



8 February 2019

Carolyn McNally
Secretary
Department of Planning and Environment
PO Box 39
SYDNEY NSW 2001

Dear Carolyn,

Greater Macarthur 2040 – An interim plan for the Greater Macarthur Growth Area

Introduction

Mirvac Homes (NSW) Pty Ltd (Mirvac) and Souwest Developments Pty Ltd (Souwest) would like to thank the Department of Planning and Environment for the opportunity to comment on the Greater Macarthur 2040: Interim Plan for the Greater Macarthur Growth Area (Interim Plan).

We support the principles, implementation approach, and key actions as set out in the Interim Plan. We believe the Interim Plan is a sensible approach to deliver the strategic outcome sought by the State Government in delivering more housing and employment opportunities, together with the associated infrastructure to support this growth and the Aerotropolis.

However, in consideration of the predicted population growth of the Greater Macarthur Growth Area and the location of the planned Outer Sydney Orbital (OSO), we recommend that the Department extend the proposed Growth Area boundary westward to the edge of the Great Southern Railway to include the Subject Land, as shown in Figure 1 (overleaf). This will provide an opportunity for direct access to the railway from the future employment lands via a potential new railway station. By further extending the Growth Area lands north, a transitional area and connection with the existing residential precinct around the Menangle railway station will be achieved.

Context

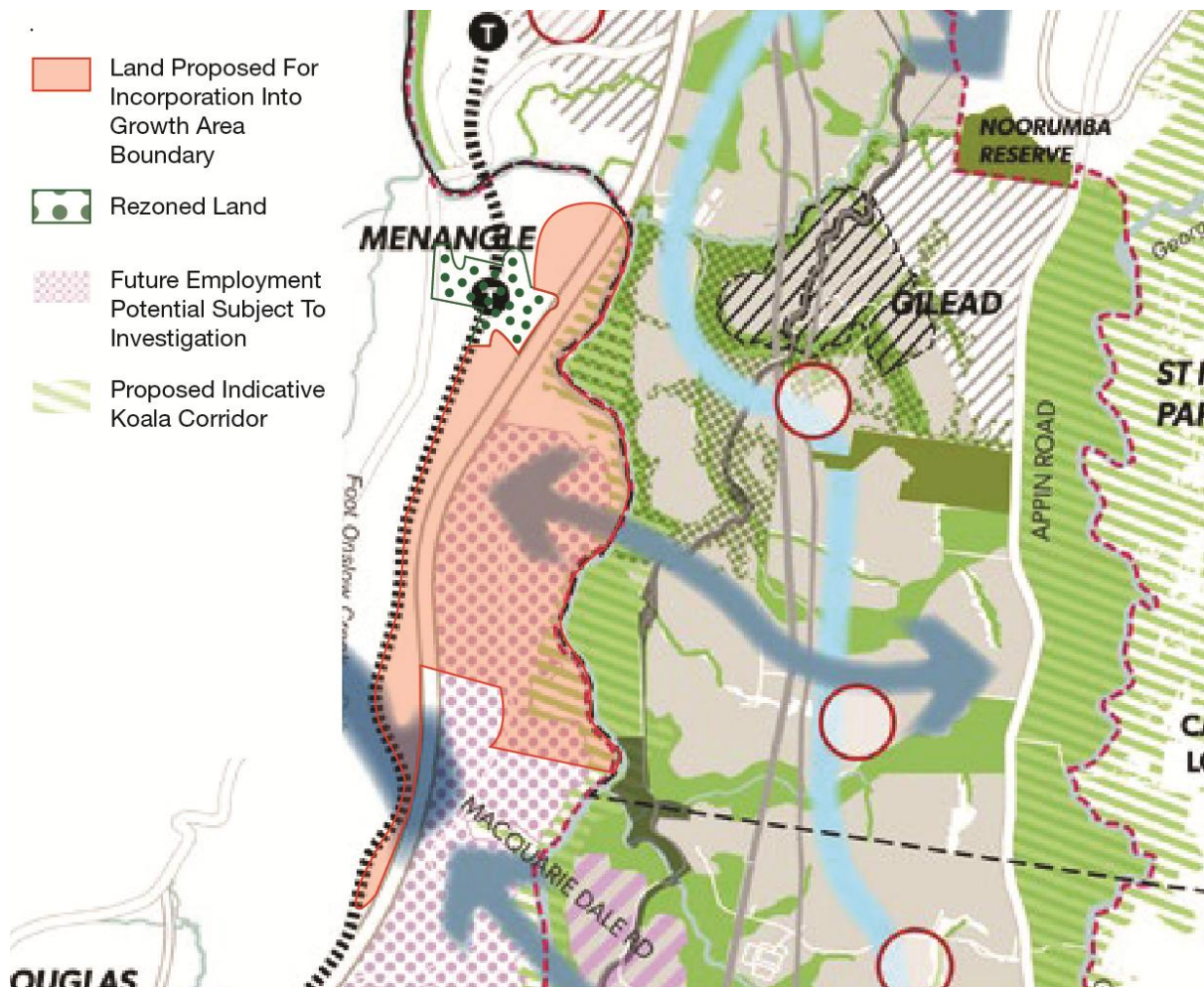
Mirvac and Souwest Developments Pty Ltd have secured development rights to the land outlined in Figure 1. In December 2018, 38 Ha of adjoining land was rezoned to permit low density residential, open space and a neighbourhood centre, demonstrating the strategic merit of urban development in this location.

As part of their work on the Macarthur South Investigation Area, the Department noted that *"the Outer Sydney Orbital will connect with the Hume Motorway in the vicinity of this site and will create opportunities for transport dependent industry to be located in the area"*.

The Interim Plan has excised the Subject Land from the Growth Area, being identified as land containing “Future Employment Potential Subject to Investigation”. Further, the Interim Plan notes the land *“may be suitable for employment in logistics and warehousing as it is located at the proposed junction of the Hume Motorway”* (p. 56).

One of the key objectives of the Interim Plan is to provide additional employment opportunities for the expanding population. Wollondilly Council reports in their Community Strategic Plan that more than 58% of the Shire’s working population leaves the Shire daily for work. To reduce this, a target of 20,000 new jobs within or adjacent to the southern release areas has been established under the Interim Plan. It is our contention that in order to provide these additional employment opportunities, the Subject Land needs to be included within the boundaries of the Growth Area.

Figure 1 Location of our land superimposed on to the proposed Structure Plan



Requested Modification to the Boundaries of the Growth Area

We recommend and request that the Department expand the boundary of the Growth Area to incorporate the Subject Land as noted in Figure 1. The need for employment land, and the potential of the Subject Land to provide it, has already been acknowledged by the Department through its inclusion in the Interim Plan as “Future Employment Potential”. Expanding the Growth Area boundary to include these lands will provide Mirvac and Souwest with the confidence needed to conduct further investigations into the suitability, capacity and feasibility for employment generating development.

i. Employment

The Interim Plan targets 20,000 jobs in and around the southern release areas and 41,000 jobs in total across the Greater Macarthur Growth Area. Approximately 10,000 of those jobs

are expected to be strategic employment jobs¹. Strategic employment serves a regional catchment area (e.g. an industrial park) as distinct from local population driven employment, which serves the needs of the local population. Areas of strategically located land will be required to service these strategic employment needs. Simply put, Wollondilly is receiving much new housing but little in the way of significant employment generating hubs.

ii. Location

The proposed employment lands within the Subject Land are located immediately to the north of the future OSO intersection with the Hume Motorway. This will result in the Subject Land being uniquely connected to both the Aerotropolis in the west (via the OSO) and to existing urban areas such as Liverpool, Parramatta and Sydney CBD (via the Hume Motorway and M7 or M5). The OSO will play a critical role in linking the South West to the Aerotropolis. This link offers a rare opportunity which should be seized by the Department to foster significant and sorely needed economic development in the Greater Macarthur area.

Despite being in close proximity to future residential precincts, the land is bounded by the Nepean River and associated riparian corridors to the east and the Hume Motorway to the north and west. The unique combination of the land's self-containment, its level of access and connectivity, and its proximity to planned residential precincts makes it ideal for strategic employment uses. With the suggested expansion of the land west to the Great Southern railway line and the incorporation of a potential new railway station the site's access and connectivity is further bolstered. By expanding the land north with a transitional area adjoining the existing residential precinct around Menangle railway station, improved connectivity to residential lands is achieved.

iii. Site Suitability

The Interim Plan has broadly mapped small portions in the north and the south of the Subject Land as being part of an indicative koala corridor. We support putting the preservation of biodiversity, and in particular koala colonies, within the Growth Area, however, based on the plans provided it appears that the highlighted corridor extends into land not constrained by significant vegetation. The final location and extent of the corridor should be determined through detailed investigations. Any future master plan prepared for the Subject Land will respect this principle and ensure that all high value conservation land and koala habitat is protected. Notwithstanding this, most of the land is unconstrained by biodiversity.

Previous investigations into ecology, flooding, contamination, and Aboriginal and European Heritage have demonstrated the site's suitability for employment generating development. Updated studies could be undertaken in the short term to demonstrate that these findings remain current.

The following is a summary of the key attributes the Subject Land contains to further illustrate the site's suitability:

- The Macarthur South Investigation Area (MSIA) clearly supported the development of this land for both employment generating and residential development. The supporting text further demonstrates the NSW State Government's intentions for this land and its suitability for future urban development.
- Heritage, servicing and coal mining constraints are all addressed (as discussed in previous Mirvac/ Souwest submissions) reinforcing the position that there is no impediment to including this site within the Growth Area.
- With the recently gazetted rezoning of the 38 Ha's of land around the Menangle railway station allowing residential development, neighbourhood centre and open space lands

¹ Urbis (2017) Greater Macarthur Priority Growth Area: Future Employment Analysis

it is evident that land in this location is worthy of being included within the Growth Area.

- The land is a large land holding controlled by one entity which will positively facilitate the timing and delivery of new employment lands in accordance with the Interim Plan.
- The site contains absolute frontage to the Nepean River enabling the foreshore of the river to be activated and enhanced.
- The site has secured interest of a major REIT (Mirvac) which ensures the development's certainty. Mirvac undertake design, development, and construction in-house and have the financial capital to drive socially responsible urban outcomes that meet DPE's aims and vision.
- Initial investigations by Mirvac have identified that there are limited works/costs required to service the initial stages of the Subject Land for water and wastewater. Mirvac have been advised that Sydney Water have indicated that they are currently preparing a servicing strategy for the Greater Macarthur area that will include the Subject Land i.e. satisfactory arrangements for delivery of infrastructure to support growth.
- Endeavour Energy has advised that with minor extensions and augmentation works the initial stages of the Subject Land could be serviced, thereafter a new zoned substation would be required within the site which will likely be funded and constructed by Endeavour Energy.

Conclusion

Mirvac and Souwest are confident the Subject Land can provide a valuable contribution to the Greater Macarthur Growth Area. Of the 41,000 jobs anticipated for the area, around 10,000 are expected to be strategic employment jobs which service the surrounding region. The unique combination of the land's self-containment, large size in single ownership, close proximity to future residential precincts, railway, location at the intersection of the OSO and Hume Motorway, and its relative lack of environmental and other constraints, make it ideal to provide a hub for strategic employment opportunities.

Incorporating our site into the Growth Area boundary will support the required investigations into the site's potential to provide employment generating development.

Accordingly, Mirvac and Souwest request that the boundary of the Growth Area be adjusted to include the Subject land as depicted in Figure 1 above.

Yours sincerely



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