What is the Greater Macarthur 2040: An interim plan for the Greater Macarthur Growth Area?

- Greater Macarthur 2040: An interim plan for the Greater Macarthur Growth Area sets a vision for the Growth Area as it develops and changes. It proposes to enhance the region’s liveability, productivity and sustainability, improve existing communities and provide homes and jobs for the future.
- It sets a 20-year vision and will be reviewed and updated over time. It provides a framework for urban renewal along the rail corridor from Glenfield to Macarthur and land release areas from Menangle Park to Appin.
- This plan is supported by a delivery strategy for key infrastructure to support the Growth Area.

What are the key actions of Greater Macarthur 2040: An interim plan for the Greater Macarthur Growth Area?

- The plan will be implemented through the following key actions:
  - Rezoning of precincts agreed as priorities with Campbelltown City Council and Wollondilly Shire Council beginning with Glenfield, Ingleburn and Gilead North.
  - Finalisation of Special Infrastructure Contribution plans.
  - Strategic conservation of the Growth Area through preparation of the Cumberland Plain Conservation Plan.
  - Collaboration with Transport for NSW and Roads and Maritime Services on business cases for public transport and road improvements.
  - Development of an economic development strategy for the Growth Area.
  - Collaboration with proponents to rezone land where infrastructure funding is provided to ensure no additional cost to government through early release of land.

When will the land be rezoned?

- The rezoning of land within each precinct will occur over time. A summary of recent and current planning activities includes:
  - Menangle Park and part of the Gilead precinct were rezoned in late 2017.
  - Campbelltown Council is currently preparing plans for Ingleburn town centre and Leumeah to Macarthur and has received a planning proposal for the southern part of Gilead.
  - Wollondilly Council is considering planning proposals within Appin.
  - Campbelltown and Camden Councils are considering planning proposals for the Glenlee precinct.
  - The Department of Planning and Environment (the Department) has prepared a precinct plan for Glenfield to rezone this under Campbelltown City local environmental plan.
  - The Department is also working with major landowners in north Gilead to prepare a precinct plan for exhibition in 2019.

What will be done to protect biodiversity and koalas?

- The Department is undertaking strategic conservation planning for the Growth Area (The Cumberland Plain Conservation Plan or CPCP). As part of this process, the Department will carry out a landscape-scale assessment of the environmental impacts from future urban development, transport and key infrastructure. The CPCP will identify measures to protect a range of threatened flora and fauna species and ecological communities.
The Office of Environment and Heritage has mapped habitat and movement corridors of koalas, ranking these into levels of importance – primary, secondary and tertiary. Primary movement corridors are critical for the long-term survival and growth of the Campbelltown and Wollondilly koala colonies.

The Structure Plan for the south of the Growth Area identifies that development is not proposed for areas east of Appin Road to assist in protecting this primary koala movement corridor. This will ensure a corridor of 800 hectares of publicly owned land is protected and a potential future 2000 reserved for koala habitat investigation.

The objective for this area would be to facilitate its revegetation and ongoing conservation to maintain and protect the Wollondilly and Campbelltown koala populations. Significant parts of this corridor (800 hectares) are already in public ownership. The CPCP will identify the proposed management approach for the corridor for conservation. Should the land not be needed for conservation, the Department will consider appropriate land uses that complement and are designed around koala protection.

This plan will also include measures to protect koala habitat corridors in perpetuity and to require koala-proof fencing to separate koalas from the risks of urban development such as being hit by cars and dog attacks.

Finalisation of Greater Macarthur 2040: An interim plan for the Greater Macarthur Growth Area will be accompanied by a grant program to ensure koala friendly planning and actions are values held by the new communities of the area. A $1M grant program (to be released over two years) will fund community groups, landowners and Councils to undertake koala research and build greater community awareness.

The proposed grant funding requirements will be set out in guidelines (to be released early in 2019) that will identify opportunities for funding for:
- Koala research and awareness raising activities across the Greater Macarthur and adjoining areas;
- Dedicated koala feed tree replanting on public and private lands to restore and rebuild koala movement corridors; and
- Improved pest and feral animal management to help reduce the risk of predation on koalas.

I made a submission about the draft growth area boundaries. How have these been addressed?

The major issues raised in the submissions on the Growth Area boundaries included:
- biodiversity and conservation
- upgrades to the transport network
- mining
- the provision of health facilities and emergency services
- requests for inclusion in the growth area and objections to inclusion in the growth area

These issues have informed the preparation of Greater Macarthur 2040: An interim plan for the Greater Macarthur Growth Area, which includes specific sections on Place, Landscape, Land Use, Built Form and Movement.

How is infrastructure going to be funded?

As new communities grow, developers will contribute to the infrastructure needed to support this growth. A draft Special Infrastructure Contribution (SIC) is proposed which would provide up to $1.58 billion for Greater Macarthur Land Release and $94.75 million for the Glenfield to Macarthur Corridor towards state and regional infrastructure over the next 20 years.

Campbelltown City Council, Camden Council and Wollondilly Shire Council will prepare a Section 7.11 Local Contributions Plan. The Department will assist councils to cost local infrastructure upgrades recommended in the Section 7.11 Plan and coordinate with the infrastructure items to be partly funded through the SIC.
What is a Special Infrastructure Contribution (SIC)?

- A Special Infrastructure Contribution is paid by developers to help deliver the infrastructure required to support growing communities. The SIC funds infrastructure such as schools, State and regional roads, some public transport infrastructure, regional open space, emergency and health facilities, and biodiversity conservation.

- Contributions are collected for new developments within a defined boundary called the Special Contributions Area (SCA). SICs are currently being prepared and proposed for Planned Precincts and Growth Areas across Sydney.

- The SIC is based on strategic planning for the contribution area. The infrastructure schedule identifies the key pieces of infrastructure that can be delivered by SIC funding, and the SIC rate is the per-dwelling or per-lot portion of the total infrastructure cost that must be paid by developers.

- The Department also considers development feasibility in setting a SIC charge so that the SIC will not impact housing supply. The SIC framework will be reviewed regularly with the rate subject to indexation.

What projects will be funded by the SIC?

- The SIC paid by developers will contribute to the cost of delivering infrastructure to support new homes across both the Greater Macarthur Land Release Area and the Glenfield to Macarthur urban renewal corridor.

- For the Greater Macarthur Land Release Area, SIC contributions are estimated to be approximately $1.58 billion over the next 20 years, including:
  - Roads, intersections, bridges ($1.23 billion)
  - Public transport (land only) ($96 million)
  - Schools (land only) ($60 million)
  - Health facilities (land only) ($1.5 million)
  - Emergency Services facilities (land only) ($1.75 million)
  - Open space and Biodiversity conservation (land only) ($174 million)
  - Planning & Delivery Costs ($24 million)

- For the Glenfield to Macarthur urban renewal corridor, SIC contributions are estimated to be $94.75 million over the next 20 years, including:
  - Roads ($29 million)
  - Works for schools ($41 million)
  - Health facilities ($4.4 million)
  - Regional active transport/cycling and pedestrian facilities ($18.95 million); and
  - Planning and delivery costs ($1.4 million).

What is the relationship between Glenfield to Macarthur and Greater Macarthur (greenfield) SICs?

- Separate SICs are proposed for the Glenfield to Macarthur Urban Renewal corridor and the Greater Macarthur land release area. This reflects the different approaches to future development, and the different infrastructure needs in greenfield locations compared to urban renewal areas.
Why are there different charges for different SICs / SCAs?

- Applying rates that are tailored to different areas means developers contribute their fair share towards infrastructure to support the growing community, while also ensuring development feasibility is taken into account.

- The ability to pay a SIC relates to changes in zoning, which create an uplift in land value. Investigations showed potential SIC charge rates varied greatly across the two Special Contribution Areas (SCA), Greater Macarthur and Glenfield to Macarthur Corridor.

- Greater Macarthur Land Release Area is a greenfield area with a higher value uplift from rezoning, greater infrastructure needs, and higher proposed SIC rates than Glenfield to Macarthur. Glenfield to Macarthur is predominantly an urban renewal location with generally higher existing values, therefore the value uplift and capacity to pay a SIC will be less.

Existing roads need to be upgraded. What is being done about that?

- A Campbelltown Road Prioritisation Taskforce has been formed; comprising of the Department of Planning & Environment, Greater Sydney Commission (GSC), Campbelltown Council, Transport for NSW (TfNSW) and Roads and Maritime Services (RMS). The taskforce will identify road upgrade funding priorities for the existing and future needs of Campbelltown, with recommendations to be provided to the Minister for Planning by the end of 2018.

- The Department has also worked with RMS, TfNSW and Campbelltown and Wollondilly Councils to develop a strategic road network for the Greater Macarthur land release precincts. Planning for the widening of Appin Road is occurring. The proponent is expected to construct the first stage of widening between Rosemeadow and the proposed southern intersection to Mt Gilead community.

- Road and transport corridors identified in the plan will be designed in more detail as precinct planning occurs. RMS is:
  - preparing a concept design for the extension of Cambridge Avenue in Glenfield from the railway line / Glenfield Road to Campbelltown Road.
  - designing stage one of an access from Menangle Park to the Hume Motorway
  - preparing a corridor study for a link road between Menangle Road and Appin Road.

- A Campbelltown Roads Taskforce will confirm priorities for road upgrades in Campbelltown LGA.

What public transport will be provided for the community?

- A transport corridor will be reserved through the Greater Macarthur Growth Area land release precincts. This will enable current and emerging transport technology to be implemented to provide access to efficient and reliable public transport.

- Improvements to the transport network within Glenfield to Macarthur are also proposed including a new bus layover facility at Glenfield and improved bus services.

Will new schools be provided?

- New schools will be required at Glenfield and in the land release precincts. There will be funding available associated with new school at Glenfield and for the acquisition of land for up to nine primary schools and two high school sites in the land release areas.
How are homes being protected from bushfire risk?

- The potential urban footprint of land release precincts is influenced by bushfire risks. Despite risks to some areas, the Growth Area can accommodate urban development provided the appropriate Planning for Bushfire Protection (PBP) measures are implemented. These include asset protection zones and perimeter roads.

- Evacuation modelling will be completed at precinct planning stages to ensure the road network is designed to provide safe access in case of emergency.

How will open space for the community be provided?

- A Green Plan has been prepared for the Glenfield Precinct. This identifies new sporting fields and local parks as well as connections between neighbourhoods and passive and active recreation. Green Plans will be produced for each precinct as planning progresses. Campbelltown Council has prepared a Section 7.11 contributions plan that identifies improvements to open space to be funded by development.

- The Precinct Support Scheme has allocated $5 million for improvements to 2 parks (Glenfield Park and Seddon / Kenneth Park) in Glenfield.

- New parks and sporting facilities will be provided throughout the Growth Area, and major sports hubs could be located at Gilead and Appin.

When will homes be available?

- Parts of the Growth Area will deliver homes from late 2019 including at Menangle Park and Mt Gilead. Rezoning in Glenfield will enable the construction of new homes from 2020.

There are sites of significance to Aboriginal people in the area. Will these be protected?

- Investigations and engagement have identified the presence of Aboriginal cultural heritage sites of significance, with the majority along the Nepean River, the Georges River and local creeks, within identified conservation areas.

- Any development within the vicinity of known or potential heritage items and sites will require more detailed investigation to define the extent and nature of heritage significance and inform an appropriate design and/ or management response.

What are the next steps?

- Greater Macarthur 2040: An interim plan for the Greater Macarthur Growth Area will be reviewed regularly to ensure that infrastructure delivery remains aligned with the rate of growth. The Department will monitor and report annually on:
  - the number of housing approvals, construction commencements and completions for all housing types
  - the pipeline for additional housing throughout the South West District; and
  - the number of jobs created in the Growth Area.

- Precinct rezoning will be required to allow development in accordance with the Greater Macarthur 2040: An interim plan for the Greater Macarthur Growth Area. The Department will carry out rezoning through a State Environmental Planning Policy (SEPP) amendment and other precincts will be rezoned by councils.