



Greater Macarthur 2040

**An interim plan for the
Greater Macarthur Growth Area**
What we heard

NSW Department of Planning,
Industry and Environment

December 2019





Acknowledgement

The NSW Department of Planning, Industry and Environment acknowledges the traditional owners of the land and pays respect to all Elders past, present and future.

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About this report

In 2040, the Greater Macarthur area will be a highly connected and accessible urban region. *Greater Macarthur 2040, an interim plan for the Greater Macarthur Growth Area* will balance growth north and south of the metropolitan cluster of Campbelltown-Macarthur to deliver the 30-minute city for the people of Western Sydney.

We have received valuable feedback through the exhibition of *Greater Macarthur 2040: An Interim Plan for the Greater Macarthur Growth Area (Greater Macarthur 2040)* and draft *Greater Macarthur Special Infrastructure Contributions (Greater Macarthur SIC)* and have a program to address your feedback. This report captures what we heard in response to the draft plan and the *Greater Macarthur SIC*.

This report summarises the feedback received through the consultation process, key themes and opportunities for further collaboration. It outlines our commitments to the local community, State agencies and landowners as planning for the Greater Macarthur Growth Area continues.

This report consists of four sections:

- o Engagement process
- o Submissions analysis
- o Key themes
- o Next steps

Thank you for having your say and your continued involvement in shaping the future of the Greater Macarthur Growth Area.

Greater Macarthur 2040 vision:



Open space

People will be close to green corridors and open space.



Active

Being active will be a way of life.



Environment

The natural environment, including koalas will flourish.



Jobs, services and education

High quality jobs, services and education will be available close to home.



Desired future character of Minto

Background

The proposed Greater Macarthur Growth Area will be vital to implement the regional vision of the *Western City District Plan*.

The growth area incorporates the Glenfield to Macarthur urban renewal precincts and the land release precincts to the south of Campbelltown. The Department of Planning, Industry and Environment has prepared *Greater Macarthur 2040* to set out the strategic planning framework for the growth area which will boost the economy, bring investment in local jobs and provide high-quality education, recreation and housing opportunities.

Greater Macarthur 2040 is a strategic plan that sets out a vision for the Greater Macarthur Growth Area as it develops and changes. It considers the transport, infrastructure, services, affordable housing and open spaces that will be required as the population grows and its demographics change. It also considers community and cultural life and the environmental sustainability of the landscape.

The *Greater Macarthur SIC* is a framework that seeks to cover the cost of infrastructure through developer contributions. This will assist to deliver key infrastructure to support growth for the Greater Macarthur Growth Area and provide clarity for developers.

Figure 1: Planning timeline and context



Engagement process

Greater Macarthur 2040 and *Greater Macarthur SIC* were informed by extensive community and stakeholder consultation. Koala conservation was at the forefront of this consultation.

The Department engaged with the community, Campbelltown and Wollondilly councils, and major landholders on koala conservation through the Koala Roundtable, discussions with local environmental groups, State agencies, and local councils. Prior to the release of *Greater Macarthur 2040* and *Greater Macarthur SIC*, feedback from each of these parties helped refine the exhibited vision for the Greater Macarthur Growth Area.

The Department used a range of consultation activities to gain a better understanding of the values of the local community, council's and major landowners.

The engagement aimed to:

1. raise awareness of *Greater Macarthur 2040* and *Greater Macarthur SICs*.
2. seek feedback on *Greater Macarthur 2040* and *Greater Macarthur SICs*.

3. share feedback to all stakeholders working on *Greater Macarthur 2040* and *Greater Macarthur SIC*.

People were consulted and could respond by:

- o direct mail to landowners within the Greater Macarthur Growth Area.
- o dedicated webpage and social media advertising campaign.
- o Departmental media releases and responses to phone enquiries.
- o paid print through newspaper advertising.
- o meetings with landowners and community groups to discuss issues in more detail.
- o briefings to councils within the Greater Macarthur Growth Area.
- o three community drop-in-sessions held across Wollondilly and Campbelltown. Councils directly informed their local residents about the consultation.
- o dedicated staff to respond to questions raised during drop-in-sessions and during the exhibition period.



44,224

Social Media views



200+

Residents participated in drop-in-sessions



17,270

The Department's website views



181

Submissions



6,100

Letters posted

Submissions analysis

It is evident *Greater Macarthur 2040* and *Greater Macarthur SIC* and the opportunity it presents to guide future development is a highly valued topic, not only for residents within and adjacent to the growth area, but also across NSW and interstate.

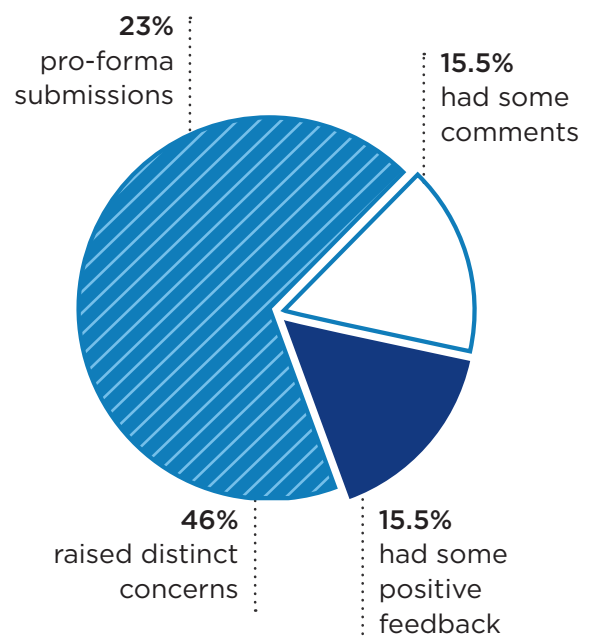
The breadth of these submissions shows the value our communities place in having their say.

Of 181 submissions 32 pro-forma submissions raised concerns about koala habitat. 9 pro-forma submissions sought a rezoning of specific land.

No. of submissions from stakeholders



Of those that responded to consultation on *Greater Macarthur 2040* and *Greater Macarthur SIC*:



65%
Submissions outside of Greater Macarthur Growth Area



35%
Submissions within the Greater Macarthur Growth Area



31%
Concerned about over development generally across NSW



53%
Raised concerns about koala protections



Key themes identified



Koala and biodiversity protection

Conservation of biodiversity and koala colonies is at the heart of *Greater Macarthur 2040*. The strategy identifies a range of precinct planning principles which will support the ongoing protection of the koalas, their habitat, and koala movement corridors. All submissions commenting on koala management identified the need for koala habitat to be protected and appropriately managed to support the long-term survival of this vulnerable species and other iconic species.



Transport and infrastructure delivery

Transport and infrastructure delivery are critical to delivering the vision for the Greater Macarthur Growth Area and creating the 30 minute city for the people of Western Sydney. *Greater Macarthur 2040* identifies future road corridors to meet the needs of the Greater Macarthur Growth Area; this will be complemented by important investment in public transport.



Climate change and urban heat island effects

Greater Macarthur 2040 highlights the opportunity for the NSW Government's commitment to net-zero emissions by 2050 to be met by the application of precinct principles for sustainable design and harnessing and improving the green and blue grid across the Greater Macarthur Growth Area. The proposed Green Plan will be an important mechanism to identify and develop key green corridors and links with regional open space, and will guide precinct planning.



Future development

Greater Macarthur 2040 provides the framework to manage development within the Greater Macarthur Growth Area to deliver sustainable growth over the next 20 years. Submissions identified concerns about development, any development in the area, the need for growth, density, lot sizes and to balance urban development and agriculture.



Water services and waterway health

Greater Macarthur 2040 provides precinct planning principles which will protect high ecological value waterways in the Nepean River and George's River catchments and maintain and restore waterway health. Planning for water servicing and the development of a Sub-Regional Plan for the Greater Macarthur Growth Area will guide an integrated approach to servicing for drinking water, wastewater, stormwater and incorporating water sensitive urban design.



Special Infrastructure Contributions

Greater Macarthur SIC was exhibited with *Greater Macarthur 2040* as a proposal to provide funding and a delivery pathway for key state and regional infrastructure. Submissions focused on the selection, funding and delivery of infrastructure.



Blaxland crossing reserve



Koala and biodiversity protection

Environmental conservation and management are central to the sustainable development of Greater Macarthur and are key objectives of the *Greater Sydney Region Plan* and the *Western City District Plan*. *Greater Macarthur 2040* identifies precinct planning principles which will support protection of biodiversity including koalas, their habitat and movement corridors.

The Department is developing the *Cumberland Plain Conservation Plan* (the Plan) at a landscape scale to assess the cumulative environmental impacts from future urban growth and transport infrastructure. The Plan's conservation program will protect and manage threatened flora and fauna species and ecological communities. To support the key outcomes, the Plan will respond to the latest research on the koala population and will apply the evidence gathered to both protect and restore land to augment koala habitat corridors. The Plan will outline other actions to minimise and manage threats to koalas including many of the ones identified in submissions.

The Plan proposes establishing a koala reserve on land identified east of Appin Road to preserve the north-south koala corridor. This corridor is identified in research provided by the former Office of Environment and Heritage (OEH) as the most important corridor for the Southern Sydney Koala population. The Special Infrastructure Contribution (SIC) framework exhibited with *Greater Macarthur 2040* identifies \$173.9 million for the acquisition of land for biodiversity conservation.



Close up of a young koala



What you told us

Conservation Planning

- o Protection of flora and fauna, including the Cumberland Plain Woodland should be a priority.
- o Clarity is sought on vegetation identification in the Plan and future funding to manage conservation land.
- o Suggested other threatened species should be considered, in addition to koalas.
- o Concern about rezoning timing, and suggestion that this should not occur until the Plan is in place.
- o Clarity is sought on the biodiversity transitional arrangements and recognition of existing bio-certification in the *Greater Macarthur 2040*. Suggested existing bio-certification is considered in calculating the SIC.

Koala habitat should be managed and protected

- o Future management of the koala population is required so the koala population remains disease free.
- o Primary corridors are considered the most important linkages of koala habitat in the region.
- o Confirmation of scientific evidence for the koala corridor and its width was raised.
- o Concern that some east-west linkages are identified as secondary koala corridors.
- o Concern about the interaction between koala corridors and mixed uses, such as passive or active recreation.
- o More detail should be provided on any proposed koala reserves and their management.

Further actions are required to protect habitats

- Suggested consideration and alignment of existing SEPP 44, strategies, guidance on koala management.
- Indicates more funding for landowners and councils is required to undertake koala research.
- Suggested exploring implementing a range of community awareness activities and strategies e.g. koala care.
- Raised the importance of future funding and measures implemented for roads to address road kill hotspots.
- Concern about the time required for koala habitat regeneration and planting of feed trees.

A range of approaches were suggested for koala protection

- Suggested the koala corridor east of Appin Road should become National Park for ongoing protection.
- Buffers between urban capable land and reserves should be provided.
- Retain koala connectivity, enabled by fauna crossings of major roads and infrastructure e.g. Appin Road, rail and canal.
- Suggested locations for east-west linkages (e.g. Gilead, Ousedale Creek) should provide safe movement for wildlife, and were suggested to be fenced.
- Koala Sensitive Urban Design and measures to prevent koalas moving into urban areas/impacts from dogs.
- Some support for koala fencing/some support for not having koala fencing.
- Areas for restoration and revegetation suggested to strengthen core habitat and corridors.



Our commitment

The Department is preparing the Cumberland Plain Conservation Plan for statutory public exhibition in 2020, following early engagement with the community and key stakeholders. The Plan and its actions will complement existing strategies, Plans of Management and statutory planning instruments (e.g. SEPP 44).

The Plan prioritises koala conservation and management, which will include a range of actions to protect and conserve koalas and other native species. The Plan proposes to provide funding for acquisition and ongoing stewardship of land identified east of Appin Road to preserve the north-south koala corridor.

The Department is developing a regional approach to conservation of koalas within the Campbelltown and Wollondilly local government areas.

A key consideration to implement koala management is balancing the extent, practicality and appropriate design of mitigation measures such as koala exclusion fencing, koala specific development controls, and underpasses as staged development proceeds, and support community access to areas that are to be used for public recreation.

The Department will continue to work with state agencies, research agencies, local government and development proponents to address the issues raised during the exhibition period of the Plan.



Climate change and urban heat island effects

The *NSW Climate Change Policy Framework* commits to the aspirational objectives of achieving net-zero emissions by 2050 and is key to guiding local responses to improve sustainable design and resilience and respond to a changing climate.

The precinct planning principles in *Greater Macarthur 2040* will support reduced carbon emissions and leverage opportunities for energy and water efficiency, support identification and development of key green corridors and an integrated network of open space.

Walking and cycling will increasingly become an important transport option to support the growth of the Greater Macarthur Growth Area. *Future Transport 2056* identifies the need to integrate new and public transport networks and walking and cycling corridors to reduce dependence on private car use, and so contribute to better local air quality.



What you told us

Further actions are required to address Urban Heat Island Effects

- Concern about grey and dark coloured roofs incorporated into building design.
- Submissions suggested opportunities and controls for green walls & roofs, building materials and lighter coloured roofs.
- Consider retention and repurposing of existing farm dams into new release areas as provide significant opportunities to cool surrounding areas.

Tree-cover and tree planting is important

- *Greater Macarthur 2040* should link to water planning objectives, align with *Western City District Plan's* green grid.
- Opportunities for open space along the Upper Canal.
- 40% tree cover target and street trees are supported and should be complemented by other strategies, with focus on planting on private land as well as public land to contribute to the target.
- Importance of shade being provided by existing mature trees in parks.
- Lot sizes should be bigger to increase tree cover canopy.

Climate change impacts should be addressed

More provisions addressing climate should be included.

- Evaluation of proposed precinct planning principles for air quality is important.
- There is concern about poor air quality in the Greater Macarthur Growth Area, the contribution due to car dependency, and the ability to deliver the *Greater Macarthur 2040's* vision due to poor air quality.
- Consider the contribution of car dependency and trip generation to global warming.
- Concern about the potential for more bushfires and ensuring a future water source for their management if water is not available from farm dams as development proceeds.
- Suggested *Greater Macarthur 2040* should be flexible and adaptable and respond to new information on climate mitigation.



Clarification

Approach to reduce Urban Heat impacts

What is the Urban Heat Island effect?

The Urban Heat Island (UHI) effect is the difference between the land surface temperature and the average air temperature, as can be seen in figure 2 on page 12. This is caused by heat-absorbing materials such as dark coloured pavements and roofs, concrete, urban canyons trapping hot air, and a lack of shade and green space in dense urban environments.

What causes the Urban Heat Island effect?

People living in urban environments can be more susceptible than non-urban dwellers to the effects of heatwaves as a result of the Urban Heat Island effect. Key causes of UHI are:

- change in land uses. The change from grassland to low and medium density urban experiences see the greatest increase in temperature;
- increases in impermeable surfaces, such as concrete paving;
- increased building density;
- loss of vegetation and open space;
- waste heat from human activities (air conditioners, cars).

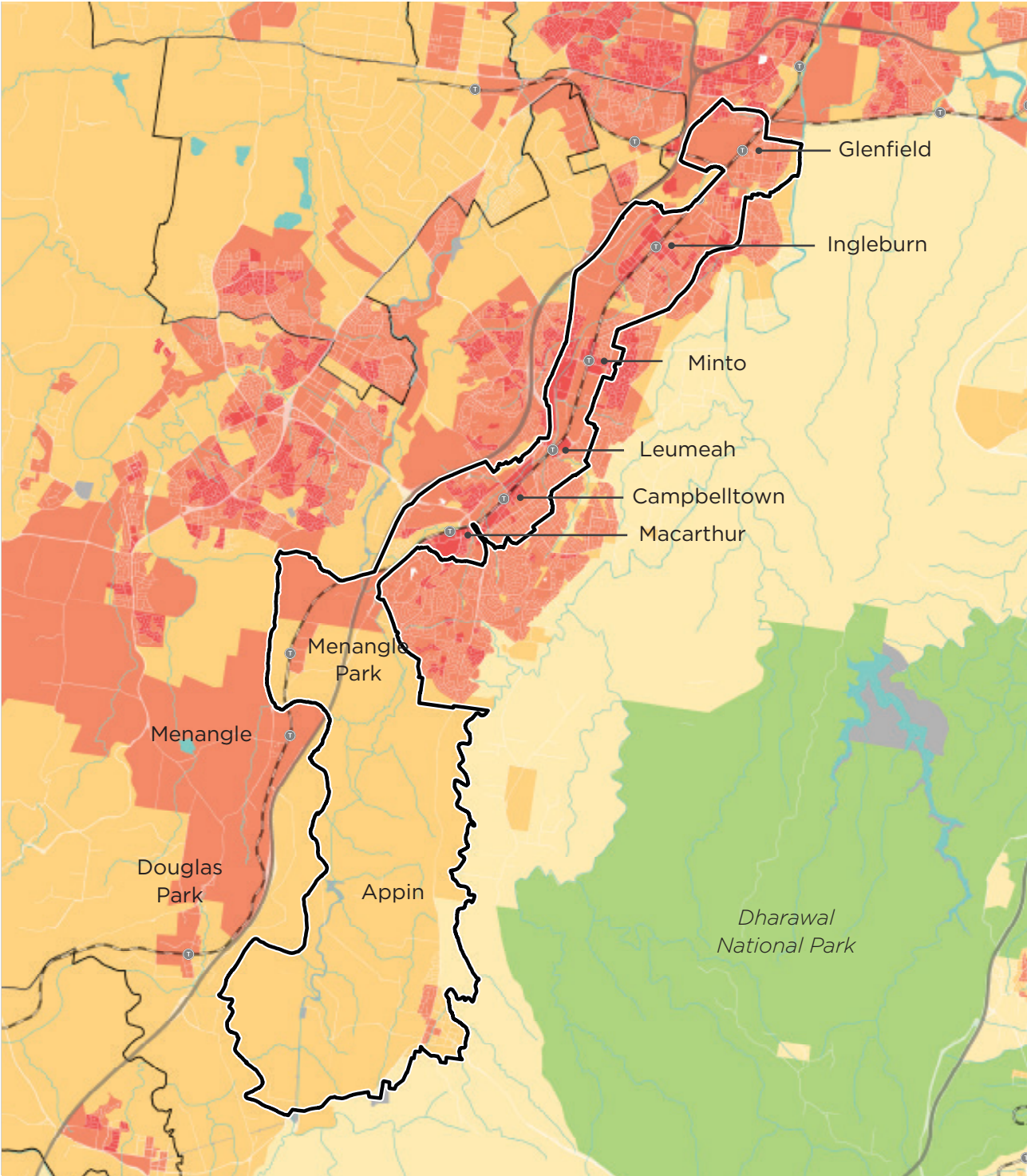
The *Western City District Plan* and *Greater Macarthur 2040* seek to protect and enhance landscape character by mitigating the UHI effect and providing cooler places by:

- extending urban tree canopy and retaining water in the landscape.
- adaptable and detailed building design including passive design and construction materials, reflective construction materials, pervious paving surfaces, and green roofs and walls.
- considering opportunities for green cover, creating open spaces in precinct planning and development, and responds to the community recreational needs.

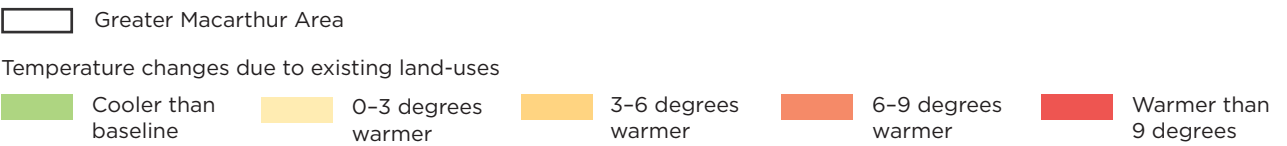


Green streetscape

Figure 2: Greater Macarthur Heat Island (measured summer 2015/2016)



Greater Macarthur Urban Heat Island (measured summer 2015/2016)





Our commitment

The Department will continue to collaborate with the community, councils, agencies and other stakeholders to identify opportunities for implementing sustainable design and future proofing new buildings. The Department will apply contemporary research and consider the best available evidence to inform the precinct planning principles and explore the most effective planning mechanisms to create efficient and resilient precincts.

We will continue to work closely with councils to investigate improving the green/blue grid between and within Growth Areas, and opportunities for regional open space and delivering on the Premier's Priorities through projects such as the Rosemeadow Demonstration Project.



Children planting trees in the Rosemeadow Demonstration Project

5 Million Trees and the Rosemeadow Demonstration Project

The Five Million Trees for Greater Sydney (5MT) program was created to expand the tree canopy across all 33 Local Government Areas (LGAs) within Greater Sydney. It is about planting more trees in our streets, parks, private yards, neighbourhoods and schools under the goal of increasing Sydney's urban tree canopy.

The overall objectives of 5MT include:

- o five million more trees planted in Greater Sydney by 2030.
- o increasing Greater Sydney's existing urban tree canopy cover towards 40%.
- o assisting in mitigating climate extremes by providing shade and cooling of urban areas through tree planting.
- o creating a healthier, more liveable and greener Greater Sydney.

As part of the 5MT Grants Program, the Department is undertaking innovative pilot projects that demonstrate best practice methods that can be recorded and replicated in other local government areas for the benefit of the community. Rosemeadow is the first demonstration project for the program and is looking at ways to maximise tree planting in streets, parks and backyards. More information is available here:

www.planning.nsw.gov.au/5milliontrees

The Premier's priority to plant one million trees by 2022 is a subset of the 5MT program. Collectively these initiatives will see millions of trees planted in Greater Sydney over the coming years, creating cooler suburbs and reducing heat island effects.



Transport and infrastructure delivery

Access to high quality infrastructure, including reliable public transport as early as possible within the development of the growth area is a priority. *Greater Macarthur 2040* outlines a transport strategy and identifies key public transport, essential education and health infrastructure and road investments required to underpin the Greater Macarthur Growth Area. The draft SIC framework exhibited with *Greater Macarthur 2040* outlines the infrastructure that would be contributed to by development in the greenfield land release area of the Greater Macarthur Growth Area. The transport strategy recommends reserving corridors for public and car-based transport for the long term. Infrastructure would be delivered in stages in line with development.



What you told us

Schools and healthcare facilities should be provided sooner

- Essential education and healthcare infrastructure should be built in line with new residential development.
- Selecting the sites of schools and hospitals needs to be done early to allow for the provision of adequate transport infrastructure to and from these facilities.
- New schools should be better quality.
- No more development should be permitted in the region until Campbelltown Public Hospital is fully upgraded.
- Allocation of more funds to the development of health services in Macarthur as well as the development of multifunctional health services spaces co-located with schools.
- An additional hospital is required in Macarthur.

Public transport is a priority

- Early and substantial investment in public transport is seen as a high priority over roads.
- Reliable and frequent services are seen as an opportunity to reduce car use and minimise spending on road connections.
- Existing public transport is seen as deficient.
- The timing for providing public transport including electrification of the rail line is too uncertain.
- The transport corridor is too wide and could divide neighbourhoods.
- On demand transport and vehicle sharing could reduce the need for spending on roads.
- Alternate transport corridor alignments and potential for rail within the Greater Macarthur Growth Area should be considered.

Active transport connections are a priority

- More information is requested about where key cycle and pedestrian links will be provided.
- Funding of active transport is not certain.
- Shade and amenity considerations are important in planning connections and routes.

More work is needed on road planning

- Too much emphasis on roads in the SIC compared with public transport.
- Significant road corridors will affect neighbourhood amenity.
- Some road connections should be prioritised to avoid unnecessary traffic through Campbelltown.
- The impact of the planned Outer Sydney Orbital needs to be considered.
- The location of road corridors is not set, leading to uncertainty for affected landowners.
- Alternative alignments are proposed for the east-west connection in Appin.
- A bypass for Appin has not been identified clearly.
- Additional work on the transport study and model that underpins it is requested.
- Koalas require suitable crossings of Appin Road and other transport links.



Our commitment

The NSW Government is working to plan for the infrastructure required to service expected growth in the region. Several projects are in progress within or affecting the Greater Macarthur Growth Area including planning for a link road between Menangle Road and Appin Road, planning for Menangle Road, the Outer Sydney Orbital stage 2 between the Hume Motorway and the Illawarra.

The Department will work with the community, state agencies, the Greater Sydney Commission, local government, the community and development proponents to address the issues raised during the exhibition period. This will include modelling associated road and transport planning projects to test alternatives. Precinct planning will identify locations for schools and how they interact with open-space and active transport options.

The SIC will be reviewed based on the feedback from submissions and refined in line with any changes to *Greater Macarthur 2040* and the infrastructure scope.



Public transport



Future development

The Greater Macarthur Growth Area incorporates the Metropolitan City Cluster of Campbelltown-Macarthur, urban renewal precincts from Glenfield to Macarthur and land release areas in parts of Campbelltown, Camden and Wollondilly Councils. Balancing growth north and south of this key metropolitan centre will boost the economy, bring local investment in jobs and provide high quality education, recreation and housing opportunities for the existing and new communities in the area. New land release areas will transform into neighbourhoods with a range of low to medium density homes and jobs that cater for all life stages and employment opportunities while allowing local residents to connect with their landscape.



What you told us

Timing of Development

- Wollondilly Council opposes the release of land within Appin and North Appin in principle suggesting that this would undermine the growth of Wilton.
- There were mixed responses on the timing of development within the land release precincts. Some submissions identified that a logical development pattern should occur from the north to south while others sought opportunities for flexibility in response to market demands and specifically proposed release of precincts within Appin and North Appin as early as possible.
- Landowners and developers are seeking the Greater Macarthur Growth Area to be declared.

Need for Development

- Further guidance was sought on housing diversity and aligning policies with affordable housing targets.
- Mixed responses were received regarding the type of development including whether it should focus more on higher-density around transport nodes or whether lot sizes should be larger.
- Requests were received to use the Urban Development Zone.
- Some submissions argued that development should only proceed when suitable services are available to meet demand.
- Some submissions mentioned Sydney is running out of cemetery space.

Site specific risk considerations

- Clarity was sought on bushfire planning and responding to flooding.
- Certainty on the timing of mining activities for high quality coal and mine subsidence was sought.
- Submissions requested mapping and further consideration of gas pipelines and other submissions argued mining should not be considered an impediment to urban development.
- Further assessment was sought on the relationship of development with agricultural land and the effects of urban development adjoining agricultural land.



Low and medium density streetscape

Environmental considerations for future development

- Concerns were raised regarding Mount Gilead in relation to salinity, drainage, air quality and koala protection.
- Submissions noted that potential future noise impacts need to be considered.
- Some submissions sought the reduction of heritage curtilages on their properties.
- Other submissions sought further protection of heritage items through increased setbacks, further consideration of sight lines and separation of development.
- Submissions argued long-term food production for Sydney should be considered in planning and that existing agricultural uses should be maintained and reflected in *Greater Macarthur 2040*.
- Some submissions sought their properties to be identified as urban capable instead of conservation, while noting the need to preserve important koala and ecological corridors.

Employment opportunities

- Submissions sought further clarity on how local jobs will be maintained in the area and opportunities to increase the number of jobs in the area.
- Responses suggested that *Greater Macarthur 2040* should be supported by an Employment Strategy to drive employment growth in the region.
- Some submissions sought clarity on centre locations and their relationship to other centres in the area.
- One submission suggested the Macquariedale Road area should not be zoned for employment uses.



Clarification

Changes to zoning and land values

- A new approach to has been developed to provide certainty and a way forward for precincts. Local councils will be empowered to plan for their local areas because they know their people and communities best. The Department is preparing a precinct plan for Glenfield.
- An assessment framework has been developed to plan, design and develop bushfire resilient communities across the Greater Macarthur Growth Area.
- The NSW Government has a clear waste and resource recovery agenda. *Greater Macarthur 2040* will require future development to integrate technology that sustainably and efficiently manages waste reduction.
- The Glenfield to Macarthur urban renewal corridor has a distinct character and development capability that is reflective of each precinct's locational attributes, existing context, and community aspirations. The precinct planning and ultimate design and zoning of these areas, except for Glenfield, will be led by Campbelltown City Council.
- Higher density housing for future communities will be located close to services, shops and the transport corridor.

Figure 3: Greater Macarthur Growth Area bushfire assessment framework



Strategic bushfire assessment (*Greater Macarthur 2040*)

Refine urban development footprint by removing areas non-compliant with asset protection zone setbacks or consider reduced densities in areas of bushfire risk



Precinct-scale assessment

Undertake a transport infrastructure and evacuation study to confirm accessibility prior to rezoning land



Neighbourhood plans and Development Application assessment

Design requirements applied by councils through development of Neighbourhood Plans and through DCP requirements to align with *Draft Planning for Bushfire Protection Guidelines (2018)*



Housing construction



Our commitment

The Department will ensure the future needs for the Greater Macarthur Growth Area and land use planning decisions are consistent with the Greater Sydney Commission's *A Metropolis of Three Cities-the Greater Sydney Regional Plan (The Greater Sydney Regional Plan)*.

The Greater Sydney Regional Plan identified that Greater Macarthur will provide significant housing capacity for Greater Sydney in the medium and longer term. The Department will work with the Greater Sydney Commission to ensure *Greater Macarthur 2040* aligns with the Regional Plan. Once this feedback has been considered, the Department will finalise the vision for Greater Macarthur Growth Area.

We will investigate the use of an Infrastructure Phasing Plan and the Urban Development Zone that considers market trends, infrastructure capacity, government agency input and other factors to determine the timing of development and infrastructure needs, including cemeteries to service future populations.

Within the Department, we will work with Environment, Energy and Science, Primary Industries, and the NSW Environment Protection Authority to ensure *Greater Macarthur 2040* is not impacting on essential agricultural needs for Sydney now and into the future. The Growth Area is not part of the Metropolitan Rural Area and is generally not actively producing food and other agricultural products.

The Department will publish a bushfire planning report which depicts asset protection zones and notes precinct planning will respond to the findings of this report. Bushfire evacuation planning will occur during precinct planning.

We will ensure new homes are provided in the right locations, and are designed to respect and enhance the character and heritage of local places and strategically important biodiversity populations. Design of homes will not place further families at risk and will only occur once the risks associated with mine subsidence, flooding and bushfire are mitigated.

In planning for future employment opportunities, the Department will work with local councils, Transport for NSW, and other state agencies to determine the timing of the Outer Sydney Orbital Stage 1 and 2 and the capacity for growth in Campbelltown City related to the North South Rail Link. The timing and final location of these city shaping infrastructure projects will provide a catalyst for bringing new jobs to the region.



Water services and waterway health

The Greater Sydney Regional Plan places a strong value on waterways, including improving the health and recreational values of waterways. Achieving greater levels of waterway health and protection will involve more water sensitive, integrated and sustainable approaches to water management. Such approaches present opportunities for innovation to incorporate urban cooling, increased open space and recreation in the Greater Macarthur Growth Area.



What you told us

Protection of water resources

- Some submissions requested increased open-space/access and setbacks along the Upper Canal and Nepean River.
- Others requested more protection measures along the Upper Canal and noted that recreational activities must not compromise its function.
- Submissions suggested that the proposed risk-based framework for waterway health must be informed by community and environmental values of waterways.
- Submissions requested that the proposed Green Plan should link water sensitive urban design and water planning objectives.
- Clarity was sought on how the Georges and Nepean Rivers are to be protected.
- Submissions identified that visual amenity is just as important as access and use of our Rivers.

Future servicing and water security are important

- Amplification of water supplies is required.
- There is concern there is not enough water to service existing populations, let alone future demands.
- Submissions provided evidence on dam levels during and before droughts.
- Landowners sought certainty on who will be responsible for water provisions.

Water and wastewater treatment

- Submissions requested that effluent reuse is planned for and implemented in proposed developments.
- A holistic approach should be taken for stormwater management and governance.
- No wastewater runoff should enter creeks.
- Clarity was sought on servicing of the Mount Gilead development.



Clarification

Planning for waterway protection

- o The Department works closely with Sydney Water to determine the water and wastewater needs of our future communities. In developing *Greater Macarthur 2040*, Sydney Water has identified the strategic requirements to service these needs.
- o The Department has established that water quality for Greater Macarthur must be maintained, and if possible, improve the health of waterways and associated riparian corridors.
- o Waterways are protected through the *Water Management Act 2000*. All development applications must comply with the standards set out in the Act.
- o The NSW Environment Protection Authority is developing a framework for the regulation of sewage treatment plant nutrient runoff for the Hawkesbury-Nepean River system.



Our commitment

The Department will continue to work with Sydney Water and WaterNSW in defining viable solutions or alternative pathways to meet Greater Macarthur's water and wastewater needs. Sydney Water is developing a Regional Masterplan and a Sub-Regional Water Servicing Plan for the Greater Macarthur Growth Area. We will continue to work closely with Sydney Water and councils to promote an integrated and sustainable approach to drinking water, wastewater, and stormwater, and to investigate opportunities for using recycled water.

The Department will consider appropriate mechanisms to allow for public interaction with our rivers and water resources and include measures to protect and improve the health of waterways and associated riparian corridors.

Local waterway





Special Infrastructure Contributions

A Special Infrastructure Contribution (SIC) is proposed for Greater Macarthur Growth Area to help fund infrastructure to support the growth identified in the plan. The proposed SIC framework will clarify contributions for developers and help government agencies plan for infrastructure delivery.

A draft *Greater Macarthur SIC* was exhibited concurrently with *Greater Macarthur 2040*, identifying contributions rates of between \$39,710 and \$43,985 per new dwelling to fund the cost of growth-enabling infrastructure, including:

- o Regional roads and land for a public transit corridor.
- o Land for schools, community health facilities, police and emergency services.
- o Biodiversity conservation.



What you told us

Further detail is needed on the scoping and costing of infrastructure

- o Clarify how infrastructure costs and the proposed SIC rate was calculated.
- o More information on the assumptions used in the transport modelling.
- o Clarification of the link between future development and demand on infrastructure.
- o Details of how infrastructure was costed.

The SIC rate and development feasibility

- o The SIC rate should be feasible and affordable.
- o There is concern about the proposed rates being too high and inequitable.
- o Give greater consideration on the impact on feasibility.
- o Concern that the cost of SIC may be passed onto house-buyers.
- o Consider applying a differential rate for different development types.

A range of suggestions were made on the infrastructure schedule

- o Suggested the schedule should separate the land and capital works components.
- o The infrastructure schedule should prioritise more public and active transport.
- o Concerns regarding location of road and transport corridors impacting development.
- o Suggested the infrastructure schedule should include more items relating to community infrastructure, health, active transport and open space.
- o The cost of infrastructure appears high.

Timing and implementation

- o More information is requested on the expected timing, staging and delivery of infrastructure.
- o Submitters requested transitional arrangements and to phase in a new SIC over time, to minimise the impact on new development.



Our commitment

The Department will continue to work with State agencies, local government and development industry to develop the SIC.

A revised SIC will be publicly exhibited, and further consultation will occur, prior to implementation. This consultation will be supported by additional detail such as the infrastructure selection, costing, prioritisation and delivery framework.

Image credit: Kevin McGrath



Next steps

Further work is required to address the submissions received and finalise Greater Macarthur 2040 and the SIC.

We will use the commitments in this report as building blocks to formulate an approach moving forward.

Timing to finalise *Greater Macarthur 2040* and *Greater Macarthur SIC* will align with other relevant strategic projects such as the Cumberland Plain Conservation Plan and transport corridor planning, including the Outer Sydney Orbital Stage 2 and the Greater Macarthur Transport Corridor.



Ministerial Direction to protect koala habitat

Koala conservation is at the heart of the Greater Macarthur Growth Area. To ensure koala habitat is conserved and development aligns with the vision of protecting koala habitat, the Department has prepared a Ministerial Direction for Greater Macarthur.



Refining technical assessments

We will review technical reports to identify where amendments and improvements are required in response to submissions.



Finalise Greater Macarthur 2040

The Department will collaborate with Campbelltown and Wollondilly Councils to ensure the outcomes of their Local Strategic Planning Statements are reflected in the final *Greater Macarthur 2040*.



Special Infrastructure Contributions Plan

The draft SIC will be reviewed and updated to respond to submissions. A revised SIC will be publicly exhibited, and finalised in coordination with the *Greater Macarthur 2040*.



Precinct Plans

Rezoning will occur over time, guided by *Greater Macarthur 2040* and Local Strategic Planning Statements. No land will be rezoned until there are satisfactory arrangements to deliver infrastructure to support growth and resolve environmental constraints.



Aligning with Premier's Priorities

The Department will review *Greater Macarthur 2040* and *Greater Macarthur SIC* against the NSW Premier's Priorities. The Department will continue our commitment to increase the tree canopy and green cover across Greater Sydney, including through collaboration projects with local Council's and the community such as the Rosemeadow Demonstration Project. This will ensure a better environment for the future of Greater Macarthur, and aligning our future places with green public spaces in western Sydney.

How to participate

We want to continue the conversation on conservation and the development of Greater Macarthur.

Please sign up for email updates at:

[planning.nsw.gov.au/
GreaterMacarthur/Consultation](https://planning.nsw.gov.au/GreaterMacarthur/Consultation)

You can also contact the Department by:

Phone:

1300 305 695

Visit:

[planning.nsw.gov.au/
GreaterMacarthur](https://planning.nsw.gov.au/GreaterMacarthur)

Translating and interpreting service:

Please telephone 131 450 and ask for an interpreter in your language to connect you to 1300 305 695.

If you are deaf or have a hearing or speech impairment, call us through the National Relay Service:

TTY users, call 133 677 and ask for 1300 305 695

Speak and Listen (speech to speech relay users), call 1300 555 727 and ask for 1300 305 695

Internet relay users, connect to the NRS (relayservice.com.au) and ask for 1300 305 695

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