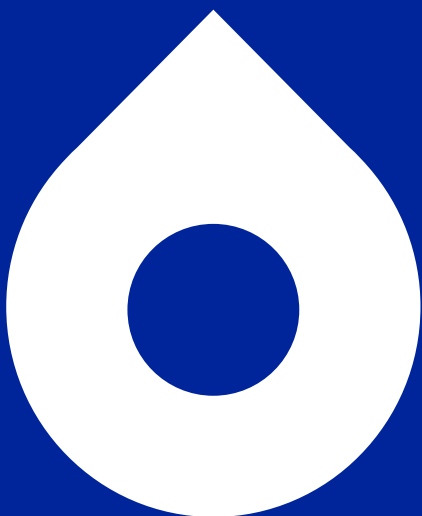


# Mamre Road Precinct - Integrated Stormwater Scheme Plan update

May 2025





# Acknowledgement of Country

Wianamatta, or 'Mother's Place' is a complex water system that travels from Dharawal Country in the south, through Dharug Country in the Aerotropolis. It is made of an interconnected network of ephemeral creeks and resource rich, swampy Country, also known as wetlands.

Through impacts of colonisation and agricultural land use, these water systems have been fragmented and damaged. As the future of Aerotropolis changes, it is vital we commit to healing and revitalising water on Country.



# Updates from May 2024 to May 2025

Sydney Water have been reviewing the Mamre Road Precinct Integrated Stormwater Scheme Plan (the scheme plan) and made changes to:

- 1) Improving the efficiency of the basins by ensuring the optimal asset depths and layouts/sizes
- 2) Trunk drainage alignment and widths based on changes in DA/SSD approved designs
- 3) Moving the recycled water reservoir into the precinct and splitting the final treatment facility from reservoir to reduce the Development Service Plan (DSP) costs by reducing infrastructure delivery complexity.

## Catchment delineation and MUSIC model update

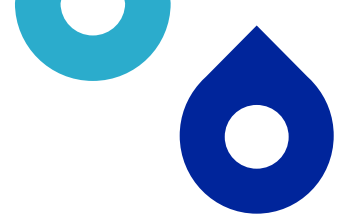
During the review of the scheme plan Sydney Water carried out a detailed analysis of the stormwater catchments converting the natural catchment boundaries into the actual catchment boundaries based on real data from development applications. As a result of the catchments changes the MUSIC models for the May 2024 scheme plan needed to be updated and refined to ensure compliance with the Wianamatta stormwater targets.

It is envisaged that as development applications are modified the MUSIC model will need to continue to be updated to reflect real data. Due to the predicted future changes/updates the scheme MUSIC model will not be published online but will be available on request to Sydney Water by developers that are wanting to deliver a regional basin as part of their development or using the Scheme Service Area approach. If any future changes occur to catchments and there are changes to the MUSIC models Sydney Water will inform those that have been provided these models as part of the design process.

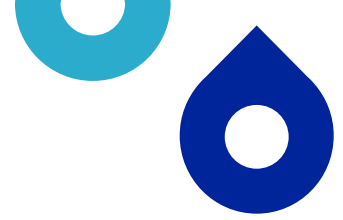
## Main changes to scheme plan

The main changes to the scheme plan are summarised below and include the main outcomes achieved. Note that any changes to Sydney Water infrastructure within the integrated stormwater scheme plan are subject to design approvals post development consent and therefore considered indicative until finalised during the Section 73 process.

Basin no.	Change from May24 to May25	Outcomes
Basin 1	<ul style="list-style-type: none"><li>• No change</li></ul>	<ul style="list-style-type: none"><li>• No impact</li></ul>
Basin 2 and 3	<ul style="list-style-type: none"><li>• Minor reduction in footprint due to efficiencies in cut/fill batters.</li></ul>	<ul style="list-style-type: none"><li>• Reduce excavation and improve CAPEX cost efficiency</li></ul>
Basin 4	<ul style="list-style-type: none"><li>• Footprint of wetland is reduced due to efficiencies gained from MUSIC modelling</li><li>• Realign and reduce width of trunk drainage within the Barings Access Logistics and Frasers the Edge estates.</li></ul>	<ul style="list-style-type: none"><li>• Reduce land costs and improved CAPEX cost efficiency</li></ul>
Basin 6	<ul style="list-style-type: none"><li>• Minor reduction in footprint of wetland due to efficiencies gained from MUSIC modelling</li></ul>	<ul style="list-style-type: none"><li>• Reduce land costs and improved CAPEX cost efficiency</li></ul>
Basin 7	<ul style="list-style-type: none"><li>• No material change to basin footprint</li><li>• Realignment of the diversion pipeline to run along the northern boundary of 805 Mamre Road to improve the efficiency/placement of the sediment basin.</li></ul>	<ul style="list-style-type: none"><li>• Improve design efficiency of Basin 7</li></ul>
Basin 9	<ul style="list-style-type: none"><li>• Minor reduction in pond footprint due to efficiencies in cut/fill batters</li></ul>	<ul style="list-style-type: none"><li>• Reduce severance risk</li><li>• Reduce land costs and improved CAPEX cost efficiency</li></ul>



	<ul style="list-style-type: none"> <li>Minor reduction in wetland footprint due to efficiencies gained from MUSIC modelling</li> </ul>	
Basin 12	<ul style="list-style-type: none"> <li>Minor reduction in pond footprint due to efficiencies in cut/fill batters</li> </ul>	<ul style="list-style-type: none"> <li>Reduce severance risk</li> <li>Reduce land costs and improved CAPEX cost efficiency</li> </ul>
Basin 13	<ul style="list-style-type: none"> <li>Minor reduction in pond footprint due to efficiencies in cut/fill batters</li> <li>Reduction in channel width within Icon Oceania Westgate Estate</li> <li>Co-locating the trunk drainage channel within Onsite Detention Systems within Frasers the Edge Estate due to constraints with a continuous channel within the electrical easement corridor.</li> <li>Moving and reducing a channel width and length within Stockland's 270 Aldington Road development.</li> </ul>	<ul style="list-style-type: none"> <li>Reduce severance risk</li> <li>Reduce land costs and improved CAPEX cost efficiency.</li> </ul>
Basin 14	<ul style="list-style-type: none"> <li>Minor reduction in pond footprint due to efficiencies in cut/fill batters</li> <li>Minor reduction in wetland footprint due to efficiencies gained from MUSIC modelling</li> <li>Reducing the width and length of trunk channel within Stage 1 of ESR Westlink Industrial Estate.</li> </ul>	<ul style="list-style-type: none"> <li>Reduce land costs especially by reducing footprint on IN1 land.</li> <li>Improved CAPEX cost efficiency</li> </ul>
Basin 16	<ul style="list-style-type: none"> <li>Minor reduction in pond footprint due to efficiencies in cut/fill batters</li> <li>Realignment and reducing the width and length of the trunk drainage channel within Stage 2 of ESR Westlink Industrial Estate.</li> </ul>	<ul style="list-style-type: none"> <li>Reduce land costs and improved CAPEX cost efficiency</li> </ul>
Basins 17, 18, and 19	<ul style="list-style-type: none"> <li>Minor reduction in pond footprint due to efficiencies in cut/fill batters</li> <li>Minor design change to better suit the Mamre Road upgrade</li> <li>Minor reduction in wetland footprint due to efficiencies gained from MUSIC modelling</li> </ul>	<ul style="list-style-type: none"> <li>Reduce land costs especially by reducing footprint on IN1 land and improved CAPEX cost efficiency</li> </ul>
Basins 22, 23 and 24	<ul style="list-style-type: none"> <li>Minor reduction in pond footprint due to efficiencies in cut/fill batters</li> <li>Minor reduction in wetland footprint due to efficiencies gained from MUSIC modelling</li> <li>Reduction in trunk drainage width upstream of Southern Link Road.</li> </ul>	<ul style="list-style-type: none"> <li>Reduce land costs and improved CAPEX cost efficiency</li> <li>Reduced the basin footprint that was on Cumberland Plain Conservation Plan identified land.</li> </ul>
Basin 25	<ul style="list-style-type: none"> <li>No change except removal of the stormwater diversion system due to trunk drainage channel moving south.</li> </ul>	<ul style="list-style-type: none"> <li>No Impact</li> </ul>
Basin 26	<ul style="list-style-type: none"> <li>Moving basin to improve alignment with proposed road and reducing footprint on IN1 land.</li> <li>Realignment of channel draining into basin 26 to align with road.</li> </ul>	<ul style="list-style-type: none"> <li>Reduce land costs by reducing footprint on IN1 land and improved CAPEX cost efficiency</li> </ul>
Basins 28, 29, 30 and 31	<ul style="list-style-type: none"> <li>Minor reduction in pond footprint due to efficiencies in cut/fill batters</li> <li>Minor reduction in wetland footprint due to efficiencies gained from MUSIC modelling</li> </ul>	<ul style="list-style-type: none"> <li>Reduce land costs and improved CAPEX cost efficiency</li> </ul>



The changes to the basin footprints equate to approximately 60,150 m<sup>2</sup> reduction across the precinct.

The other changes include:

- Moving the recycled water reservoir into east portion of 1066 Mamre Road and including an indicative infrastructure footprint and access track. All of which will need to be confirmed during detailed design of the infrastructure.
- Moving the final treatment facility, to treat and disinfect both stormwater and treated wastewater, into lot 10/258 Clifton Ave. This also includes the realignment of the stormwater rising mains to the treatment facility where previously they were to connect directly to the reservoir.
- Adding 1 additional stormwater pumping stations (Labelled Basin 2 pump) to lift the stormwater into basin 2 from the outflows of Barings/Frasers the Yards development.
- Moving the cluster pump stations to better align with basin footprints and grades.
- Minor changes to rising main pipe sizes to ensure efficient flow rates and realignment to improve implementation of the rising main with development and road construction.

## Future changes to the Scheme Plan

### Will the Scheme Plan be updated in the future?

The Mamre Road Precinct Integrated Stormwater Scheme is now final and no further updates to the Scheme Plan are expected unless:

- There are substantial changes to the basin layout/footprint that may affect other sites.
- There are substantial changes to the trunk drainage channel alignments.

Sydney Water will update the Scheme Plan when required by statutory requirement or at our discretion if there is sufficient change to the scheme. Questions regarding potential changes to channels or basins in can be directed to Sydney Water through the case manager or via email ([WesternSydney@sydneywater.com.au](mailto:WesternSydney@sydneywater.com.au)).