

DRAFT REPORT – MAMRE ROAD STORMWATER SCHEME – **SEPTEMBER 2024 FEEDBACK**

Thank you for the opportunity to attend and discuss issues within the IPART Teams workshop on Tuesday 15th, October 2024.

There were a lot of attendees and several areas of concern identified by many but I don't think there was definitive dialogue providing a clear direction that can assist IPART with recommendations' moving forward.

It was definitely identified that the many developers who purchased land in the precinct did so before the exorbitant fees were identified to them making their business cases fragile, or unworkable. What contribution had the developers included in the analysis to make the business case workable? I suspect \$300 to \$400 thousand dollars per hectare would be a typical expense used in most business cases of this type by developers considering progression of a major development?

We recommend that IPART suggest to use this assumed figure as the upfront services contribution for developers! The remainder of funds to get to the \$850 or \$1050 figure, depending on implemented design, should be recovered over the next 50 to 100 years through council and water rates in the area. As time passes, it will become clearer what additional areas will benefit from water recycling, water treatment and water re-distribution via natural waterways and an additional service fee can subsequently be devised to recover more funding by authorities. ...why should everything be paid up front? Perhaps the shortfall can be funded in the interim by Government or through State Strategic Development funds.

I found it a bit strange that there was no discussion from "Water NSW" during the meeting as this group is responsible for water in dams and creeks. Water NSW track the quality of the water and capture the volume of water pumped from our property for use in primary production activities so I would have thought they should have a say in the water quality discussions during the meeting, and also be advising IPART. ...Were representatives actually present?

We, the resident land owners in the remaining four properties along Mamre road stressed the fact that land acquisition of our properties should have occurred 3 years ago when our properties first became the target in draft possible designs for Stormwater management. Our properties are downhill from thousand of acres of then Rural land, recently zoned 'Industrial' land. **NOBODY IS PERMITTED TO DUMP THEIR RAINWATER ONTO AN ADJACENT PROPERTY!** ...that's what is happening to us! With the minimal actual development that has already occurred, we are already seeing a massive increase of surface run-off water on our properties when it rains. ...there are many videos captured to demonstrate this outcome.

In fact, we were all surprised that the Draft IPART response had no mention of impact to the residents at the four remaining rural properties which were obviously chosen for implementation of the Sydney Water Stormwater solution for the Mamre Road Precinct and towards the Aerotropolis.

As considered by IPART, partial Acquisition of the middle section of our property by Sydney Water to facilitate Stormwater Ponds creates inaccessible and un-usable sections of land on our properties. This action will cause a substantial percentage of our property to become "Land Locked" denying us with the ability to even access the land beyond the intended "Ponds". This action also creates the burden of land tax on these properties because the current 'Primary Production' (PP) status we all have associated with our properties will drop away and we will need to justify Primary Production status on future land locked areas that we cannot even access, thus hundreds of thousands of dollars per annum will be payable to the government as Land Tax. ...I can show you the bill for last year on our 25-acre property before we paid a lawyer \$15,000 to legally re-instate PP after we received a bill for \$95,000 due to the recent Zone change which occurred.

We are all concerned about the safety to the public of open channel stormwater paths. When IPART recommended the re-design option to reduce costs of implementation of the Sydney Water proposed solution by decreasing the pond footprint and increasing pond depth which obviously creates an increase of risk to the public. In addition to the risk that would be imposed on the residents and to the general public, "Risk to Life" would also extend to the livestock kept on many of these properties. We are also concerned about possible mosquito infestation that could occur at any time within the ponds plus health risks that may arise due to stagnant water within the ponds. The only satisfactory option is for Sydney Water to own the land and secure the area safely.

There is also a desire to create a future private access road through our properties as the future intension is that access to all properties along Mamre road will only be permitted from the major intersections like Abbott Road via this private access road. This access road is shown on schematics but nobody is claiming ownership of the design or identifying who is responsible to build it. Schematics indicate the path of this road is likely to be adjacent to the currently shown property ponds that would be constructed by Sydney Water.

In addition, during a residents meeting on 16th October it was confirmed by Transport NSW representatives that Stage 2 of Mamre road upgrade in 2026/27 increases the number of lanes on Mamre road and an additional 25 metres of our land will be acquired bringing the highway right up to our resident doorsteps. This intended action would breach the allowable DCP setback permitted for all existing residences originally constructed using Penrith Council minimal setbacks that were stipulated at time of construction.

If you thought that's a lot of burden on residents, don't forget we will be directly beneath the flight path when the airport opens.

So, in the meantime we, the residents endure:

- Air pollution (Carbon Monoxide, Carbon Dioxide, Carbon Soot, Airborne Dirt, etc)**
- Noise pollution**
- Traffic coming to a stand-still during peak hours**
- Difficulty entering and leaving our properties**
- Change of lifestyle from rural community to industrial estate**
- Properties are required for infrastructure so landowners want to be able to move on with their lives & start planning their futures**
- Flight testing next year in 2025 at the Badgerys Creek Airport**
- Toll Transport organisation will commence operation early in 2025 as a 24/7 operation will be dealing with the extra noise & traffic impacts**
- Westlink Industrial Stage 2 progression**

So, lets summarise impacts on our land:

- Transport NSW will acquire an additional 25 metres of our land for expansion of Mamre road soon. ...this is in addition to area already earmarked.**
- Transport NSW are already encroaching land on two of the properties for construction of the Abbots Road / Mamre road intersection without having formally acquired land.**
- Sydney Water will acquire and create up to 40 metre wide Open Channel paths in the middle of our properties to route run-off water from Mamre road "under-road crossings" to the intended Sydney Water Ponds**
- Sydney Water will acquire the land across the middle of our 25 acre lots and install Ponds that will capture run-off rain water from developments across the road**
- Sydney Water will somehow overflow the Ponds into Kemps Creek ensuring minimum erosion and satisfy acceptable water quality into Kemps Creek (the river, not the suburb)**
- A private road will be constructed in the middle of our 25 acre lots alongside the Ponds for future access to Mamre road**
- Penrith Council support the environmental status of the path along Kemps Creek (the river) and support public access in this area which will facilitate yet another future segmentation of our land plus further loss of privacy.**
- Public Safety has not been addressed anywhere within the available Sydney Water, Penrith Council or IPART proposals**
- The intended multi department acquisitions create a large portion of the four 25-acre properties to become "Land Locked", inaccessible and un-desirable.**
- Absence of formal notification of surrounding developments including State Strategic developments, Penrith Council developments and Transport NSW developments. ...we have to stumble on information or strategically search periodically to discover information.**

Please recommend full acquisition of land from the remaining four affected residential landowners within the Final IPART recommendation put forward for Sydney Water solution to allow residents to relocate themselves and also purchase alternative accommodation without enduring further life disruption. We believe that the Final IPART Report should also include all the identified implications imposed on the residents which are discussed above. As a resident, the final design, cost, safety implications and timeframe should never have impacted myself and the other neighbours as our properties were obviously targeted for the implementation of a solution due to the local Topography of the area.

It is obvious that multiple agencies have an interest in this land and the residents don't belong here any longer. Note that Transport NSW requires 25 metres of land frontage for expansion of Mamre road, Sydney Water require several unknown metres for construction of ponds parallel to Mamre road through the middle of all properties, Sydney Water require several open channel drains perpendicular to / and from Mamre road to the new pond, Penrith Council require Environmental zone around the Creek for public access and the remainder of our 25 Acres is land locked. ...what can we sell to any developer because there's not much left of our 25 Acres.

In addition, consider recommending a solution for developers to partial pay contributions at normal accepted developer levels upfront plus implement intention for ongoing contributions by actual users / tenants over time (50 to 100 years) allowing work by developers to commence immediately satisfying current industrial demand. We also bring to your attention the "Just Terms Act" and highlight that this Mamre Road development has caused un-measurable disruption and grief to the residents of the four properties mentioned.

I must also include the link below to an article from the Financial Times on 17th October which talks about the cost of Sydney Warehouse Development increasing to the level pushing developers' interstate.

<https://lnkd.in/gQCs2VVg>

We are hoping this discussion provides IPART with a clearer picture of what has occurred to the residents of the four impacted properties referred. [REDACTED]

[REDACTED] Mamre road Kemps Creek)

Please feel free to contact me if additional clarity on any point is needed.

[REDACTED]
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[REDACTED]