

PREPARED FOR:



Moore Point

Infrastructure Delivery Plan

JULY 2024

Mecone



*The alignment of the northern pedestrian bridge over the Georges River is subject to further discussions with affected landowners. The alignment of the pedestrian bridge is subject to change

Moore Point Infrastructure Delivery Plan

This Infrastructure Delivery Plan has been prepared to support the delivery of Moore Point – Australia’s largest privately-led urban renewal project. It has been prepared to support public exhibition of the planning proposal and to communicate the infrastructure requirements of the project to stakeholders.

Moore Point is of regional importance to the growing role of Liverpool CBD and will fulfill a number of long-term strategic aspirations to support the creation of a true river city that celebrates local heritage, creates expansive open space networks along the Georges River and Lake Moore and enhance cross-river linkages to Haigh Park.



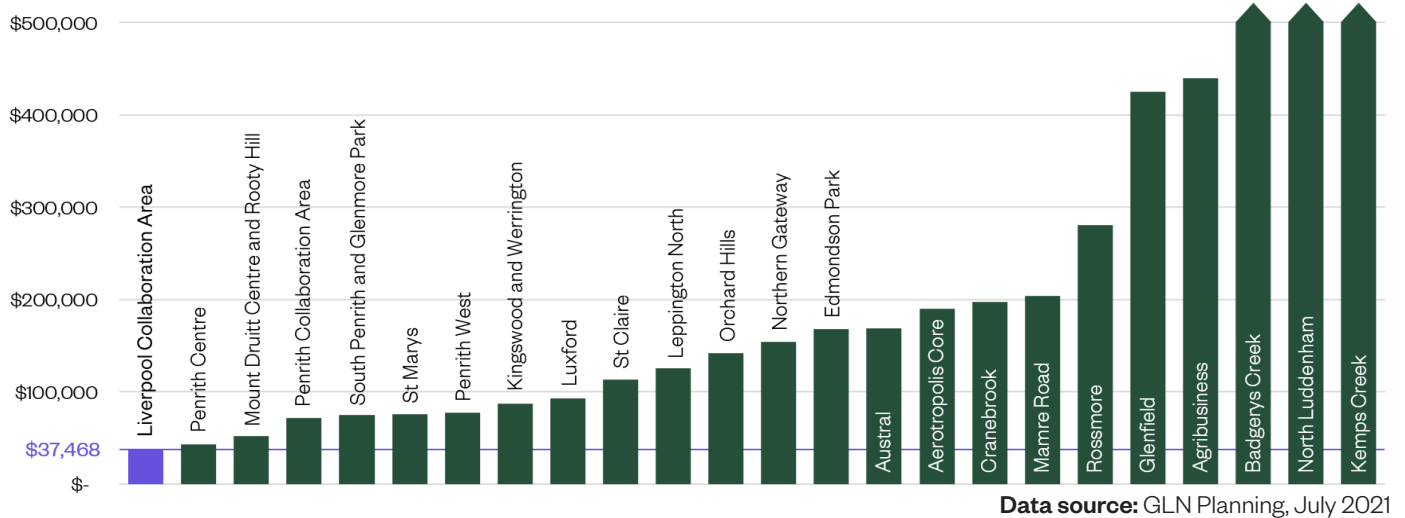
Executive Summary

The Moore Point development will be an exemplar transit-oriented development that capitalises on existing infrastructure investments and networks.

The NSW Productivity Commission and others have noted that urban renewal developments like Moore Point near activity centres and transport hubs provide new homes and jobs more efficiently than greenfield developments. This is because they are able to utilise capacity in existing infrastructure networks rather than relying on building expensive new networks.



Cost of infrastructure delivery in major precincts



A recurring theme in public opinion on infrastructure in Sydney is that:

Infrastructure is already inadequate to support the current population, so why would we support development that only makes congestion in our roads, public transport, hospitals, schools, parks worse?

Widespread concern at the ongoing shortfall in housing units strongly suggests that communities may support new developments if the infrastructure needed to support the extra residents and workers in that development is provided and available before the new residents and workers occupy the site.

The Moore Point development will meet this basic standard. Infrastructure delivery at Moore Point will be entirely developer-led, enabling public amenities and supporting infrastructure to be provided as the development occurs. Development will be undertaken

in stages, with the supporting infrastructure to be provided before the completion of each stage.

Moore Point is South West Sydney's only high accessibility, high density, high amenity, mixed use activity precinct. The development includes public facilities and amenities that will not only define Moore Point as a unique precinct in the south west metro area but will also quickly become an amenity destination drawing in people from the surrounding district.

Moore Point development will complete the missing link in the Upper Georges River recreation corridor.



The role of this Infrastructure Delivery Plan

The Plan identifies a range of local and State infrastructure items required to support the development, that will not only meet the needs of future residents, but also existing residents and visitors in Liverpool CBD and the wider Liverpool Collaboration Area (LCA). It has been informed by a suite of detailed technical studies that have informed the master planning and infrastructure needs of the planning proposal. Specifically, this Plan:

- Outlines the project including its vision, objectives and strategic benefits,
- Establishes the infrastructure requirements to support the project at various stages,

- Identifies preliminary costings to deliver the required infrastructure,
- Puts forward an implementation and delivery framework, and
- Proposes a dedication strategy for future management and maintenance of spaces.

This report also addresses the following conditions of the Gateway determination:

- *6g) Provide a dedication plan of all public spaces, and*
- *9) Provide a public domain strategy and an ownership strategy*

About Moore Point

Moore Point is the largest privately-led urban regeneration project in Australia.

Set within the Liverpool Collaboration Area, the 31.4 hectare site is a unique opportunity to deliver urban renewal at a metropolitan scale.

By 2060, it will support 21,500 residents and 23,500 jobs within five minutes' walk to Liverpool CBD and transport interchange.

At a glance, Moore Point will deliver:

Delivery of approximately



11,000 dwellings

within walking distance of the Liverpool CBD and Liverpool Collaboration Area


A new primary school with a capacity for



1,000 students

along with facilities for community uses indoor recreation

A significant increase in



Jobs and employment

to complement the growth of the Liverpool CBD

Provision of over



10 ha of open space

supported by two new pedestrian bridges connecting with the Liverpool CBD

An entertainment and shopping precinct set within a



Heritage quarter

which will be the focal point of the community

A Georges River foreshore which is



Fully accessible

along with an accessible and revitalised Haigh Park

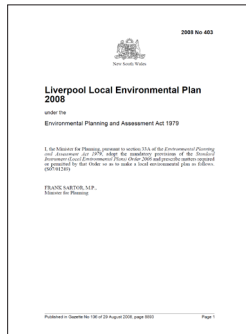
The strategic case for Moore Point





Moore Point has a long-established strategic vision

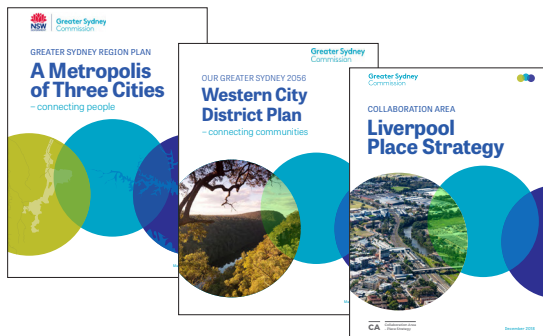
2008



2016



2018



2020



2022



Today

Liverpool Local Environmental Plan

Moore Point was first acknowledged as a natural extension to the CBD via Liverpool Local Environmental Plan 2008 (the LEP), which identifies the site as part of the Liverpool City Centre pursuant to Division 1 and as shown the Key Sites Map.

Draft Georges River Precinct Plan

The draft Georges River Precinct Plan established the design principles and vision to transform land uses around Moorebank, including a vision for an activated mixed use precinct.

Greater Sydney Region Plan, Western City District Plan, and Liverpool Collaboration Area Place Strategy (the Place Strategy)

The Region Plan established Liverpool as a key strategic centre for the Western Parkland City, and introduced collaboration areas across Sydney. The Region Plan establishes the physical extent and intent of the Liverpool Collaboration area. The Place Strategy identifies the site as 'mixed use', comprising a mixture of residential, community, commercial, and retail uses that complement the commercial core.

Liverpool Local Strategic Planning Statement

The Liverpool Local Strategic Planning Statement formally refers to the site extent as 'Moore Point', which provides short-medium term actions to be rezoned into residential/mixed-use to support the CBD and Liverpool Innovation Precinct.

Community Strategic Plan 2022-2032

The Liverpool Community Strategic Plan provides directions to celebrate diversity, recognise heritage, provide accessible community facilities and exercise planning controls to create high-quality, inclusive, urban environments.

The Moore Point Masterplan planning proposal builds upon 15+ years of strategic policy and is the next step in the precinct's planning trajectory.

Substantial upfront investment will deliver significant benefit

The opportunity to provide efficient major development sites that capitalise on existing infrastructure is rare.

Moore Point is ideally located next to extensive existing infrastructure and services, which provides the solid foundation for a new high density, high amenity development to be developed.

Despite its superior location, initial development requires the developer to provide around half a billion dollars upfront investment in infrastructure and site preparation.

The infrastructure to be provided has a value of over \$870 million and falls into 3 categories:

- State and regional infrastructure
- Local infrastructure
- Enabling works undertaken by the developer

State / regional infrastructure as well as local infrastructure will all be provided by the developer as 'works in kind'. With both these infrastructure types, the value of both the works provided and the land dedicated to the relevant infrastructure agency will be significantly greater than the developer's infrastructure contribution obligations that would otherwise be required.




Infrastructure and development is to occur in 3 stages, with about 92% of the site infrastructure provided by the time the development is 70% complete. Details are provided on page 17 of this IDP

This 'front-loading' of infrastructure will be a major public benefit not often achieved in other major urban renewal projects.

What needs to be built?

Moore Point entails the complete transformation of the site from industrial uses into a vibrant high-amenity living and working environment that will have a positive benefit on the broader Liverpool Collaboration Area and facilitate the expansion of Liverpool CBD over a 30- to 40-year period.


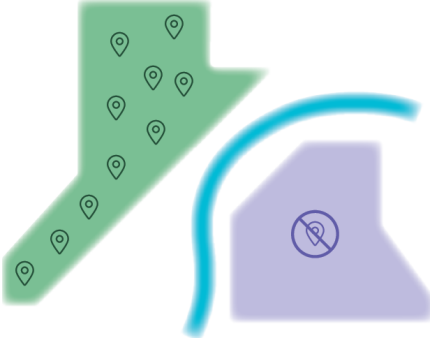

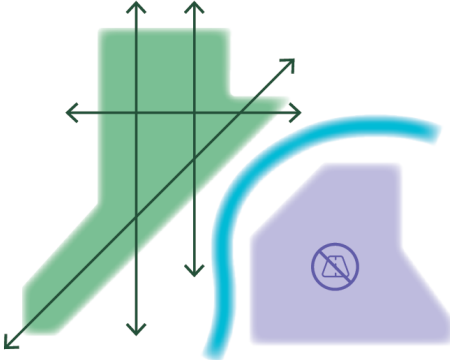

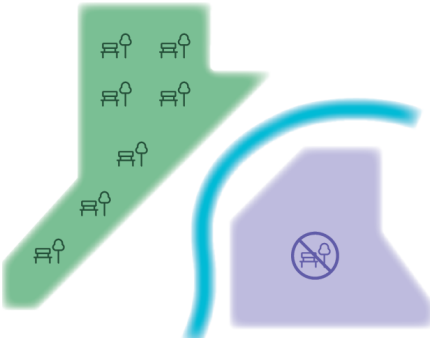


This includes all site establishment works, delivery of all new roads, remediation, foreshore stabilisation and open space embellishment. Many of these elements are a pre-requisite to facilitating urban renewal.

Activation Elements		Description
	Site establishment	Site-wide remediation, demolition and civil works to support new development pads, roads and open space
	Foreshore rehabilitation	Revetment and bank stabilisation works to the Georges River and Lake Moore to support passive and active open space functions
	Open space and public domain	Creation of new open space including public domain treatments, new cycle paths and dedicated pedestrian walkways
	Traffic and transport	Construction of two pedestrian bridges supporting pedestrian and cycle access from Liverpool to the Georges River and Lake Moore and intersection upgrades on Newbridge Road
	Road network	Construction of new collector roads and local roads to service future development to Council specifications
	Utilities and services	Augmentation and extension of existing water, wastewater and electricity infrastructure to meet current standards
	Community, cultural and recreation facilities	Land for new vertical primary educational facility (K-6 years), heritage adaptive re-use to create a new marketplace
	Streetscape	WSUD, Smart City initiatives, signage, art and cultural installations, street tree planting, flood resilient public lighting, BBQs, furniture, waterplay, play equipment, shade structures and fitness equipment

Transforming industrial land into a high-amenity precinct

The project delivers significant benefit to the future residents of Moore Point, Liverpool and southwest Sydney. However, realisation of these benefits necessitates significant investment to align infrastructure provision with Liverpool and other major centres.

A Comparison of Liverpool CBD and Moore Point

 <p>Site Establishment and Foreshore</p>	<p>Liverpool CBD</p> <p>Existing development sites available.</p> <p>Minimal site establishment works required.</p>  <p>Moore Point</p> <p>Requires complete site establishment works to support future development.</p> <p>Includes foreshore revitalisation, site-wide demolition and civil works.</p>
 <p>Roads and Access</p>	<p>Liverpool CBD</p> <p>Existing local and collector roads support development.</p> <p>Contributions plan identifies streetscape upgrades.</p>  <p>Moore Point</p> <p>Requires creation of an entirely new road network</p> <p>Access required to new open space along the foreshore.</p>
 <p>Open Space</p>	<p>Liverpool CBD</p> <p>Existing open space supports development.</p> <p>Contributions plan fund upgrades where necessary.</p> <p>Limited options to provide new open spaces.</p>  <p>Moore Point</p> <p>Requires investment to deliver 10 ha of publicly accessible open space.</p> <p>Green spaces include 2km of foreshore park, plus plazas and pocket parks.</p>
 <p>Community and Cultural Facilities</p>	<p>Liverpool CBD</p> <p>Many existing community facilities, schools, health services, and childcare facilities.</p> <p>Contribution under S7.12 only fund upgrades to one facility.</p>  <p>Moore Point</p> <p>Will provide facilities to support the incoming population and surrounding residents.</p> <p>Includes re-use of heritage buildings for community use, a new primary school, and indoor leisure/sports facilities.</p>



Liverpool Collaboration Area offers the best value-for-money

Infill sites, such as existing CBDs and Strategic Centres have existing infrastructure in place to support new residents and workers, reducing the cost associated with greenfield development. These locations allow for the efficient allocation of infrastructure resources and costs to be better optimised.

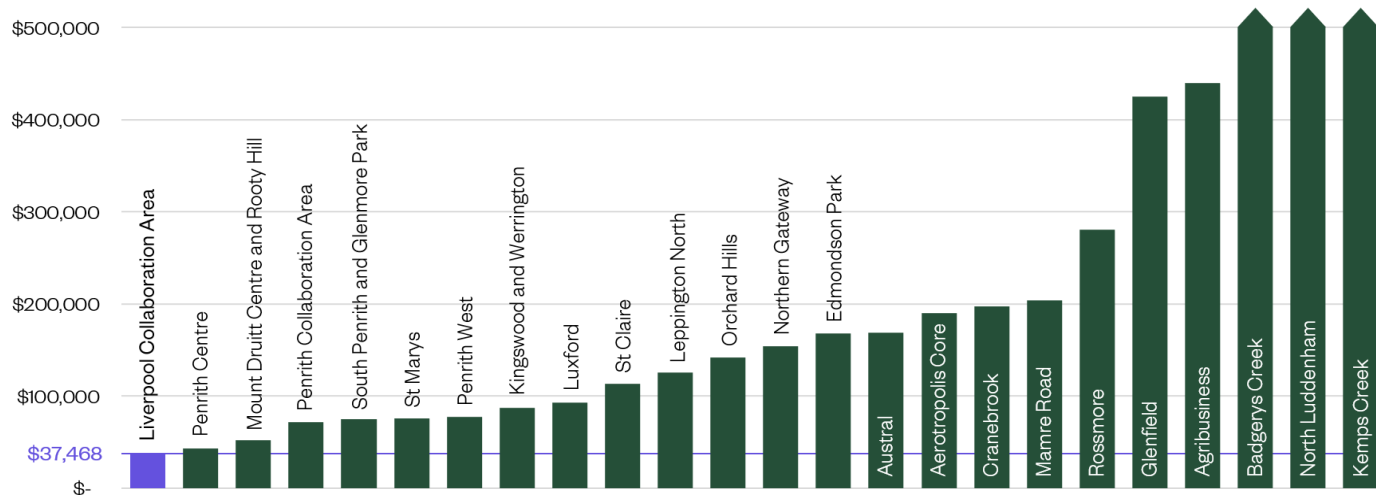
Renewal of strategically positioned sites like Moore Point represents an efficient use of land and therefore lowers infrastructure costs. This is because much of the supporting infrastructure in the surrounding area is already present.

The Liverpool Collaboration Area represents the most cost-effective place for infrastructure investment to create new homes and jobs, compared to all 25 precincts modelled as part of the Western Sydney Place Infrastructure Compact (PIC).



Infrastructure delivery costs per person and job to 2036 are over **13x higher** in Badgerys Creek compared to the Liverpool Collaboration Area.

Cost of infrastructure delivery in major precincts



Data source: GLN Planning, July 2021

Infrastructure needs, provision and staging



Meeting the needs of residents

Moore Point will be home to approximately 21,000 people. The infrastructure provided has been tailored to meet the needs of future residents on-site, and those within Liverpool CBD and the wider Liverpool Collaboration Area.



New housing and jobs within a highly accessible location, just 5 minutes' walk to Liverpool CBD via new bridge crossings. This will support active and sustainable modes of travel.



Critical links from the CBD and Moore Point to the Georges River, Haigh Park and Lake Moore, supporting the creation of a new green and blue infrastructure network for residents and visitors.



A genuine riverside precinct with high levels of activation, amenity and accessibility, facilitating Council's vision of celebrating the river and prioritising great places for people.



A diverse range of new and enhanced social and civic infrastructure outcomes to benefit both current and future generations.



Approximately 34.5% of the site will be publicly accessible open space, including a 7 ha riverfront park. Comparable urban renewal projects typically feature 15–17% open space.

Types of infrastructure being delivered

Infrastructure can be broadly defined in contribution pots, being:

	State	Local	With Development
What is it?	Infrastructure of regional and district significance that serve populations beyond immediate local catchment. Includes major roads/intersections, regional open space and land dedication for schools	Development that can be delivered through local contribution planning including local open space, local road infrastructure, community facilities and traffic management	Infrastructure contained within private development sites. Includes publicly accessible infrastructure and privately owned/managed facilities
What will Moore Point receive?	<ul style="list-style-type: none"> Anchor Place intersection upgrades Bridges Road intersection upgrades Dedication of school land to support 1,000 students 	<ul style="list-style-type: none"> Public foreshore New central park River revetment and stabilisation Two pedestrian bridges Community and cultural hub Community indoor recreation centre 	<ul style="list-style-type: none"> Site establishment Internal utility upgrades Publicly accessible and privately managed open spaces and connections WSUD and stormwater infrastructure



Project benefit 1 — Connecting the green grid

Open space 34.5%

34.5% of the site area will be publicly accessible open space (land that is a combination of publicly dedicated space and privately managed publicly accessible space)

Public space 51%

51% of the site area will be public space (including roads, footpaths, publicly dedicated space and publicly accessible open space)

Haigh Park 8.5 ha

Opportunity to upgrade Haigh Park to support active recreation opportunities



Project benefit 2 — Enhancing the blue grid

Rehabilitation 2 km

Rehabilitation and revitalisation of approximately 2km of the Georges River foreshore. Works will see an improvement to habitat foreshore water quality.

Riverside park 17.4%

Creation of a riverside district park to allow for water play and river interaction, comprising 17.4% of the site area



Project benefit 3 — Expanding the tree canopy

Tree canopy **30%**

30% of the site will be tree canopy, equating to approximately 2,050 trees.

Street tree planting **Sitewide**

Site-wide street tree planting on green spines and all streets to provide shade and passive cooling



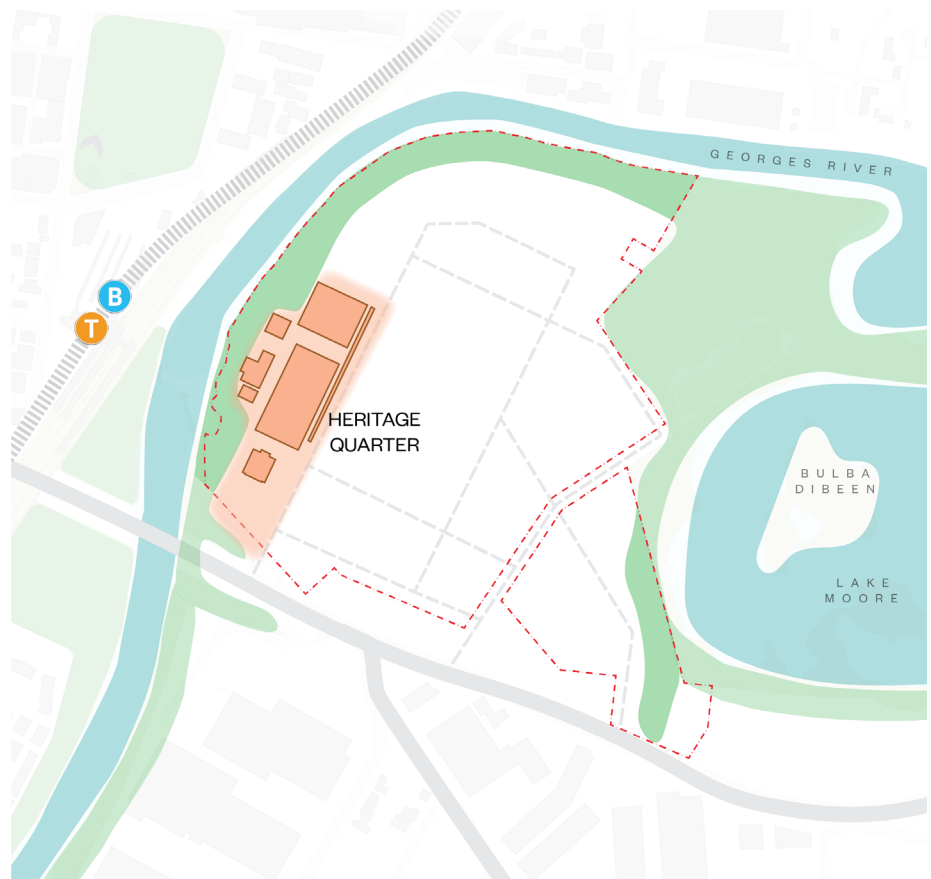
Project benefit 4 — Celebrating Liverpool's heritage

Heritage quarter

Creation of a heritage quarter and adaptive re-use of buildings to anchor the site and connect it to its historic legacy.

Civic heart

Establishment of a new civic heart and destination for the community, with shopping, dining and entertainment offerings.



Project benefit 5 — Arts, education and culture

Primary school 1,000 student

1,000 student capacity primary school (including potential for second school subject to future investigation and demand)

Community facilities 2000m²

Provision of a new 2000m² multi-purpose community facility, complimented by recreation facilities

Other initiatives Sitewide

Public art, cultural installations, streetscape embellishments, and signage.



Project benefit 6 — Bridge connectivity

Pedestrian bridges x2

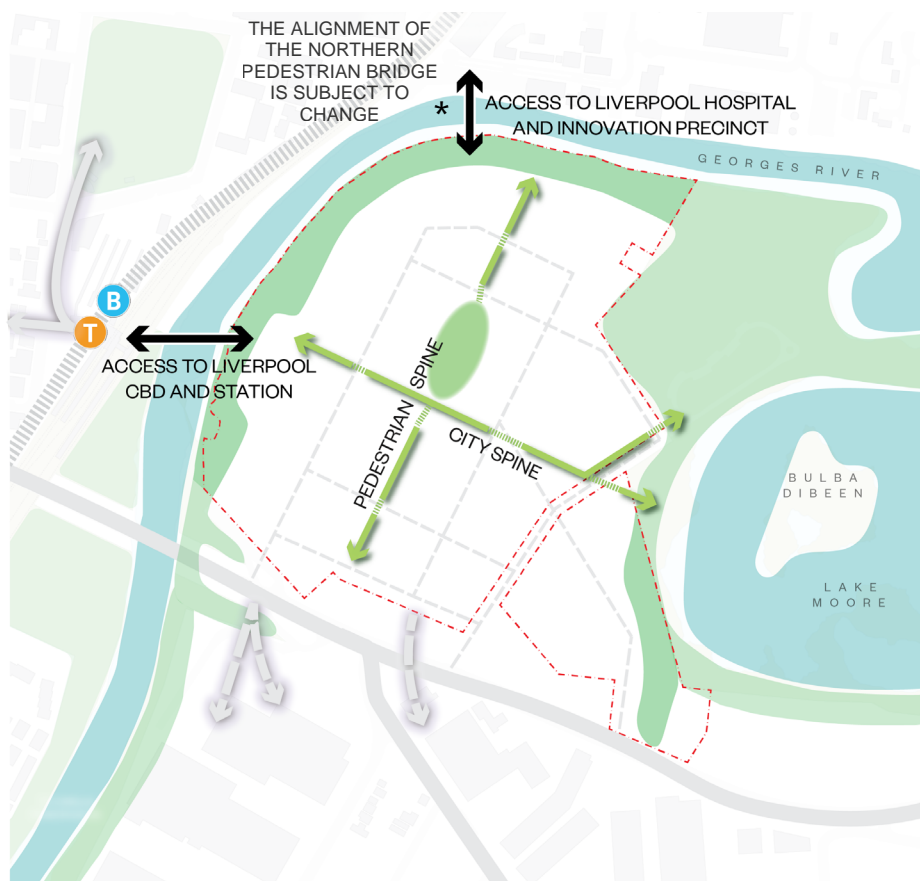
Provision of two pedestrian bridges across the Georges River, to the north and west of the Moore Point precinct. Note: final bridge locations subject to detailed design.

Site access Cross-river

Improved access between the Liverpool CBD and Liverpool Innovation Precinct to the site, the Georges River, Lake Moore and Haigh Park.

Site permeability Sitewide

Improved pedestrian permeability through the site via a network of streets, plazas, parks and through-site links.



★ The alignment of the northern pedestrian bridge over the Georges River is subject to further discussions with affected landowners.

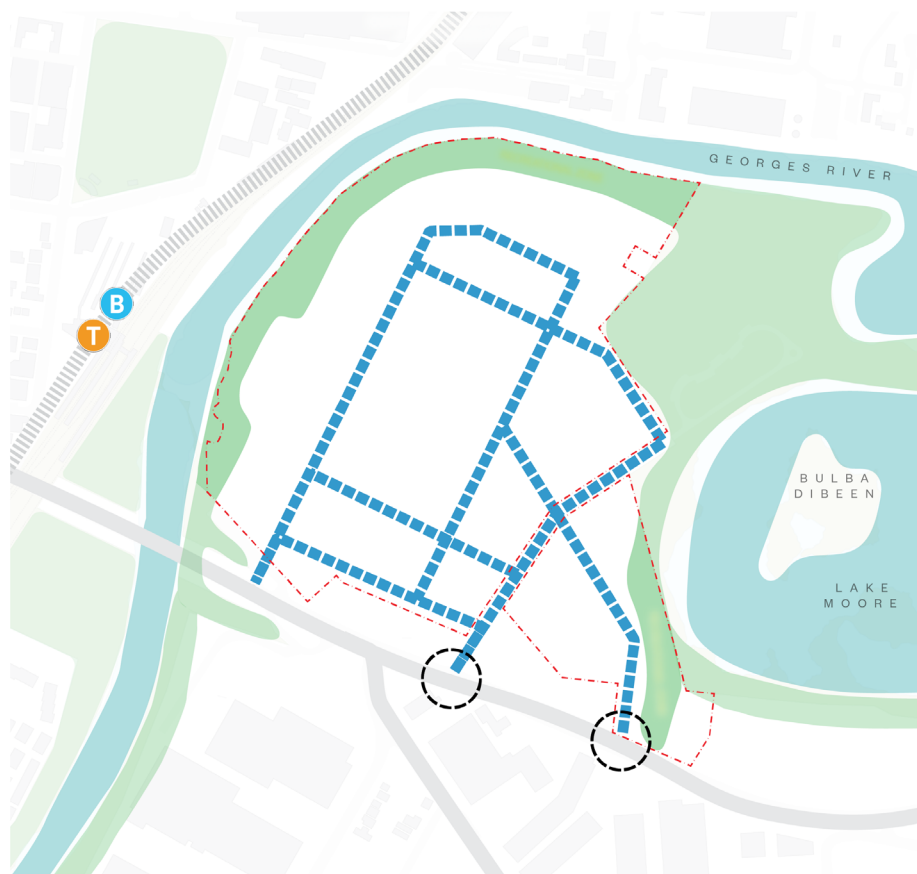
Project benefit 7 — Transport and traffic

Roads Sitewide

Construction of new collector and local roads, and upgrades to existing roads throughout the site

Newbridge Road upgrades x2

Two upgrade projects identified to increase traffic capacity along Newbridge Road and improve site access.



Project benefit 8 — Jobs, employment, and economic activity

Creation of jobs 23,500 jobs

Creation of up to 23,500 jobs in a highly accessible location, under 5 minutes from Liverpool CBD, Liverpool Hospital, and Liverpool Innovation Precinct.

Supporting Liverpool CBD

Strengthening Liverpool as a job-rich city promoting its existing education, health and innovation assets – allowing the CBD to grow and achieve critical mass.

Economic output \$6.8 billion

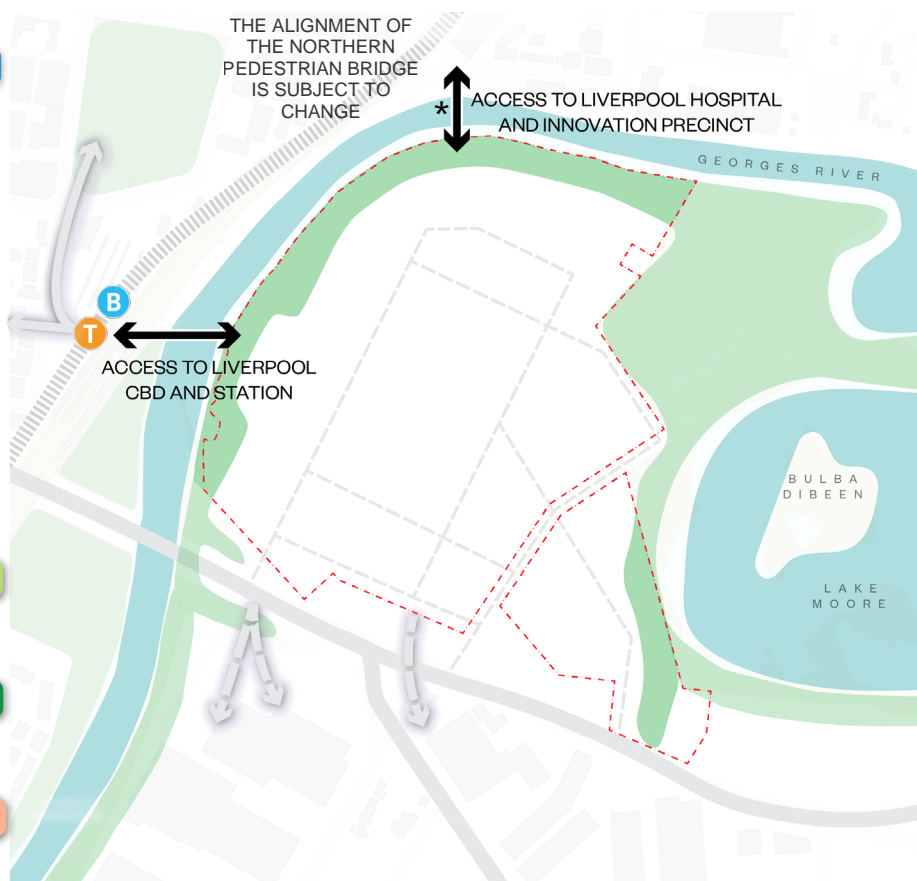
Approx. additional economic output

GRP contribution \$3.9 billion

Approx. contribution to GRP

Household income \$2.4 billion

Approx. additional household income



★ The alignment of the northern pedestrian bridge over the Georges River is subject to further discussions with affected landowners.

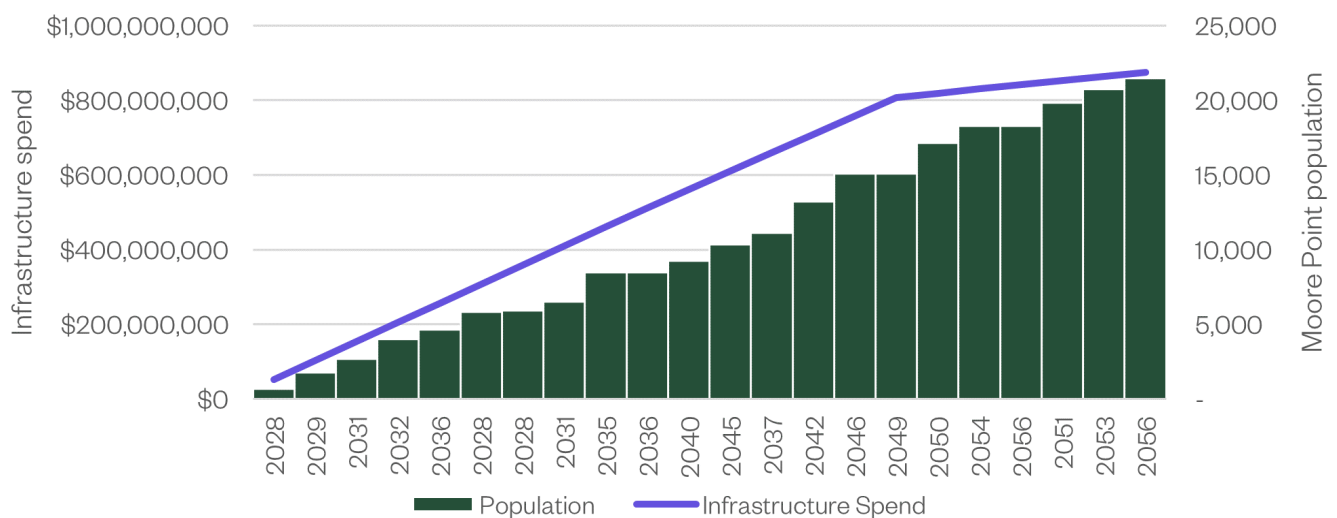
Project staging

Moore Point will be delivered over a 30–40 year period. While the sequencing of individual development sites will be determined by market demand, three broad stages of development have been identified, each containing essential infrastructure items needed to support the incoming population.

The project staging ensures substantial front-loading of infrastructure in the early stages of the project. For instance, approximately 60% of the total infrastructure

spend will be provided at the completion of Stage 1 with only 39% of dwellings delivered.

This will ensure that a majority of infrastructure to service the site (including the remediation and embellishment of the Central Park, Lake Moore, Georges River and the pedestrian bridges) will be readily available for residents and visitors to access within the initial stages of the project.



Stage 1

Dwellings 4,372

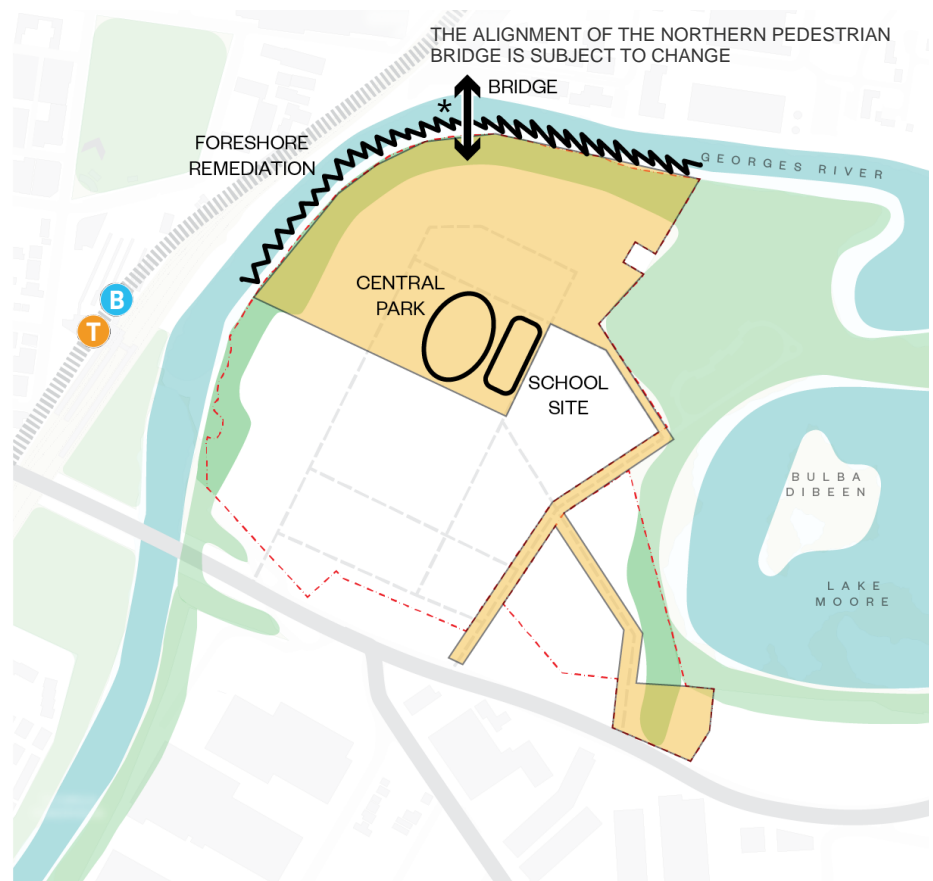
Population 8,474

Infrastructure spend 60%

Dwellings complete 39%

Infrastructure items

- Remediation and establishment of northern foreshore
- Partial site establishment/utility, stormwater and road works
- Publicly accessible privately managed open space and through-site links
- Anchor Place intersection works
- Central park embellishment and dedication
- Construction of northern bridge
- School site dedication



* The alignment of the northern pedestrian bridge over the Georges River is subject to further discussions with affected landowners.

Stage 2

Dwellings 3,111

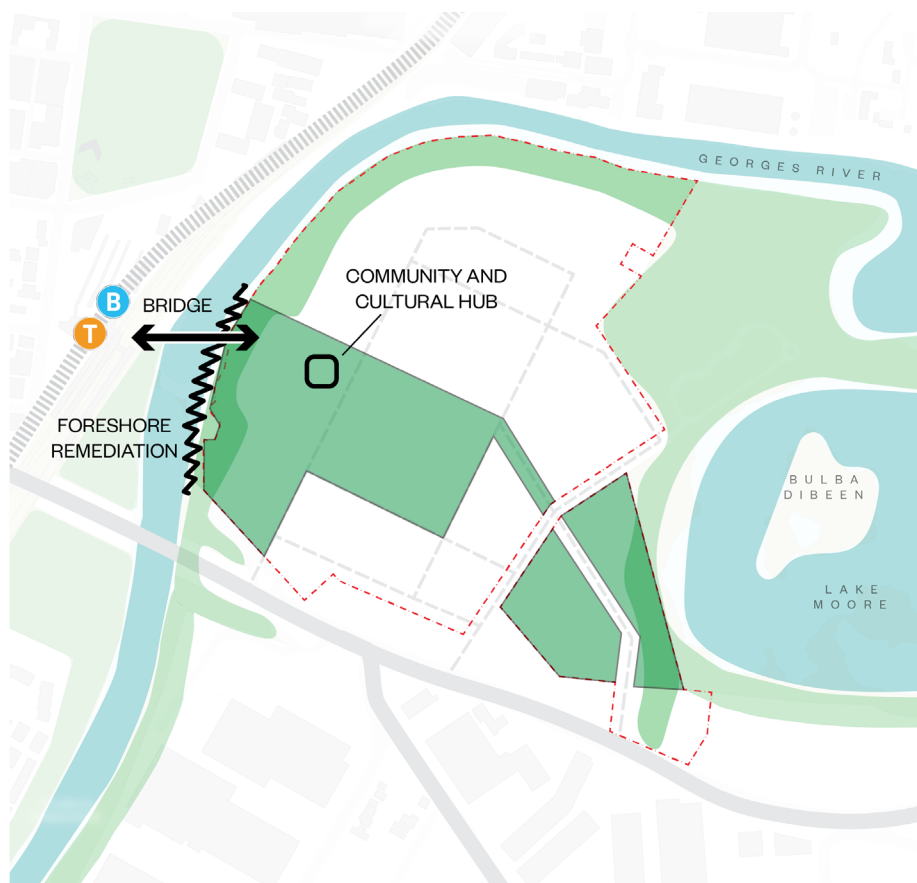
Population 6,622

Infrastructure spend 33%

Dwellings complete 31%

Infrastructure items

- Remediation and embellishment of western foreshore
- Partial site establishment, utility, stormwater and road works
- Multi-purpose community and cultural hub
- Partial delivery of privately owned public space/civic areas
- Newbridge Road intersection works
- Construction of southern bridge



Stage 3

Dwellings 3,194

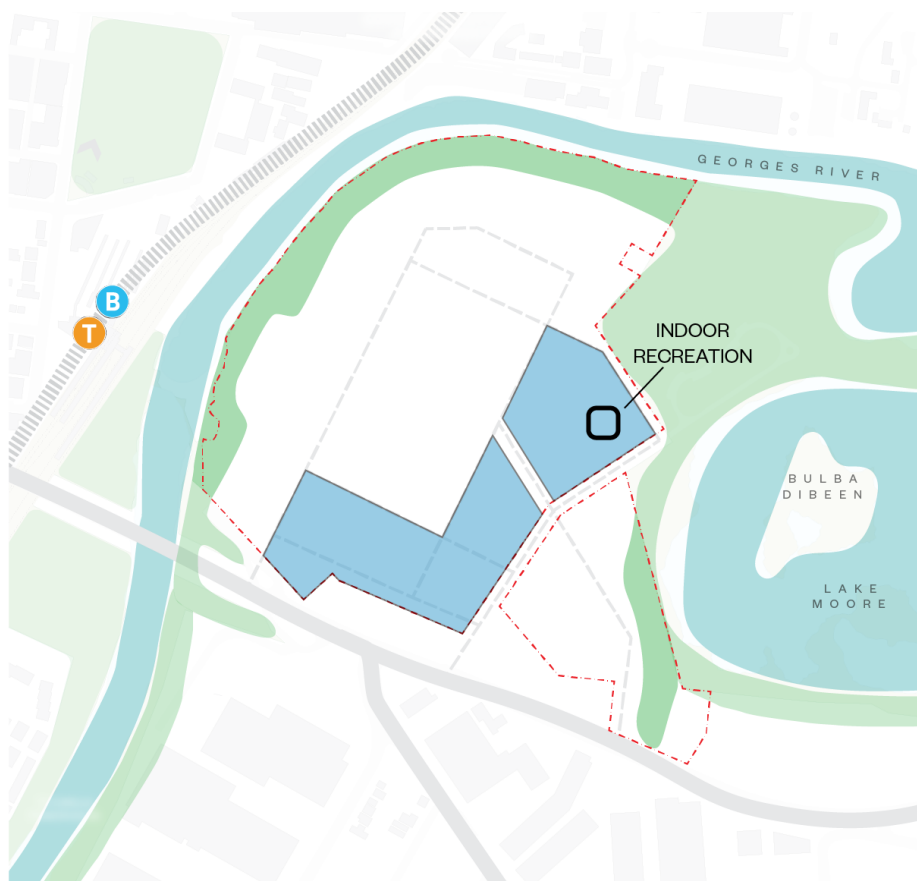
Population 6,388

Infrastructure spend 7%

Dwellings complete 30%

Infrastructure items

- Partial site establishment, utility, stormwater and road works
- Partial delivery of privately owned public space/civic areas
- Delivery of indoor community recreation centre



Pedestrian bridges

Two pedestrian bridges are proposed to be constructed as part of the proposal.

The first bridge will be available during Stage 1 and will form part of the wider evacuation strategy for the site, along with Bridges Road and Anchor Place.

The second bridge will be available during Stage 2 and will form part of the complete evacuation strategy

including routes from Bridges Road, Anchor Place, Haigh Avenue and the first bridge.

Whilst final locations and designs are still under consideration, both footbridges will be constructed with minimum bridge deck elevations set above the 1 in 500 AEP flood level. Both bridges will be accessible from within the site for evacuation during floods up to and including the 1 in 500 AEP event.

Total infrastructure provision summary



* The alignment of the northern pedestrian bridge over the Georges River is subject to further discussions with affected landowners.

State Items summary

Infrastructure item	Cost (000s)
1 Intersection 1 - Anchor Place/ Newbridge Road	\$ 98,643
2 Intersection 2 - Bridges Road/ Newbridge Road ¹	\$ 25,070
3 School (land only)	\$ 7,473
Recycled water plant ²	\$ 38,168
Subtotal	\$ 169,354

Local items summary (amendment to Section 7.12 Contributions Plan)

Infrastructure item	Cost (000s)
4 Foreshore land dedication, landscaping and public domain upgrades	\$ 108,582
4 Foreshore remediation	\$ 65,047
4 Revetment	\$ 29,269
5 Central park	\$ 32,520
6 Southern bridge	\$ 54,400
7 Northern bridge	\$ 75,857
8 Community and cultural hub (2,400sqm)	\$ 11,305
9 Community indoor recreation centre (3000sqm)	\$ 3,759
Subtotal	\$ 380,739

With development summary

Infrastructure item	Cost (000s)
Site EST	\$ 28,854
Internal utilities	\$ 123,339
Private open space	\$ 104,312
Stormwater	\$ 17,164
Subtotal	\$ 273,668

Total cost

Infrastructure item	Cost (000s)
TOTAL	\$ 823,761

¹ Applied to 22% to the whole of intersection cost based of SIDRA modelling

² Future development servicing plan offset

Implementation strategy — Section 7.12 framework

Existing Section 7.12 framework

The Liverpool City Centre Contributions Plan (City Centre CP) provides the administrative framework for the council to fund and deliver local infrastructure using monetary contributions made by developers.

Under the current City Centre CP developments are approved subject to a condition that requires the payment of a monetary contribution for the provision of infrastructure specified in the plan's works schedule.

That monetary contribution is in the form of a fixed rate levy (or 'section 7.12 levy'). The City Centre CP requires a 3% contribution. For developments in the Mixed Use Zone, the levy is 3% of the cost of development where the development cost is greater than \$1 million.

The current City Centre CP works schedule contains \$75 million in infrastructure items. These include improvements to the Georges River foreshore western side (embellishment, pedestrian railway crossing, boardwalk to Mill Park) as shown below.

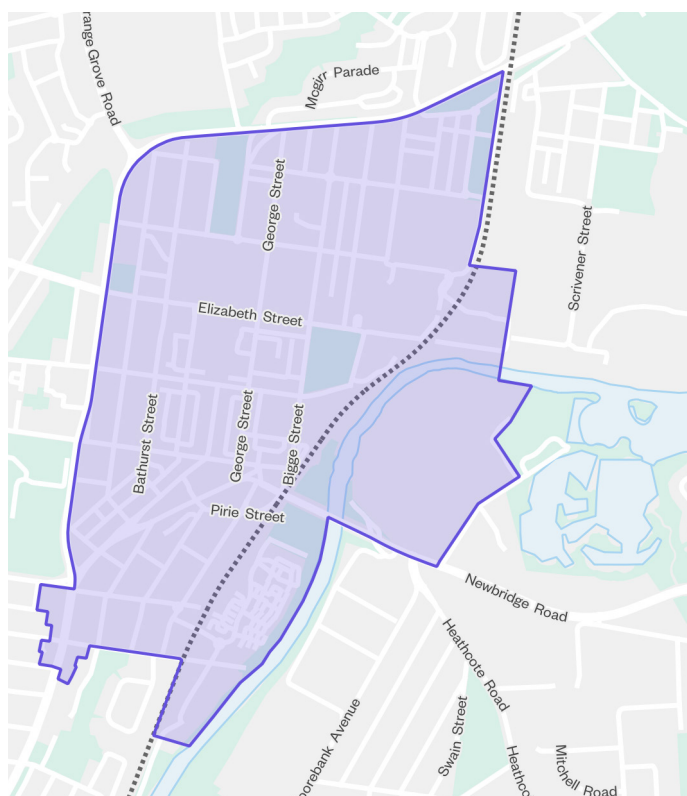
Part of the Moore Point site is covered by the City Centre CP. However, its inclusion pre-dated the planning and scale of the mixed-use development outcome now proposed, including the infrastructure required to support a residential and worker population.

An amendment to the existing City Centre CP to include the whole Moore Point site and the local infrastructure proposed within the site would represent the most effective framework for ensuring that Moore Point's local infrastructure needs are met.

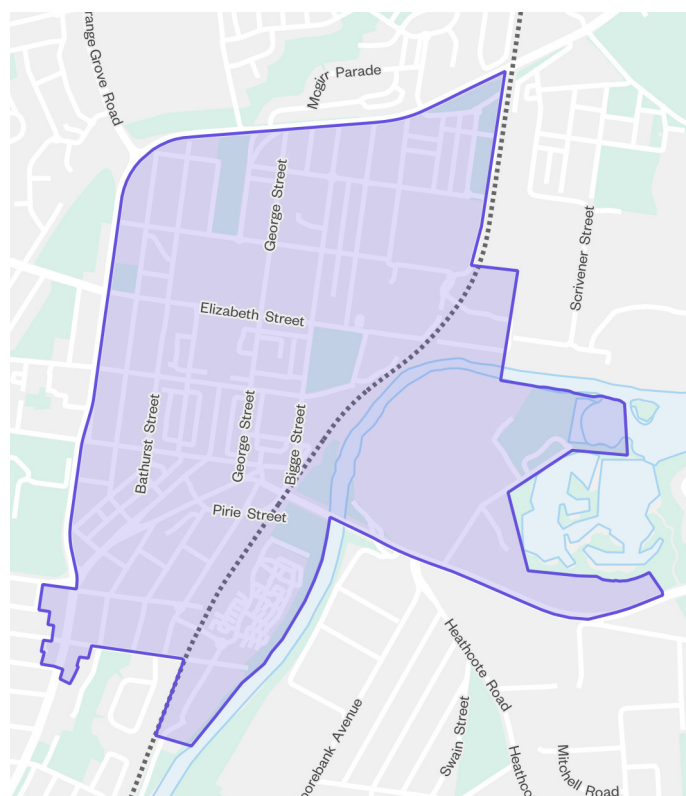
The infrastructure proposal is consistent with the current City Centre CP in three important ways:

1. The plan permits, for major developments, the provision of infrastructure instead of payment of monetary contributions (refer to Section 2.7 of the City Centre CP).
2. The plan permits these alternative arrangements to be formalised via a planning agreement (refer to Section 2.7 of the City Centre CP).
3. The plan permits the value of any developer-provided works that are included in the plan and provided by the developer may be used to offset the levy amount (refer to Section 2.8 of the City Centre CP).

Existing City Centre CP area



Proposed City Centre CP area amendment



Proposed additions to Section 7.12 framework

Additions to City Centre CP	Stage 1 cost (000s)	Stage 2 cost (000s)	Stage 3 cost (000s)	Total cost (000s)
Foreshore embellishments	\$ 81,214	\$ 27,368	-	\$ 108,582
Foreshore remediation	\$ 52,430	\$ 12,617	-	\$ 65,047
Central park	\$ 32,520	-	-	\$ 32,520
Revetment	\$ 15,323	\$ 13,946	-	\$ 29,269
Southern bridge	-	\$ 54,400	-	\$ 54,400
Northern bridge	\$ 75,857	-	-	\$ 75,857
Community and cultural hub	-	\$ 11,305	-	\$ 11,305
Community indoor recreation centre	-	-	\$ 3,759	\$ 3,759
Total	\$ 257,344	\$ 119,636	\$ 3,759	\$ 380,739

When compared to the baseline levy required under the City Centre CP, the Moore Point project would require a total contribution amount of \$255 million (3% of the total development cost). These works will be delivered via Works-In-Kind (WIK) and land dedication, with the additions to the City Centre CP equating to a value of \$380 million. This represents an additional \$125 million in value, and an equivalent contribution rate of approximately 4.5%.

The infrastructure proposed at Moore Point will **exceed the standard levy requirements** imposed by the City Centre CP. This is an acknowledgment that a project of this size has a central role to play in establishing amenity to serve the needs of future residents in Moore Point as well as the wider community. The proposed infrastructure allows Moore Point to function as a city-shaping renewal precinct, fulfilling federal and state government policy and representing a cost effective investment place for growth.

\$380,739,204

total value of WIK and land dedication

\$255,745,404

total value of required 7.12 contribution

+\$124,993,800

additional contribution beyond 7.12 obligation

+3%

minimum
contribution

+4.5%

actual
contribution



Implementation strategy — State infrastructure

Due to Moore Point's regional influence on Liverpool CBD and the Liverpool Collaboration Area, several items have been identified that are considered State infrastructure.

Newbridge Road intersection upgrades

Intersection upgrades have been identified as state infrastructure due to Newbridge Road's status as a state road. Improvements at key intersections will support traffic volumes and the movement of vehicles in and out of the site over a staged approach. Concept planning for these upgrades is currently being prepared, with initial designs shown below.

Anchor Place and Newbridge Road intersection (stage 1 upgrade)

Provision of a new signalised T-intersection at Newbridge Road, providing access eastbound and westbound on Newbridge Road. A single right turn option has been proposed at this location to minimise the requirement for additional land acquisition. To be delivered during stage 1.

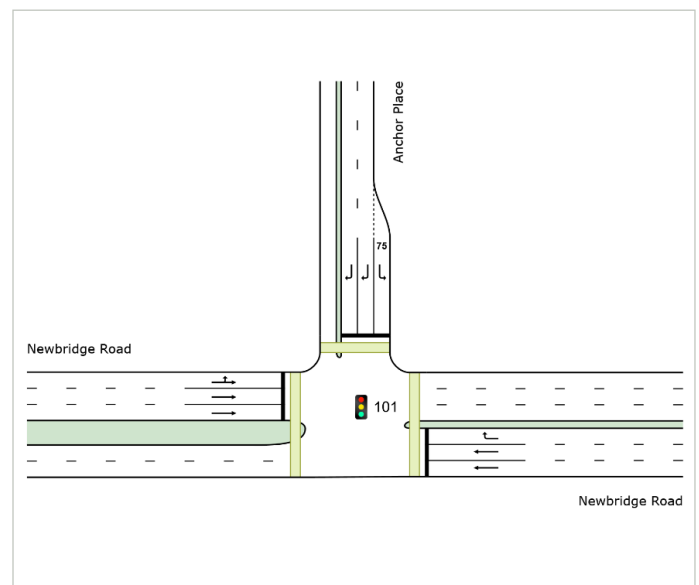
Anchor Place and Newbridge Road intersection (stage 2 upgrade)

Intersection works at the signalised T-intersection of Anchor Place and Newbridge Road to deliver the ultimate traffic configuration for this location. Upgrades will restore westbound capacity to 3 lanes along Newbridge Road to cater for increases in travel demand and would be delivered as part of the intersection upgrade at Moorebank Avenue/Newbridge Road and Bridges Road. To be delivered during stage 2.

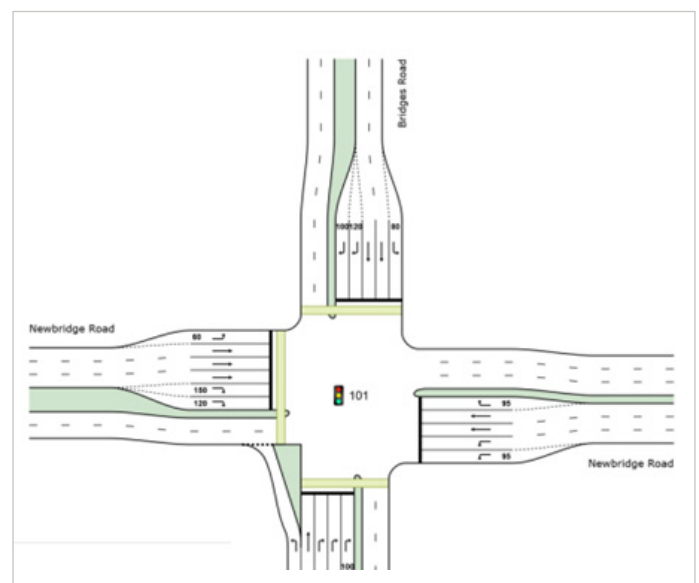
Project – Newbridge Road and Bridges Road intersection upgrades

Provision of a new signalised access to Bridges Road as part of the proposed upgrade and relocation of the existing intersection to form a new 4-way signalised intersection. This will form the new primary access to the site for traffic travelling from the south or west, with Anchor Place acting as the primary access to and from the east. To be delivered during stage 2.

Newbridge Road and Anchor Place concept design



Newbridge Road and Bridges Road concept design



School land

Discussions with Schools Infrastructure NSW have advised that at least one primary school is required to meet the incoming population. Based on approximately 11,000 dwellings being delivered, up to two primary school sites may be required to service the incoming population (1,000 capacity each).

For the purposes of the planning proposal, one school site has been identified for dedication with a second school site to be confirmed once precinct dwelling and populations trends begin to establish. This acknowledges that the demand and trigger for the additional school and the population it generates will depend on the mix of dwellings.



Artist's impression of a new school to support 1,000 students

Recycled water plant

Discussions with Sydney Water have advised the current sewer pump infrastructure requires investment to support future growth (regardless of whether Moore Point is delivered). The existing pump station is built to 1970s specifications, so any investment would require upgrading sewer pumping infrastructure to meet current standards. Sydney Water have also advised there is no emergency storage and therefore wet weather flows are not contained.

Investigations are being undertaken to determine two potential sewer options to support future development and upgrades.

The first option would require replacement of the existing sewer pump station in consultation with Sydney Water. The developer and Sydney Water would agree on a Memorandum of Understanding for the developer to pay a set percentage for the works based on the demand the Moore Point development generates and would be subsequently offset by the HPC.

The second option would require the developer to construct a black water recycling plant/s and only add demand to the existing sewer pump state station that is equivalent to the current use demand. Investigations are ongoing in relation to potential offsets via the Development Servicing Plan (DSP).

State infrastructure funding mechanisms

State items cost

Additions to City Centre CP	Stage 1 cost (000s)	Stage 2 cost (000s)	Stage 3 cost (000s)	Total cost (000s)
Anchor PI and Newbridge Rd upgrade	\$ 55,006	\$ 43,637	-	\$ 98,643
Bridges Rd and Newbridge Rd upgrade	-	\$ 25,070	-	\$ 25,070
School land dedication	\$ 7,473	-	-	\$ 7,473
Recycled water plant	\$ 12,723	\$ 12,723	\$ 12,723	\$ 38,168
Total	\$ 75,202	\$ 81,430	\$ 12,723	\$ 169,354

Housing and Productivity Contribution Fund

The State infrastructure items are proposed to be fully offset by the State Government's Housing and Productivity Contribution Fund (HPC) via a State Planning Agreement.

Under the current HPC fund, the proposed would generate the following contributions:

Use	Rate	Proposal	Estimated contribution
Dwellings	\$ 10,000 / dwelling	10,742 dwellings	\$ 107,420,000
Commercial uses	\$ 30 / m ² of GFA	328,516m ²	\$ 9,855,480
Total			\$ 117,275,480

Total value of state items - \$ 169 million

Total value of HPC contribution - \$ 117 million

Therefore, the proposed state infrastructure items will exceed the HPC charges by \$52 million.

Affordable housing

Moore Point will provide infrastructure via WIK agreements well above the baseline contribution currently required under the City Centre CP. This forms part of the overall package of public benefits proposed to be delivered including foreshore recreation, multipurpose courts, community centre and pedestrian bridges. These public benefits will support Liverpool CBD and the wider region.

Up to 2% of appropriate residential floor space will be investigated as affordable housing, subject to viability assessment and resolution of the infrastructure delivery plan post exhibition.

The development will provide a range of housing options to support existing and future residents. The site's strategic position within the Liverpool Collaboration Area means that there are a number of opportunities to provide housing forms that complement existing uses. These forms of residential accommodation include Built-to-Rent, student accommodation and co-living housing. Diverse housing forms are required to support a broad range of demographic groups, including key workers (teachers, nurses, firefighters, etc.).

It should be noted that Liverpool City Council do not currently have an affordable housing scheme or affordable housing contribution plan in place.

Land dedication

A number of open space areas, the bridges and roads will be dedicated to Council for ongoing maintenance, with the balance of publicly accessible areas and through-site links to be managed under Strata title arrangements as part of private development sites. A proposed dedication plan has been prepared to guide ongoing discussions with Council and State agencies.

The land costs associated with dedication to Council, SINSW and future private developments under the current zoning is a total close to \$300 million.

The significant quantum of publicly accessible areas that will be owned via private developments will result in long-term savings for Council, as the cost to upkeep and maintain the quality and amenity of these spaces will be borne by future Strata developments and levies.

49,843m²

dedicated open space

Approximately \$158 million

4,019m²

dedicated school land

Approximately \$7.5 million

58,177m²

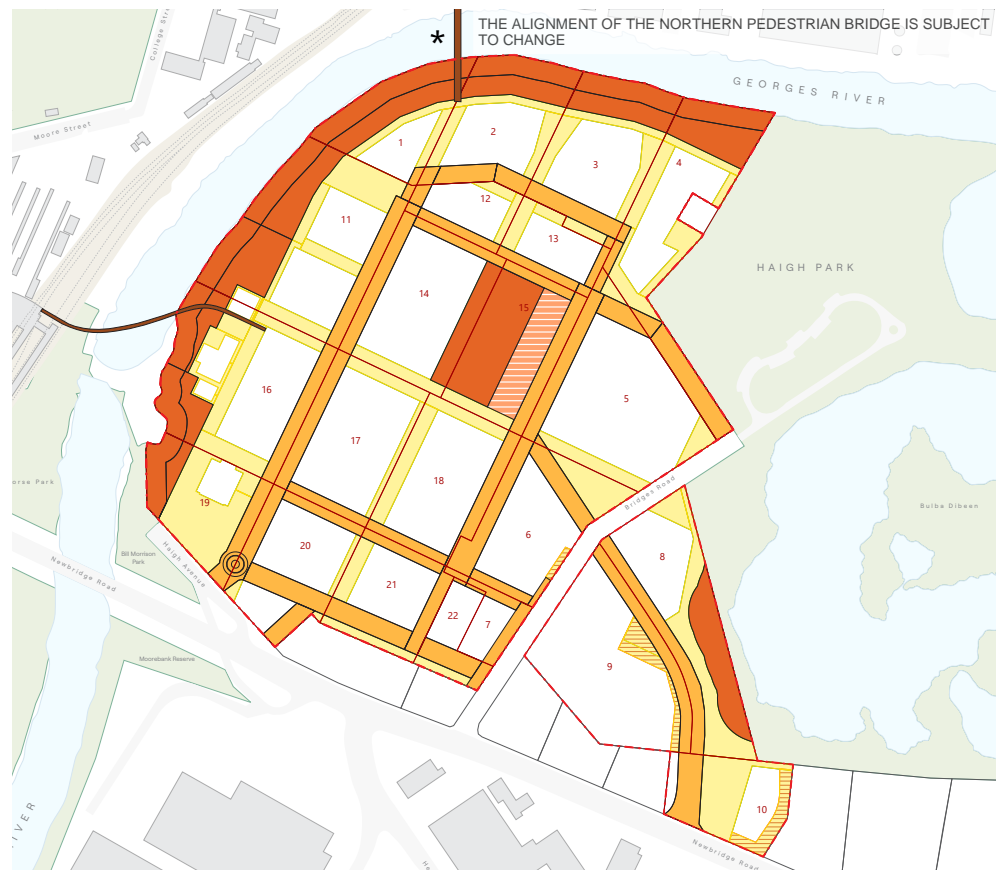
publicly accessible private open space

Approximately \$104 million*

* Note: This figure represents the cost of landscaping and public domain works.

Structure plan dedication plan

Master-plan Lot Number	Dedicated public open space	Privately owned publicly accessible space	Dedicated streets	Dedicated school
1	6,473	1,563	178	
2	4,433	2,528	2,018	
3	4,169	3,433	1,952	
4	4,591	4,692	3,323	
5	-	2,636	3,478	
6	-	2,510	5,126	
7	-	-	1,551	
8	4,083	5,367	2,985	
9	-	1,604	2,771	
10	-	5,016	1,880	
11	9,517	5,578	2,474	
12	-	844	1,341	
13	-	1,199	1,433	
14	2,278	1,212	3,194	
15	6,298	924	2,953	4,019
16	7,374	4,044	2,127	
17	-	1,718	3,020	
18	-	3,018	2,613	
19	2,420	5,991	1,726	
20	-	601	5,118	
21	-	1,947	3,917	
22	-	536	1,704	
Total	51,641sqm	56,962sqm	56,882sqm	4,019sqm



* The alignment of the northern pedestrian bridge over the Georges River is subject to further discussions with affected landowners.



Next steps

This Infrastructure Delivery Plan has been prepared to support the delivery of Moore Point – Australia’s largest privately-led urban renewal project. It has been prepared to support public exhibition of the planning proposal and to communicate the infrastructure requirements of the project to stakeholders.

It addresses the following conditions of the Gateway determination:

- 6g) Provide a dedication plan of all public spaces, and
- 9) Provide a public domain strategy and an ownership strategy.

Following exhibition of the planning proposal, the proponent will engage with Council and DPHI to confirm the infrastructure delivery for the project:

Item		Responsibility	Planning Stage
	Public exhibition of proposed Infrastructure Delivery Plan	LCC	Exhibition
	Refine and confirm proposed infrastructure items, proposed land dedication and costings	LCC	Post Exhibition
	Engage with TfNSW, SINSW, Sydney Water and DPHI and confirm funding mechanisms and implementation (State infrastructure funding, amendment to City Centre CP and State VPA)	LCC, DPHI, and relevant infrastructure agencies	Post Exhibition/ Pre-Finalisation
	Confirm stakeholder roles and responsibilities for timing and delivery and finalise Infrastructure Delivery Plan		Pre-Finalisation

