

**Submission by Wollondilly Shire Council**

# Proposed Greater Macarthur Special Infrastructure Contribution

**As exhibited by NSW Department of Planning & Environment (November 2018  
– February 2019)**

February 2019

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## 1 INTRODUCTION

On 19 November 2018, the NSW Department of Planning & Environment released the interim Greater Macarthur 2040 Plan and the Proposed Special Infrastructure Contribution for public comment.

Greater Macarthur 2040 (GM2040) is a land use and infrastructure implementation plan sets a long term vision for urban renewal along the rail corridor from Glenfield to Macarthur and land release areas from Menangle Park to Appin (with a potential for 39,000 dwellings). Land within Wollondilly is identified in two growth area precincts. These are 'North Appin' and 'Appin' (with a potential for 18,000 of those dwellings in Wollondilly Shire).

Released concurrently was the proposed Greater Macarthur Special Infrastructure Contribution (SIC Levy) which proposes a list of State and Regional infrastructure items that need to be put in place and paid for by developers. It sets out the proposed rates and infrastructure schedule for areas within the Greater Macarthur Growth Area state and regional infrastructure required to support growth in Menangle Park, Gilead, North Appin and Appin. The SIC ensures developers will contribute to the cost of delivering infrastructure to support new homes and jobs across the precincts, estimated to be \$2.8 billion of infrastructure with \$1.58 billion attributed to the SIC over the next 30 years, including:

- \$1.23 billion road and intersection upgrades
- \$96 million future public transport corridor (land only)
- \$60 million schools sites (land only)
- \$1.5 million Integrated Health Hubs (land only)
- \$1.75 million Land for emergency services and police stations (land only)
- \$174 million Land for biodiversity conservation (land only)
- \$23.4 million planning and delivery costs

While it is acknowledged that the proposed SIC map is a schematic plan, intended to be indicative and allow more detailed planning to occur, concern is raised that the map deviates from the GM2040 structure plan.

In an attempt to depict the cumulative and spatial distribution of the proposed infrastructure for growth areas in Wollondilly, Council officers have attempted to stitch the draft Greater Macarthur and Wilton SICs together to undertake the geographic distribution of State and Regional infrastructure which is proposed to service a population of new residents of approximately 150,000 people in Wilton New Town and Greater Macarthur.

## 2 THIS SUBMISSION

Wollondilly Council is submitting a submission to cover:

- Proposed Greater Macarthur Special Infrastructure Contribution (SIC Levy)

### 3 KEY CONCERNS FOR SIC LEVY

#### Premise

The proposed SIC is a scheme proposed to help fund the costs of new and upgraded state and regional infrastructure required to support growth “at no additional cost to government”. While this term is not defined, we take it to mean that infrastructure required as a result of growth is funded by development.

Outlined by the comments below, significant capital expenditure in addition to the SIC will be required to provide infrastructure, in the form of utilities, education and health facilities, emergency service and by no small measure, public transport. Where we can quantify these costs, we have attempted to do so on order to present a truer picture of the cost of infrastructure and that there will be significant additional cost to Government, Council, developers and the community. For this reason, the report clearly notes the SIC being limited to secure land only, whereas capital expenditure, recurrent and ongoing costs and the like are not captured at all in the no cost to government model.

#### Expected Population

Early precinct planning work undertaken by the Department indicated an expected population of 2.8 people per dwelling. Further analysis undertaken as part of Council’s current contributions plan review indicates that occupancy rates per dwelling within greenfield precinct areas will exceed this figure (at an average 3.0 people per dwelling) and increase the expected population of the release areas. With 18,000 dwellings proposed, this is 54,000 additional people to the current 2,600 population of Appin. Council maintains its clear contention that infrastructure must be appropriately sized, sequenced and provided for the expected population. The additional 54,000 people in the Wollondilly area of Greater Macarthur is in addition to the expected additional 45,000 population for Wilton.

With the existing population of Wollondilly, combined with the expected populations of Appin and Wilton, the Shire’s future population will be effectively tripled with very little provision of essential infrastructure, non-essential infrastructure and public transport to accommodate the Shire needs. This does not include any analysis of the Shires important prime geographic location strategically linking the Illawarra with the South west and west metropolitan areas of Sydney.

The remaining comments in this report are heavily based on the impact for Wollondilly Shire. It should be clearly noted that there will be a far larger impact than what this report provides when adding the total population for Greater Macarthur including the population in Campbelltown. In this regard, the population for the GM2040 (i.e. excluding Wilton) will be approximately 117,000 based on Council staff calculations and extrapolated from work based on Wilton.

#### Roads and Public Transport

At a total cost of \$1.23 billion, road and intersection upgrades accounts for approximately 78% of the SIC. Conversely, the SIC only provides for a \$96 million for acquisition of future public transport corridors (i.e. land only). This represents less than 0.5% of the total SIC levy being invested in public transportation. On a fraction of the cost of land acquisition, let alone the provision of public transport. Given the low nature of the apportionment it is unclear how and if funds are to be allocated or committed from other sources.

The very low allocation to public transport is a significant concern given that the Appin is located some 75 kilometres south west of the Sydney Central Business District and 35 Kilometres north-west of the Wollongong Central Business District. The closest employment hubs to Appin would be Campbelltown and Narellan areas, still some 25 kilometres away. The impacts of distance are exacerbated by the lack of electrification of the Main Southern Railway Line south of Macarthur (and services more generally). A much better integrated planning solution is required and in addition to Wollondilly Council's call for the electrification of the line south of Macarthur, nothing short of electrified rail to service Greater Macarthur would be acceptable. A stronger response and earlier commitment to public transport is required.

This is an absolute necessity given that approximately 70% of the Shire's working population leave the Shire each day for work, putting pressure existing limited road network.

More information is required in regards to what the transport corridor is proposing to connect to. The map appears to show connection at Douglas Park and the southern end of Macarthur Square. Greater clarity is required here as both ends of this corridor would be disconnected from public transport.

The immediate prioritisation of the entire length of Appin Road is required. Current traffic volumes, continued acknowledgment of safety concerns by government and the need to commitment to wildlife conservation necessitate Appin Road being fast tracked.

The proposed SIC appears not to integrate with the wider strategic network or links identified in GM2040 or other released strategies. Of note, is the SICs silence and therefore its strategic deficiency in acknowledging the M9 Outer Sydney Orbital access to Wollongong. The absence of a strategic connection between Appin and Wilton, two towns of 50,000 plus people each, is a serious concern and an unacceptable community outcome. The Proposed Wilton SIC does propose \$2.4M towards a likely \$120M cost of this link. With the release now of both SICs, it has become clear that connection of two new towns is requires and be apportioned to ensure funds are available.

Menangle Road is identified in both the Wilton SIC and the Greater Macarthur SIC. Both SICs indicate the total cost of Menangle Road is \$462M with only \$128M apportioned between the two SICs. This leaves 10.5 km between Wilton and Menangle Park or \$334M unfunded. With connection to Menangle Road emanating out of the Greater Macarthur release, a funding source and commitment to this section will be required.

Both the Wilton SIC and GM SIC are silent on other upgrades that will be required as a result of these releases. This includes Douglas Park Drive, Douglas Park Weir and Macarthur Road. Resolution and commitment to this link including funding and scheduling is required.

Looking more broadly, it appears that planning in other planned precinct areas like the South West Growth Area, Aerotropolis and in Greater Macarthur fail to acknowledge and model the cumulative network problems, and therefore, the demand for the true essential infrastructure needs has not been planned for adequately.

### Health

The SIC proposes to levy \$1.5M for land for two Community Health Facilities (primary). This is 0.1% of the total Special Infrastructure Contribution Levy and is clearly deficient and unacceptable in a planned precinct the size of Greater Macarthur. While Council supports

Community based integrated care being in place as new residents move in, this should be seen as an interim measure, adaptable to meet the needs of a growing population and focused on preventative health. There still remains the need for full tertiary health care facility (a hospital) in close proximity to support the population.

Based on Council's analysis of social needs for the Wilton New Town, Appin and North Appin will generate demand for 124 hospital beds (in addition to 100 beds generated for Wilton New Town). The nearest hospitals in relation to Wilton are 25 kilometres away in Campbelltown and over 35 kilometres away in Wollongong, which is not close or accessible by any measure. The geographic accessibility for these services would be very problematic for a future population.

Likewise, GM2040 advises the closest ambulance hub is located at Liverpool (42 km away from Appin) with stations at Camden and Campbelltown. Given the precinct's distance from these locations and lengthy response times that would result, an ambulance station needs to be provided closer to Appin.

Even with a community health hub, this facility will cost on the order of \$30M, which is in excess of that in the SIC (conservatively based on similar projects in Sydney).

### **Emergency Services Infrastructure and Law Facilities**

The draft SIC proposes land for a police station in Menangle Park and land for Fire & Rescue NSW service in Appin and near Gilead, totalling \$1.75 million. There is no mention of land for a court house. While any additional emergency services is supported, for a release area the size of Greater Macarthur, this is clearly an under provision emergency services from a public safety perspective to service close to an additional 100,000 people within Wollondilly.

### **Education**

The draft SIC proposes land for 9 primary schools and 2 high schools totalling \$60 million. In Wollondilly, this is 3 primary schools sites and 1 high school site. With NSW Education's planning guidelines for greenfield sites primary school will be 2 hectares and cater for 1,000 students whereas high schools will be 4 hectares and cater for 2,000 students. Based on an additional 54,000 residents in Greater Macarthur (excluding Wilton New Town), there will need to close to double this number of primary and secondary schools in North Appin and Appin.

Even with the number of schools site proposed in Appin in the SIC, school construction will be in the order of \$200M in excess of that allowed for in the SIC (based on similar projects in the South West Growth Area).

### **Pairing of Land Release, Infrastructure and Public Administration**

Commitment and undertaking to servicing land with water and sewer infrastructure must occur prior to any land being rezoned. This must be a long term solution with a fully costed integrated water servicing strategy.

Infrastructure planning requires a Development Control Plan to set the perimeters for more detailed planning including Local Infrastructure Section 7.11 Contributions Plans, indicative road networks, road cross sections, open space hierarchy and community facilities.

The SIC is also silent on the operational needs of Council and other agencies. Of note is the need to identify land for council depots, waste transfer stations, cemeteries, local Police

stations in the Wollondilly portion of Greater Macarthur or Ambulance stations, just to name a few. Operational staffing and service level implications of new infrastructure for State and local government is also significantly affected by land release of this scale.

## 4 FEBRUARY COUNCIL RESOLUTION

### RESOLUTION 20/2019

Moved: Cr Noel Lowry

Seconded: Cr Robert Khan

**That Council makes a submission to the NSW Department of Planning & Environment raising the following matters in this report including:**

1. **Lack of social infrastructure**
2. **Lack of public transport**
3. **Lack in connecting communities**
4. **No resolution of utilities, services and critical infrastructure before rezoning**
5. **Out of sequence development and infrastructure and premature delivery of housing.**
6. ***That Council write to the Premier, and the leader of the Opposition, and request an urgent halt on the Greater Macarthur 2040 Plan until these issues are resolved.***

On being put to the meeting the motion was declared **CARRIED 8/0**

In Favour: Crs Judith Hannan, Robert Khan, Michael Banasik, Blair Briggs, Matthew Deeth, Matthew Gould, Simon Landow and Noel Lowry

Against: Nil