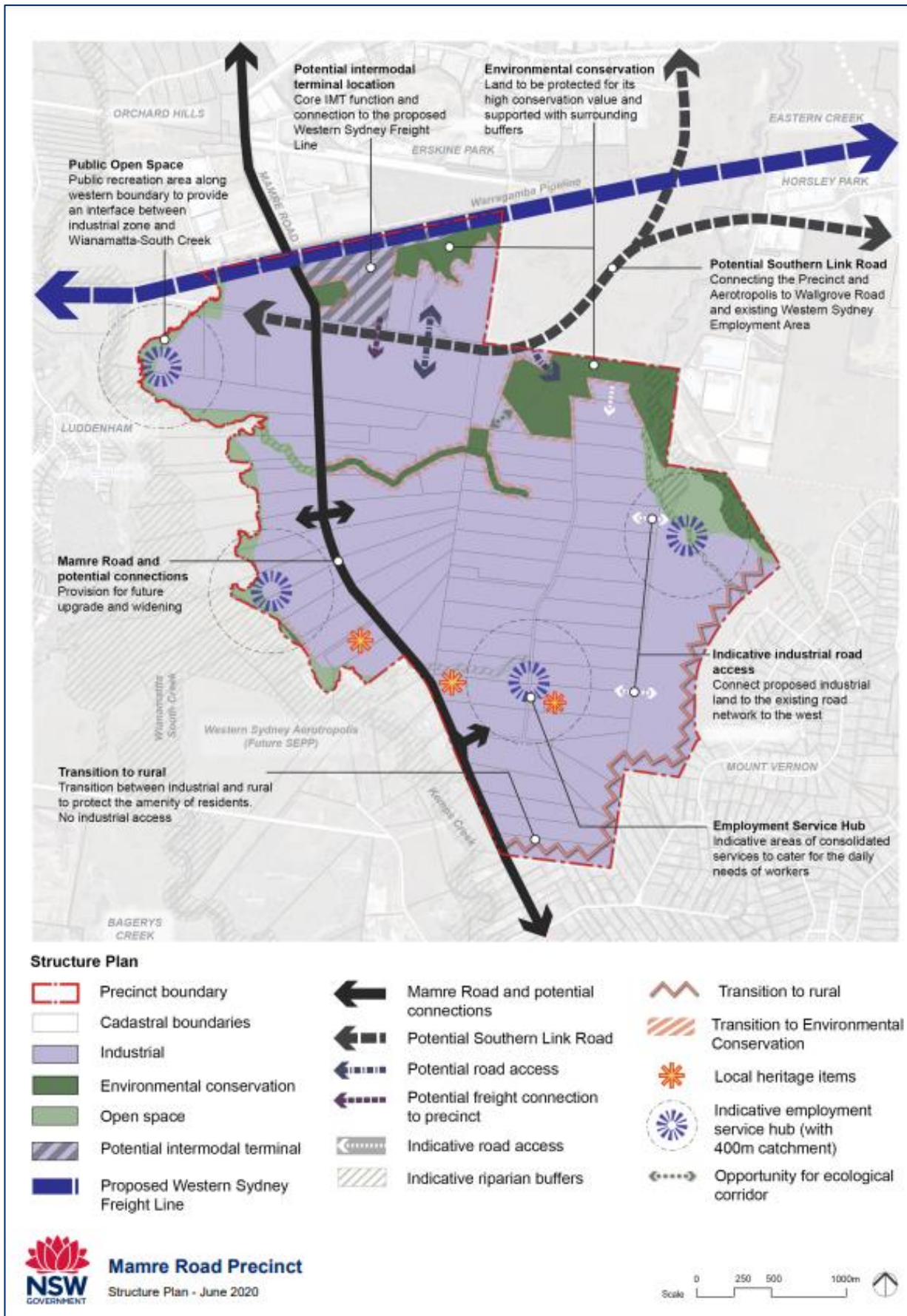


Figure 2: Mamre Road Precinct Structure Plan (June 2020) (Source: NSW Government)

The Mamre Road Precinct Development Control Plan 2021 (DCP) outlines the Precinct Vision:

The Mamre Road Precinct will be a world-class industrial area, primarily catering for warehousing and logistics on larger consolidated land parcels close to the Western Sydney Airport. The Precinct will accommodate an intermodal terminal serviced by the planned Western Sydney Freight Line and a dedicated freight road network and has convenient and quick access to the M12 and Elizabeth Drive. Connectivity to the broader Western Sydney Employment Area will be improved.

Abbotts Road and Aldington Road are both identified as critical road corridors required for the future operation and success of the Mamre Road Precinct. The need for supporting infrastructure to enable industrial development is recognised in strategic policy, including the Greater Sydney Region Plan – A Metropolis of Three Cities, the Western City District Plan and the Western Sydney Aerotropolis Plan.

3. Proposed Amendments

3.1 The need for the amendment

The original rezoning and structure plan to guide development in the Mamre Road Precinct identified the key transport corridors in the area. This was done to preserve the space required for their delivery and ensure that development aligns with the future transport infrastructure. It also identified the need for local roads 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 DCP identifies the need for development within the Precinct to be supported by investment in transport and road infrastructure. This includes widening and extending the road network over time to meet the expected increase in traffic demand. The DCP specifically identifies the Aldington Road and Abbotts Road corridor as a Distributor Industrial Road, shown in blue in Figure 3.

This amendment to the Industry and Employment SEPP will contribute to the future development of the WSEA and Mamre Road Precinct by reserving land for the widening and upgrade of Abbotts Road and Aldington Road, to provide access to development within the precinct, as intended in the DCP.

Abbotts and Aldington Roads will connect future industrial development to important roads including Mamre Road and ultimately the planned Southern Link Road to the north, both arterial roads. The protection of the widened Abbotts and Aldington Roads corridor is therefore necessary to the delivery of the required road network, and the future success of the Mamre Road Precinct.

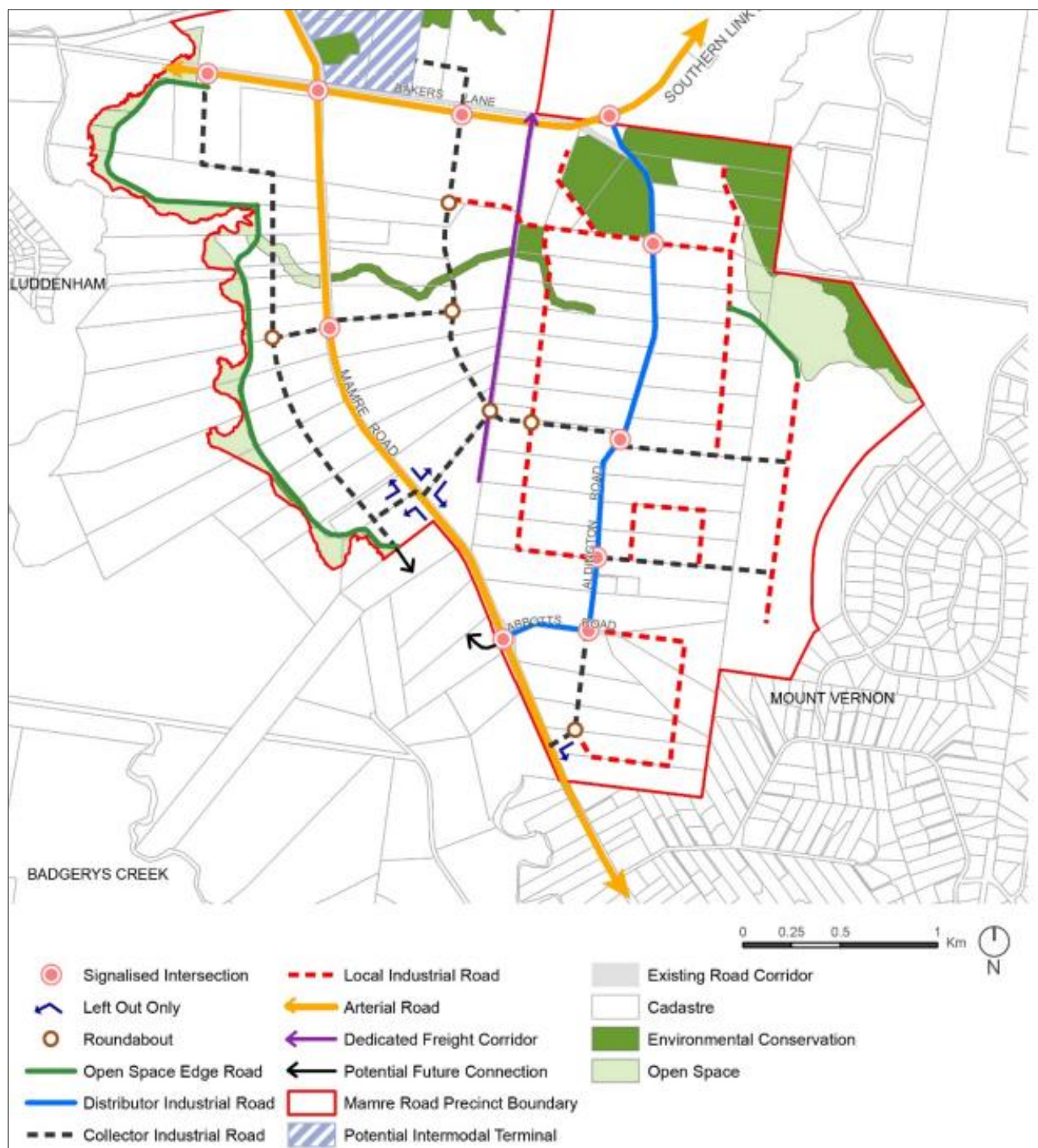


Figure 3: Abbotts and Aldington Roads corridor, shown in blue (Source: Mamre Road DCP)

The DCP requires a road reserve of approximately 30m for the planned *Distributor Industrial Road*. The existing road reserve is approximately 20m wide and is therefore insufficient for the required future road network. The proposed widening of the Abbotts and Aldington Roads corridor by approximately 5m on each side will provide the additional land required for the future roadway.

Identification of the road reserve on the acquisition map within the SEPP will allow Council as the relevant acquisition authority pursuant to section 3.15 of the EP&A Act to acquire the land zoned

SP2 Infrastructure, marked as “Local Road” and deliver the road in a timely and co-ordinated manner. This does not prevent delivery of any road works through a ‘Works in Kind’ agreement, where such an agreement may be reached between Council and a developer.

Two sections of the road that provide important intersections will be zoned SP2 Infrastructure, marked as “Classified Road” with TfNSW identified as the acquisition authority: Aldington Road and its intersection with the future Southern Link Road; Abbots Road and its intersection with Mamre Road.

The first is a portion of Aldington Road in the north, transecting 20 Aldington Road (Lot 4 DP708347) that will ultimately connect with the Southern Link Road. The zoning reflects the transition of Aldington Road and its intersection with the future South Link Road.

The intersection of Aldington Road and the Southern Link Road has been the subject of detailed design options undertaken by TfNSW in consultation with Council and the Department of Planning, Housing and Infrastructure. A proposed location (Figure 4 below) was included in the DCP and was placed on exhibition in late 2020. Following consideration of feedback, this alignment was confirmed as the preferred location. Other designs were considered including moving the intersection further west and further east however modelling showed that the safest and most efficient option for the intersection of Aldington Road and Southern Link Road remains as Figure 4 below, and this forms part of Stage 1 of the Southern Link Road project.



Figure 4: Preferred location of the intersection of Aldington Road and Southern Link Road

The second section to be zoned SP2 Infrastructure, marked as “Classified Road” is Abbots Road and its future intersection with Mamre Road. The zoning reflects the importance of this intersection and TfNSW is the most appropriate acquisition authority for this section of road. See Figures 5 and 6 below.

3.2 Proposed amendments

The proposed amendments to the Industry and Employment SEPP (and associated maps) are as follows:

Land Zoning Map (LZN_001) Figures 5 & 6

- rezone Abbots Road and the majority of Aldington Road to SP2 Infrastructure, marked as “Local Road”.
- rezone approximately 5m of land on either side of these roads to increase the width of the road reserve.
- rezone the part of Lot 44 DP 708347 (20 Aldington Road, Kemps Creek) to SP2 Infrastructure, marked as “Classified Road”, to accommodate the new alignment and widening of Aldington Road and to allow for its intersection with Southern Link Road.

Land Reservation Acquisition Map (LRA_001) Figures 7 & 8

- identify Abbots and Aldington Roads as a “Local Road”.
- Identify the Aldington Road intersection with Southern Link Road as a “Classified Road”
- Identify the Abbots Road intersection with Mamre Road as a “Classified Road”
- amend section 2.27(2) to identify Penrith City Council as acquisition authority for the new Local Roads. Note that Transport for NSW is already identified as the acquisition authority for Classified Roads

While the upgrade of the roads to Distributor Industrial Roads is identified in the DCP, the amendment to the Industry and Employment SEPP is required to rezone the land subject to the widening and the acquisition of the land for the delivery of the corridor in a logical and orderly fashion.

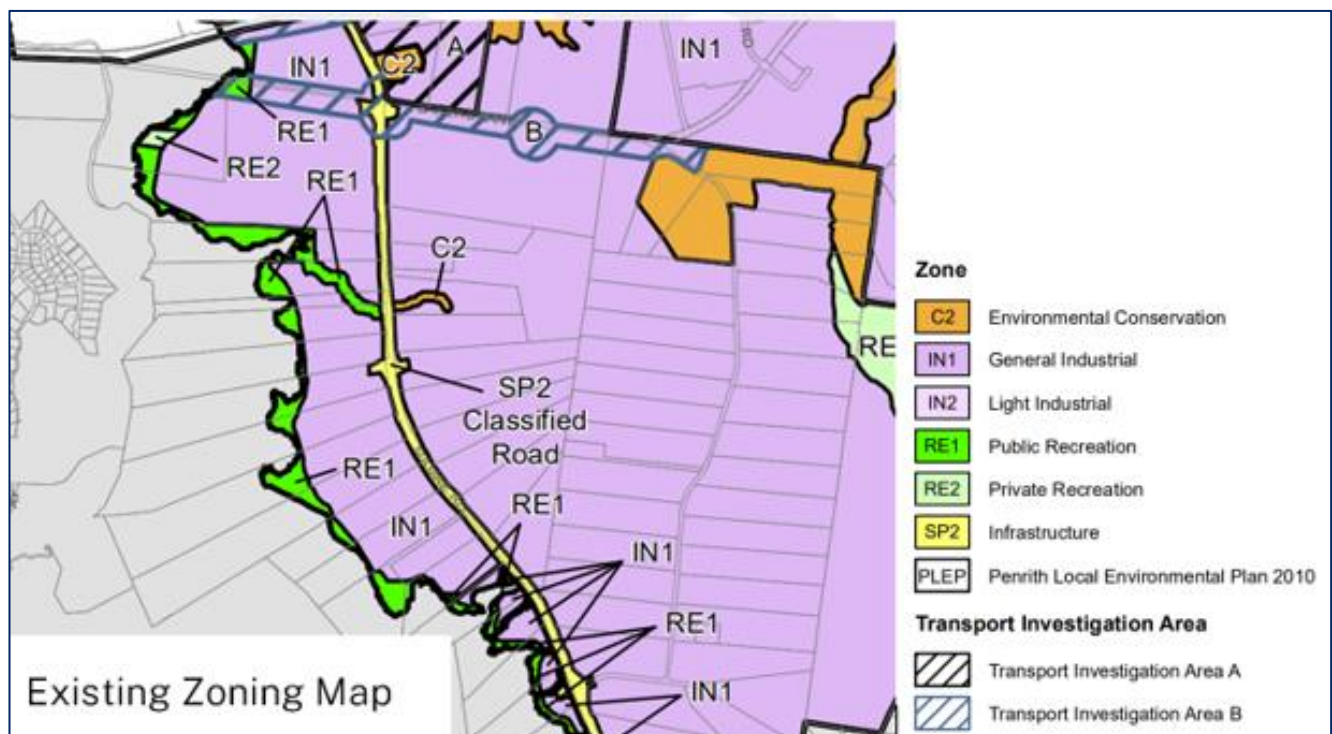
The future work to Abbots Road and Aldington Road that will be enabled by the amendments include:

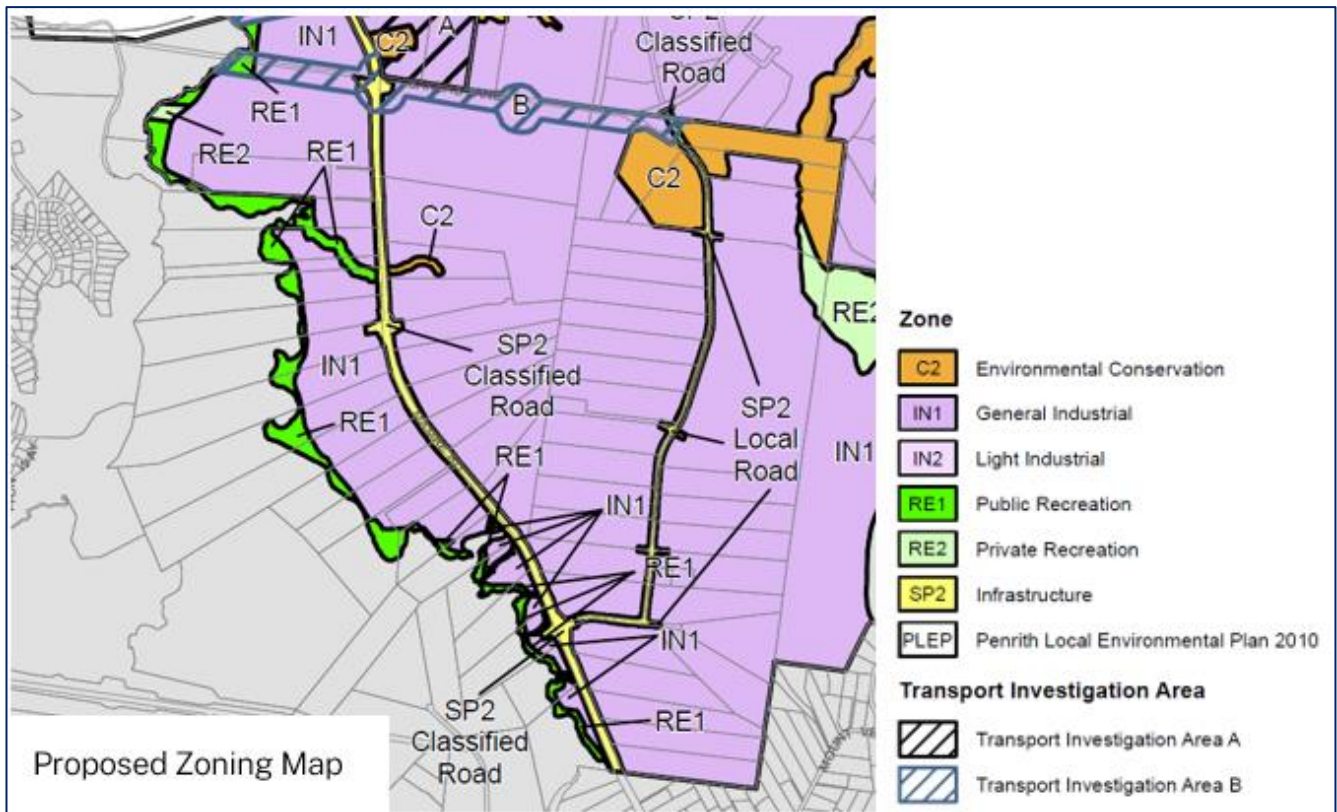
- upgrades to the existing intersection of Abbots Road and Mamre Road, with new turning lanes and slip lanes.
- upgrades to the existing intersection of Abbots Road and Aldington Road to a signalised intersection with new turning lanes and slip lanes.
- three new signalised intersections on Aldington Road, to create new local road connections for future developments.
- a new alignment for Aldington Road.

The road design will also involve the construction of footpaths and shared paths to cater for pedestrians and cyclists, with kerbs and drainage channels as well as the planting of street trees.

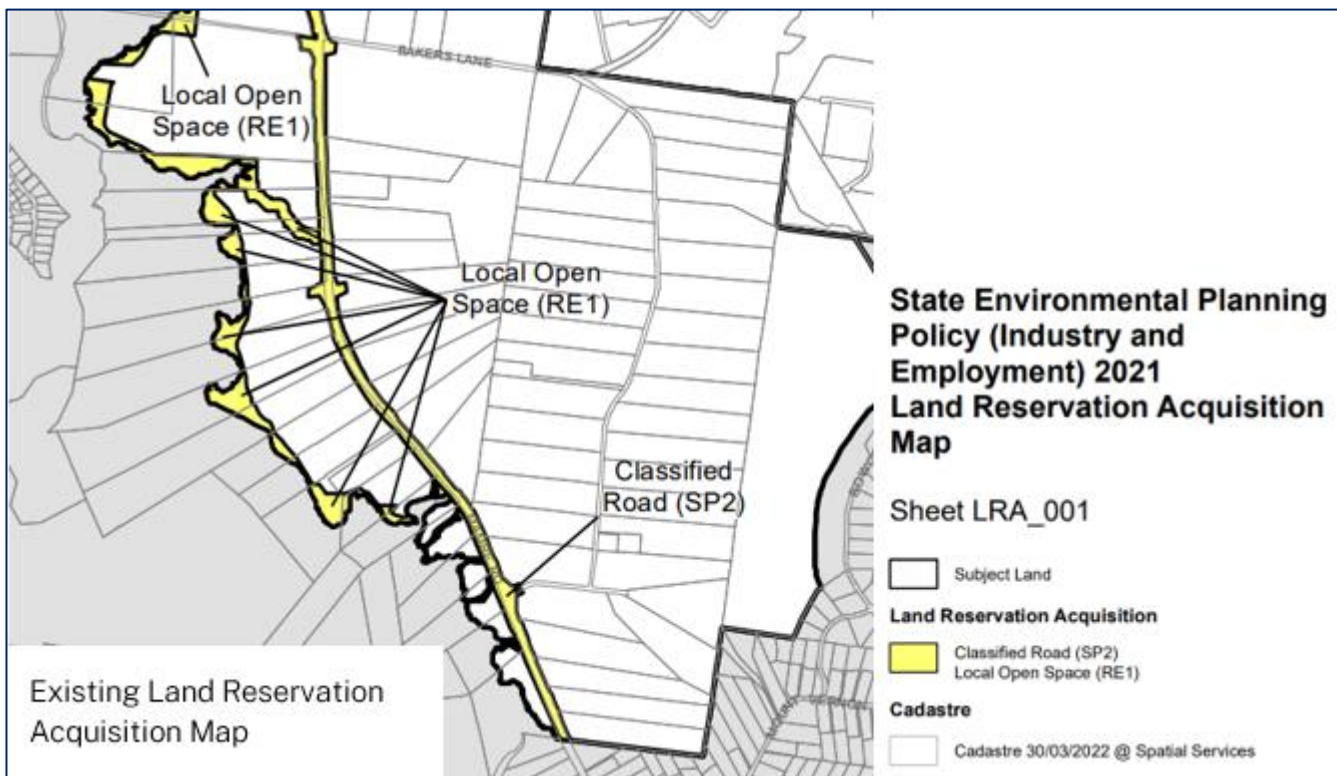
The extent of the road reserve has been developed in consultation with Council, Transport for NSW, the Department and adjoining landowners to ensure any requisite access is maintained.

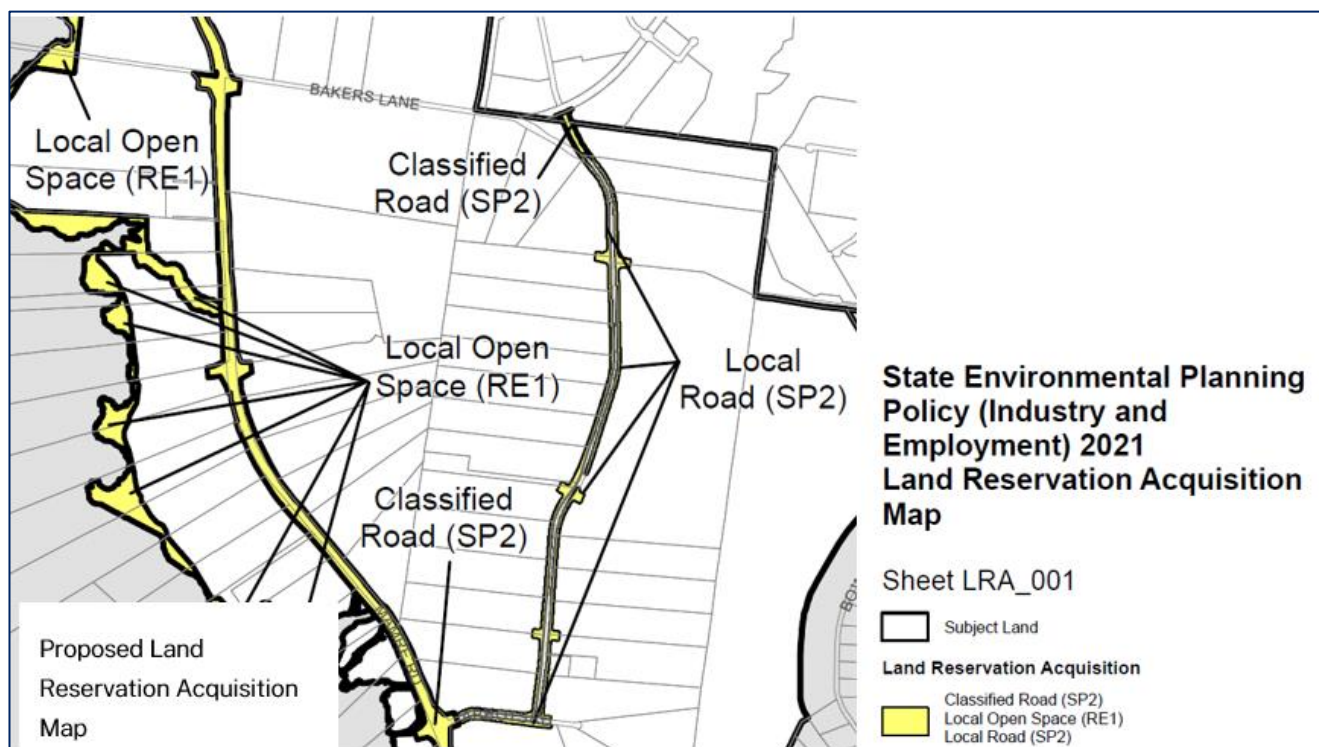
This proposal acknowledges the future planning and design required for any new intersection at Aldington Road and the Southern Link Road. This work will be subject to future detailed design and planning through a separate EIE. Additional consultation will be undertaken at that stage with Transport for NSW.





Figures 5 and 6: Comparison of existing and proposed Land Zoning Map - Sheet LZN_001





Figures 7 and 8: Comparison of existing and proposed Land Reservation Acquisition Map – Sheet LRA_001

3.3 Amendments to other plans

If the proposed amendments are supported, the Mamre Road Precinct Structure Plan and Development Control Plan will be updated to reflect the new road corridor.

4. Cumberland Plain Conservation Plan

The Cumberland Plain Conservation Plan (CPCP) was given State approval in August 2022 by the NSW Minister for Environment under the *Biodiversity Conservation Act 2016* (BC Act). The CPCP has been developed to meet requirements for strategic biodiversity certification under Part 8 of the BC Act. The CPCP provides the biodiversity approvals required for new development in four nominated areas in Western Sydney and supports the delivery of major transport infrastructure across the region. The NSW Government is seeking a strategic assessment approval for the CPCP under the *Environment Protection and Biodiversity Conservation Act 1999* (Cth).

State Environmental Planning Policy (Biodiversity and Conservation) 2021 (B&C SEPP) provides the CPCP mapping. While the proposed widening of Abbots and Aldington Roads will generally occur on land mapped as either Excluded or Certified- urban capable land, the proposed widening and

realignment of the northern part of Aldington Road will also impact some Avoided Land within the area generally identified in red in Figure 9 below.

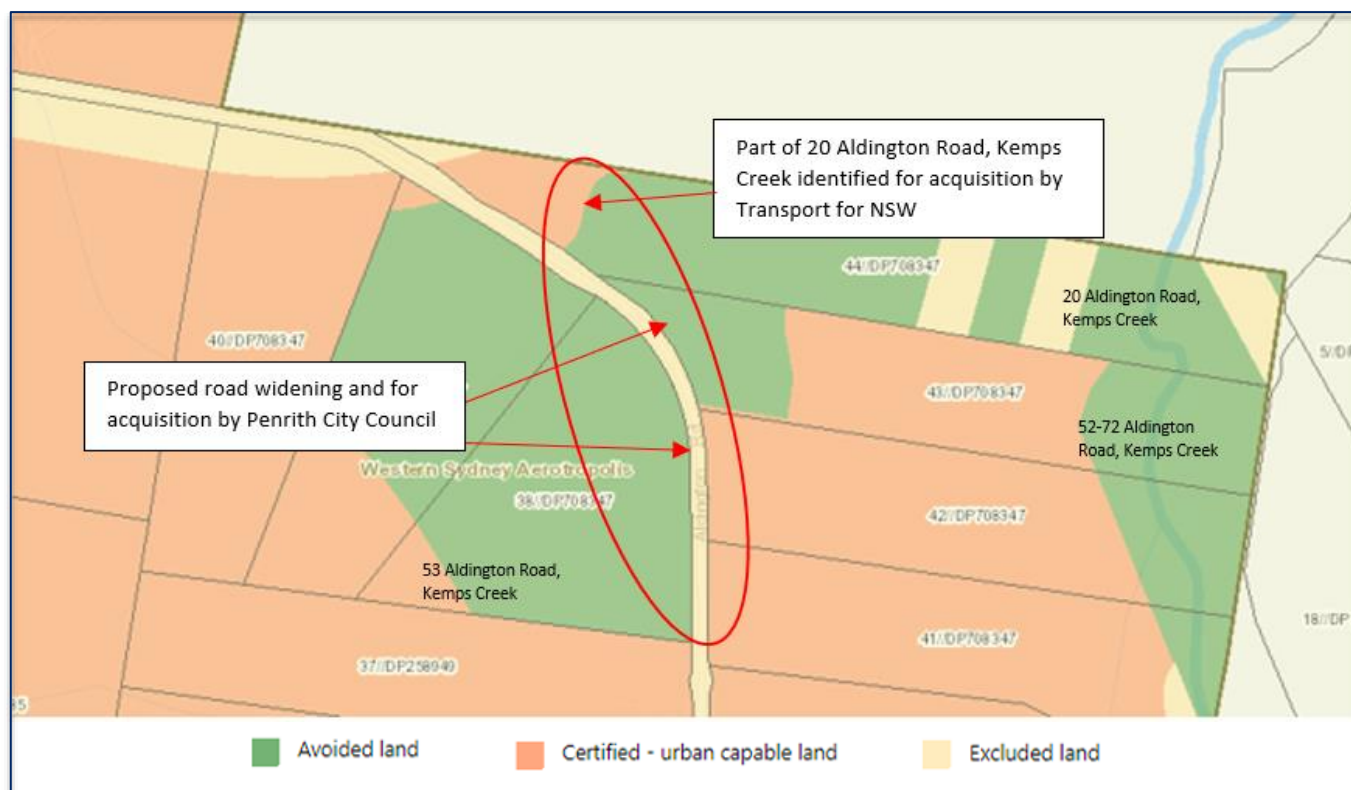


Figure 9 - Abbots Road and Aldington Road (part) and CPCP Avoided Land shown in green

Ministerial Direction 3.6 *Strategic Conservation Planning* provides that avoided land may be rezoned to SP2 Infrastructure if the Planning Secretary is satisfied:

- a) the rezoning is to facilitate infrastructure that is required to service or support development within nominated areas; and
- b) the planning proposal is consistent with the Cumberland Plain Conservation Plan Guidelines (CPCP Guidelines for Infrastructure Development).

The proposed rezoning meets the requirements of Ministerial Direction 3.6 as the Aldington Road upgrade is essential to the development of the Mamre Road Precinct and is critical to the overall road network.

Approval for the road construction will still need to be obtained, which may be done by an authority under Part 5 of the EP&A Act, or by others through a Development Application process.

Any application or approval will need to consider all environmental factors, against relevant legislation and policy at the time, including the CPCP Guidelines for Infrastructure Development, prior to the approval of the road and construction.

Section 201A of the EP&A Regulation also requires any development applications for essential infrastructure to be accompanied by a statement demonstrating consistency with the Guidelines for Infrastructure Development.

The alignment of Aldington Road has been the subject of intense design led by TfNSW and supported by Penrith City Council and DPE. The preferred option presented in the EIE provides the safest and most efficient option. Future road designs must take into consideration placement and design of the road widening to minimise impact and enhance connectivity. Consideration must be given to fauna movement including for example, underpasses to help mitigate and minimise the impact of this critical infrastructure project.

5. Next Steps – Have your say

The Department of Planning, Housing and Infrastructure welcomes community and stakeholder feedback on this Explanation of Intended Effect. Your feedback will help us better understand the views of the community and will inform the amendment to State Environmental Planning Policy (Industry and Employment) 2021 as outlined in this document.

You can make a submission on the Explanation of Intended Effect by completing the online feedback form before 21 March 2024 at:

www.planningportal.nsw.gov.au/draftplans/on-exhibition

Submissions may address issues raised in this Explanation of Intended Effect or provide additional input regarding the amendments to the SEPP. The Department will publish a response to submissions following the close of the exhibition.