

14 September 2016

Greater Macarthur Priority Growth Area

Housing Land Release

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Re: Greater Macarthur Priority Growth Area

Thank you for the opportunity to submit feedback on the Greater Macarthur Priority Growth Area, currently on exhibition by the Department of Planning and Environment.

The Urban Taskforce supports the objective of the plans to coordinate land use and infrastructure planning for urban renewal around the seven station precincts from Glenfield to Macarthur and new land release areas of Menangle Park, Mount Gilead and West Appin. Please find our comments below.

The addition of the Glenfield to Macarthur rail corridor to the Greater Macarthur Priority Growth area ensures this region is comprehensively planned

The development of strategic plans for the Greater Macarthur Priority Growth Area which integrate the Draft Glenfield to Macarthur Urban Renewal Corridor allow the Greater Macarthur region to be comprehensively planned in the same way as the North West and South West Sydney Growth Centres. The Greater Macarthur Priority Growth Area will also increase the population within 30 minutes of the Campbelltown Macarthur Regional City Centre underpinning its viability and capacity to generate long term non-population based jobs. The proposed new communities are located within easy access of the city centre, and connections to the Sydney rail network.

Infrastructure costs will be shared however greater clarity on developer contributions is needed

The cost of infrastructure will be spread across a wider area, increasing the opportunity for private sector infrastructure initiatives or public private partnerships.

While no detail is provided in the exhibition material, we understand that the state government is moving towards a full cost recovery model for the provision of state infrastructure to be funded by 'Special Infrastructure Contributions' (SIC) levies imposed upon developable areas.

The development industry has no objection to making contributions to infrastructure where a clear and direct nexus can be demonstrated, the resulting amount is reasonable and not a hindrance to development, and the payment of such levies

is not linked to government decisions making powers (in particular development approvals and rezoning applications). The contributions must be fairly and consistently applied across all priority growth precincts in order for competitive development conditions between different precincts to be established. This in turn facilitates greater supply of land and dwellings, as well as capping contributions to mitigate housing affordability concerns.

Housing supply will be increased

The Greater Macarthur Priority Growth Area will encourage more supply and increase competition in the housing market, putting downward pressure on housing costs and increasing housing affordability. Housing affordability is directed impacted by the supply of Greenfield land in Western Sydney and the release of land and the construction of new homes can only ease these pressures.

The Plan acknowledges the strategic context of the region

The Plan will allow for the planning of the long-term transport corridor, known as the Outer Sydney Orbital or the M12, to be planned as part of the Macarthur Growth Centre. The Plan also takes into consideration the connection between Western Sydney and the Illawarra region, and allows for the completion of the Macarthur Growth Corridor, originally envisaged in previous strategic plans including the *Sydney Region Outline Plan* (1968), *Three Cities Structure Plan* (1978) and the *Metropolitan Strategy for Sydney* (1998).

State government leadership is required in 'Whole of Growth Area' Biodiversity Certification

The industry acknowledges that Biodiversity Certification in the Sydney Region Growth Centres has been instrumental in delivering environmental improvements and expedited the environmental approvals process, in particular the duplicity of approvals required under the NSW Threatened Species Conservation Act and the Commonwealth Environmental Protection and Biodiversity Conservation Act.

This success can be attributed to the collegiate and coordinated whole of government approach that was adopted to address environmental protection in the Sydney Metropolitan Growth Centres in the last decade.

Since that time there have been a number of smaller biodiversity certification initiatives on a site by site basis. Feedback received has shown that the process, while generally successful, is cumbersome, time consuming, resourcing consuming, inconsistent and costly. Further, there is no available that suggests the current biodiversity reforms will genuinely facilitate that process.

It is appropriate that the NSW Government again demonstrate leadership with its Commonwealth counterparts in pursuing a whole of Greater Macarthur Priority Growth Area biodiversity certification outcome.

Investment in regional road and rail is crucial

Within the Greater Macarthur Priority Growth Area are two potentially significant transport initiatives: construction of the M9 Motorway from the Picton Road to Penrith

and beyond and electrification of the southern railway line from Macarthur to Picton (or thereabouts).

There is the opportunity for government planning and transport agencies and NSW Treasury to accelerate the planning and funding of these key pieces of infrastructure that will be fundamental to the success of the Greater Macarthur Priority Growth Area.

The coexistence of mining and proposed urban development must be addressed

With so much of the Greater Macarthur Priority Growth Area sitting above declared mine subsidence districts accommodating active mining resources, the NSW Government must fast track current investigations to find viable solutions (for all parties involved) to the coexistence of these two key land uses.

The Urban Taskforce is always willing to work closely with the Government to provide a development industry perspective on this issue. Please feel free to contact me on telephone number 9238 3955 to discuss this further.

Yours sincerely,



- For Chris
Johnson.

Chris Johnson AM
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