

Department of Planning and Environment
Land Release
GPO Box 39
SYDNEY NSW 2001

Attention: Bruce Colman

Re: Greater Macarthur 2040

I write in response to your letter dated 22 November 2018 in relation to *Greater Macarthur 2040: An interim plan for the Greater Macarthur Growth Area*. Liverpool City Council appreciates the opportunity to contribute to the planning of the Greater Macarthur Growth Area.

Having reviewed the interim plan, Council has concerns that plans for urban renewal and greenfield growth representing 58,000 new dwellings could have significant impact on both road and rail networks that pass through the Liverpool local government area (LGA) without appropriately staged infrastructure, upgrades and focus on local job creation.

The provision of reliable and frequent public transport in early phases of development is needed to discourage car use, as commuting patterns are set within months of residents moving into a new home. For this reason, Council encourages the early upgrade of existing public transport infrastructure as well as the creation of new public transport infrastructure to accommodate future growth. Without properly staged infrastructure investment, already heavily overburdened roads in the Liverpool LGA, such as the Hume Highway and M5, will become more congested. Council looks forward to the finalisation of a contributions frameworks that can deliver the roads and public transport infrastructure required to meet demand in a timely fashion. This framework should not result in any financial burden, or unfunded infrastructure works within the Liverpool Local Government Area

In terms of rail infrastructure, it is noted that the rail line south of Macarthur is currently not electrified nor is it part of the CityRail network. *Future Transport 2056* notes electrification of the intercity network to Goulburn as an “initiative for investigation” over a 10-20 year

timeframe. Consideration should be given to bringing forward electrification of the rail line from Macarthur to Menangle Park, and potentially further south, as Menangle Park is identified within the metropolitan land release area. These areas are currently only serviced by diesel trains. Electrification would allow for increased capacity, and allow the Menangle Park area to be developed without further entrenching car dependency for new residents.

It is also noted that the Federal Government's preferred alignment for High Speed Rail passes through the Growth Area identified in the interim plan. Corridor preservation for High Speed Rail is identified in *Future Transport 2056* as a 10-20 year investigation item. It is recommended that State and Federal governments work collaboratively to ensure a corridor is preserved before any rezoning that could undermine the alignment is progressed. This would enable High Speed Rail to be delivered at least cost, with potential for value capture, as noted in Infrastructure Australia's *Corridor Protection: Planning and investing for the long term* paper. With the NSW Premier recently placing High Speed Rail on the agenda, it would be prudent to bring forward corridor planning and, in collaboration with the Federal Government, protect land that could improve the feasibility of city-shaping High Speed Rail that will benefit the entire State.

Liverpool City Council is supportive of the creation of an economic development and employment strategy before rezoning occurs, in order to ensure local jobs are created and the Greater Sydney Region Plan's goal of 30-minute cities is met. South-western Sydney suffers the greatest imbalance between jobs and residents in the metropolitan region, leading to acute pressure of road and rail networks and "extreme commutes" of more than 90 minutes one way. Without a comprehensive plan for local job-making, the Greater Macarthur Growth Area will exacerbate the current jobs deficit, putting additional pressure on roads and public transport infrastructure that could affect other strategic centres, such as Liverpool and Leppington. Council looks forward to further information on the creation of economic development initiatives that can attract business to the area in order to reduce the burden on transport networks and other centres.

Council questions the current need to identify additional land for urban development when there is a significant quantity of greenfield land yet to be released in the South West Growth Area. Council would urge the Department to consider how the release of land in the Greater Macarthur Growth Area fits in with the co-ordinated release of land in the Western Sydney Growth areas. Council would urge the Department to consider the ability of infrastructure providers to service new greenfield areas, given on-going major servicing issues in released precincts such as Austral and Leppington North.

As a major Council in South West Sydney, and home to the Western Sydney Airport, Liverpool has a keen interest in ensuring that the zoning of land for more housing is supplied with essential infrastructure and that these areas are developed in a manner that makes them great places for residents to live, work and grow. Liverpool City Council therefore wishes to continue to be involved in any future planning relating to the Greater Macarthur Growth Area.

Should you require any further information on this matter, please do not hesitate to contact Cameron Jewell, Strategic Planner, 02 8711 7862.

Yours sincerely,

A handwritten signature in black ink that reads "Ian Stendara". The signature is written in a cursive, slightly slanted style.

Ian Stendara

Executive Planner