

ATTACHMENT E – COUNCIL, AGENCY AND UTILITY SUBMISSIONS – APPIN STATE ASSESSED PLANNING PROPOSAL		
Agency	Key Advice raised	Department response
Wollondilly Shire Council	<p><u>Objection to the proposal and inconsistency with the LSPS</u></p> <p>Council objects to the accelerated rezoning of Greater Macarthur and the proposed for 12,000+ homes in the proposal. The rezoning is not consistent with Wollondilly Local Strategic Planning Statement (LSPS) 2040. The need for such critical infrastructure is the reason that Council sees Appin as a long-term prospect and continues to advocate for Wilton as the priority growth area.</p>	<p>The proposal is within the Greater Macarthur Growth Area (GMGA) which was declared a growth area in 2019. Progressing with the GMGA ensures the provision of housing, social infrastructure and environmental outcomes including the securing of koala corridors and implementation of the Cumberland Plain Conservation Plan.</p> <p>The inconsistency with the LSPS is discussed in the finalisation report under section 4.1.5.</p>
	<p><u>Land allocation to education</u></p> <p>It will be critical that land for schools is secured early and planning for the delivery of at least a K-12 in the early stage of development.</p>	<p>The Appin (Part) Precinct proposes two potential primary schools and one co-located Primary & High School be located within the site. The co-located Primary & High School is proposed to be located on the indicative transit corridor to provide maximum connectivity to the wider school catchment. The location of these schools will be confirmed at the precinct structure planning phase in consultation with Schools Infrastructure NSW.</p>
	<p><u>Land allocation to health care</u></p> <p>Prior to finalisation of the planning proposal, the proponent must demonstrate that sufficient land will be allocated to allow delivery of primary health care facilities to bring Wollondilly in line with the NSW average per capita provision.</p>	<p>The proposed urban development zone is a flexible zone to allow a wide range of urban uses including health. Confirming the location of health facilities is not a requirement of the rezoning process. Community health clinics may be provided in adaptable spaces within community facilities to accommodate health services. Larger clinics to be provided by the private market or by the South West Sydney Local Health District as required over time.</p>
	<p><u>Detracting investment from Wilton</u></p>	<p>The Department has recently completed a body of work with Council and state agencies to identify and prioritise ‘critically enabling infrastructure’ to accompany housing in Wilton. The Wilton Growth</p>

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	Development in Appin will detract from investment in Wilton, development in Appin cannot be at the expense of prioritising the delivery of critical services to Wilton which is already zoned and has active development applications.	Area is significantly advanced in relation to the Greater Macarthur Growth Area, with local and state planning agreements executed and Business Cases well progressed to secure funding from Treasury.
	<u>Impact to Watercourses</u> Wollondilly's Integrated Management Policy, Strategy and Water Sensitive Urban Design Guidelines has a defined outcome of zero impact to watercourses. The proposal must have demonstrated consistency with this outcome.	Noted. This matter is appropriate to be considered further at the finalisation of the precinct structure plan and DCP, and potentially at the DA stage.
	<u>Application of Cumberland Plain Conservation Plan (CPCP)</u> Development including local roads cannot be at the expense of land identified in CPCP for conservation. If adjustments are made it should be at no net loss of CPCP vegetation. It is noted that the proponent is seeking as part of the planning proposal to alter the boundary of the CPCP to accommodate a perimeter road.	<p>The proposal will zone all land identified as 'avoided for biodiversity' in the CPCP as C2 Environmental Conservation. This is an important step to protect the biodiversity values and koala corridors and provides much stronger protections than the current RU2 Rural Landscape zone.</p> <p>The permissible uses in the C2 zone is limited to Environmental facilities and Environmental protection works only. Furthermore, development for the purposes of environmental facilities is prohibited in a mapped Koala corridor if the proposed development involves a building.</p> <p>It is also noted that essential infrastructure is required to traverse the proposed C2 Environmental Conservation zoned land to deliver the infrastructure required to support and service the development. The CPCP has provisions and guidelines to guide the process in these circumstances.</p> <p>The proposals is not modifying the CPCP. A separate modification process to request this is detailed on the Departments website and is subject to a fee for assessment. Details on this process can be found at:</p>

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		planning.nsw.gov.au/policy-and-legislation/strategic-conservation-planning/cumberland-plain-conservation-plan/mapping/modification-request-application-information
	<p><u>Transport network considerations</u></p> <p>A new road network will also be needed to support the residents, this road network will need to support more than just cars, it will need to be capable of effectively and efficiently moving buses as well as providing active transport links.</p>	The Transport Management and Accessibility Plan (TMAP) development process is underway with TfNSW and considers all modes of transport. The TMAP will guide the structure plan, investment decisions, and the overall development of the Appin precinct.
	<p><u>OSO2 and connection to local road network</u></p> <p>The planning for the OSO2 (Outer Sydney Orbital Stage 2) and its links to Wilton will need to carefully consider how the connection between the two communities will function, the access points onto the local road network, road widths and volumes and public transport.</p>	Planning for the OSO2 and the connection from Appin is being conducted by TfNSW. Road connections into and out of Appin is also being considered in development of the TMAP.
	<p><u>Early commitment of roads</u></p> <p>The key spine road that proposes rapid bus should be an early commitment by the State Government or delivered by developers to ensure the communities are supported with accessible public transport. Public transport links will also be required to connect Appin with Wilton.</p> <p>Links be established early between Appin and the potential employment area identified in the structure plan at Moreton Park Road.</p>	Noted. The transit corridor and links to locations outside the rezoning area such as Moreton Park Road are being considered as part of TMAP development process. TMAP will guide the structure plan and the overall development of the Appin precinct and will considers links to other locations.

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	<p><u>Fully funded State Infrastructure Contribution (SIC) being made</u></p> <p>Rezoning processes must not proceed until there is a comprehensive Greater Macarthur Contributions Plan and a fully funded SIC has been made.</p>	<p>A SIC is not required to be made to allow for rezoning to occur. It should be noted in May 2023 DPE released a paper on the Housing and Productivity Contribution (HPC). Consistent with the recommendations of the NSW Productivity Commissioner, the HPC seeks to pivot away bespoke Special Infrastructure Contribution (SIC) schemes and geographies, to a broad-based contribution areas for Greater Sydney, Lower Hunter, Central Coast and the Illawarra-Shoalhaven. Under this proposed approach new SICs will not be drafted or determined and existing SICs will transition into the HPC scheme. This will complement Planning Agreements within Greater Macarthur as a source of funding for State and regional infrastructure.</p>
	<p><u>Application of affordable housing requirements</u></p> <p>Provision of 5% affordable housing within medium density stock to be secured through a planning agreement. Council seeks clarification on whether this should include 5% across all housing types to ensure diversity and options.</p>	<p>The 5% requirement for affordable housing refers to attached dwellings, multi dwelling housing, shop top housing or residential flat buildings. Planning Agreements can include affordable housing as a contribution, however other mechanisms may be available.</p>
	<p><u>Infrastructure planning delivery</u></p> <p>Recommend at a minimum that the Infrastructure Schedules be based on the outcomes of technical reports, individually itemised and fully costs (both land and works).</p> <p>Recommend that infrastructure delivery timing to be associated to lot thresholds rather than broad estimated dates or stages based on land ownership. Development will occur where private enterprise can secure and fund critical led-in infrastructure.</p>	<p>A state planning agreement is currently being negotiated. A deferred commencement of 15 December 2023 has been applied to the rezoning to provide more time for the agreement to be progressed. The draft agreement will be publicly exhibited, and Council will be able to review and make a submission.</p>

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	<p><u>Social infrastructure planning acknowledging current conditions</u></p> <p>Plans for open space and community facilities need to be updated to acknowledge the existing community's infrastructure demand and actual linkages to existing facilities and assets.</p>	<p>The new controls provide minimum open space requirements to be shown in the Precinct Structure Plan. Community facilities may form part of a local planning agreement between the proponent and Council.</p>
	<p><u>Greenfield Housing Code not supported</u></p> <p>The application of the existing greenfield housing code is not supported.</p>	<p>The Department has worked with the proponent to investigate complying code options, resulting in the proponent supporting the Wilton Variation to the Greenfield Housing Code. The Codes SEPP will be amended to facilitate this once the Precinct Structure Plan is finalised. Note, it cannot be implemented prior as the Codes require differentiation between low and medium density housing.</p>
	<p><u>Dwelling cap not supported</u></p> <p>A dwelling cap is not supported as it relies on Council to manage and the individual landowners not to intensify, is limiting, difficult to enforces given land use permissibility and challenging to manage.</p>	<p>Council's concerns are noted. The Department is committed to working with Council to investigate options to make implementing the dwelling cap more efficient and reliable.</p>
	<p><u>Additional maps requested</u></p> <p>Recommend inclusion of urban release area maps and height of building maps.</p>	<p>An urban release area map is not required. Planning agreements can be linked to the WPC SEPP by other means.</p> <p>A height of building map is not proposed as part of this rezoning. It is anticipated that appropriate heights to be selected based on proposed land use and landscape sensitivities and will be explored in the next phase of planning and applied to the Precinct Structure Plan (as is the case for the North Wilton Precinct for example).</p>

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Environment and Heritage Group	<p><u>The following uses would be unsuitable in C2 zones and koala corridors.</u></p> <p>These include outdoor recreation areas (including playgrounds, picnic areas, amenities, sports fields, dog exercise parks) water detention basins, Asset Protection Zones, building identification and business identification signage, ecotourism facilities, information and education establishments, childcare centres, car parks and batters.</p>	<p>Only Environmental facilities and Environmental protection works are proposed to be permissible with consent in C2 zoned land and will be subject to the concurrence clause. A further provision clarifies that no buildings are permissible.</p> <p>Therefore the permissible uses in the C2 zone are in effect more aligned to what is possible in National Parks (walking trails, seating, board walks etc)</p>
	<p><u>Contradiction with Ministerial Direction 3.6 Strategic Conservation Planning</u></p> <p>The proposed SP2 Infrastructure zone applies to land identified in SEPP (Biodiversity and Conservation) as SCA/avoided land. As this SP2 Infrastructure zoning is within the SCA/Avoided land, the CPCP would require modification for the proposal to proceed.</p>	<p>The SP2 Infrastructure zone is no longer proposed.</p>
	<p><u>Concerns on impact on ecological communities</u></p> <p>The proposal impacts on 4.29 ha of impacts to Cumberland Plain Woodland and Shale Sandstone Transition Forest critically endangered ecological communities and 9.56 ha of Koala corridor. Additional conservation measures may be required under the CPCP.</p>	<p>Due to the removal of the proposed SP2 Infrastructure zoning the proposal does not impact on these communities.</p>
	<p><u>A Flood Impact and Risk Assessment (FIRA) should be prepared</u></p> <p>This should guide decisions on the development of the precinct. The FIRA should assess existing and developed flood behaviour for the full range of flooding up to and</p>	<p>Noted, however the TAP (Technical Assurance Panel) advice letter contained a condition to update the draft proposal (Section 5 – Site Investigations) to include commentary and a flood map showing the 1% Annual Exceedance Probability and Probable Maximum Flood for the Appin (Part) Precinct Structure Plan. The Water Cycle Management Strategy addresses flooding and this section of the report was updated in response to the TAP assurance letter. The</p>

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	including the full range of flooding for both mainstream and overland flow flooding.	Proponent's Planning Proposal report (Attachment A) also addressed this in sections 4.77-4.78. Furthermore, the location of landuses in relation to flooding is a matter for the Precinct Structure Plan rather than the rezoning. The structure planning process will ensure consistency with the recommendations of the NSW Flood Inquiry.
Environmental Protection Authority	<p><u>Noise impacts</u></p> <p>Consider potential noise impacts from infrastructure associated with Appin Coal Seam Methane Power Station and the Appin Coal Mine.</p> <p>Consider potential noise impacts from adjacent concrete works to the east.</p>	These are not issues relating to the rezoning process and can be investigated in the next phase of planning assessment including the development control plan.
	<p><u>Noise analysis and consultation required</u></p> <p>Recommends the proponents complete the additional noise analysis as outlined in the Acoustic Assessment.</p> <p>Furthermore, it is recommended the proponents meet with operators of the Appin Coal Seam Methane Power Station and Appin Coal Seam to determine the feasibility of any proposed at source mitigation measures.</p>	Additional analysis and consultation can be provided to inform at future planning stages and is not required for rezoning land.
Transport for NSW	<p><u>TMAP needed to inform the planning proposal</u></p> <p>A Transport Management and Accessibility Plan (TMAP) should be prepared, to the requirements and satisfaction of TfNSW, before the draft Planning Proposal and Appin (Part) Precinct Structure Plan are determined.</p>	The proponent and TfNSW are liaising to produce a TMAP. It has now been agreed that this is not required to inform the finalisation of the rezoning but is needed to help inform the Precinct Structure Plan and state planning agreement.

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	<p><u>Infrastructure staging and funding</u></p> <p>It is expected that infrastructure staging, and funding arrangements will be determined in consultation with TfNSW prior to finalising precinct structure plans and based on detailed transport investigations.</p>	Agreed.
	<p><u>Consistency with Greater Macarthur 2040 Plan</u></p> <p>The draft precinct structure Plan for the Appin Precinct needs to be consistent with the GMGA 2040 structure plan. To this point, further consideration of the following is required:</p> <ul style="list-style-type: none"> • The location of the East-West Connection with Appin Road • The connection of the Transit Corridor to Douglas Park Station 	<p>Agreed. An indicative alignment of the east-west road has been included in the Transport Corridors Map</p> <p>It is noted that further refinements to the Transport Corridors Map may be required as further planning is undertaken.</p>
	<p><u>Consistency with TfNSW network delivery</u></p> <p>The draft precinct structure plan needs to align with relevant TfNSW guides for network delivery and staging in precincts.</p> <p>Further confirmation is required before the draft Plan can be finalised, regarding the timing and funding of various proposed infrastructure upgrades.</p>	Noted. A deferred commencement of 15 December 2023 has been provided to allow more time to progress the state planning agreement with the proponent.
	<p><u>Connection to Release Area 1</u></p> <p>Brooks Point Road is identified to act as an interim second connection for Release Area 1. It is understood to be within third party land, therefore there is uncertainty regarding its ability to act as a new collector road. Further consideration is needed regarding how stage 1 precinct access will be delivered as part of a detailed TMAP.</p>	Noted. TfNSW will be consulted to ensure the findings of the TMAP and state planning agreement align to the final Precinct Structure Plan.

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	<p><u>Public transport connectivity</u></p> <p>The TMAP must also demonstrate how public transport will be integrated within the Stage 1 precinct, neighbouring areas, and wider network</p>	A TMAP is under way.
	<p><u>Macquariedale Road rezoning</u></p> <p>The proposed rezoning of Macquariedale Road as Special Purposes Infrastructure (SP2) will need further consideration as part of the TMAP process and confirmed by TfNSW.</p>	The SP2 zoning is no longer proposed.
Heritage NSW	<p><u>Requirement for a comprehensive heritage assessment</u></p> <p>Requests a comprehensive heritage assessment, including preparing a Cultural Landscape assessment, be conducted at the planning proposal stage.</p>	The proponent has provided a Historic Heritage Constraints Assessment, Aboriginal Objects Due Diligence Assessment, and an Aboriginal Cultural Heritage Assessment Report to support the proposal. Heritage NSW will be further consulted prior to finalising the Precinct Structure Plan.
	<p><u>Implementing appropriate planning controls</u></p> <p>These are needed to protect visual and physical connections between the parts of the Appin Massacre Cultural Landscape SHR listed areas.</p>	Agree, the Precinct Structure Plan and DCP are the appropriate mechanisms to achieve this.
	<p><u>Addressing previous advice</u></p> <p>The proposal should address the recommendations of the Heritage NSW advice (23 August 2022). This includes the need to update reports as well as providing a responsive and cohesive approach to the State Heritage Register listing and curtilage by integrating appropriate culturally sensitive development.</p>	The Department will ensure these sites will be carefully integrated into surrounding development in the Precinct Structure Plan.

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	<p><u>Incorporating design elements into the proposal</u></p> <p>Incorporating the recommendations of the Cultural Values Assessment into the design of the planning proposal (Walker Corporation 2022, pp.168-169).</p>	Noted. This is not able to be implemented in the UDZ, but can be addressed in the precinct structure planning or in DCP controls.
Fire and Rescue NSW	<p><u>New fire station required for Appin</u></p> <p>FRNSW believes at least two new stations will be required to provide service coverage of the new population and infrastructure that is proposed – one each in the Gilead (part) Precinct, and one in the Appin (part) precinct.</p>	Noted. This is potentially a matter for the state planning agreement.
	<p><u>Dedication of land</u></p> <p>Seek the dedication of land for new fire stations via a State Planning Agreement to ensure that land can be secured in an appropriate location and in a timely manner</p>	Dedication of land for a new fire station will be considered in the proposed state planning agreement.
Rural Fire Service	<p><u>RFS station provision</u></p> <p>The relocation of the NSW RFS Appin Brigade Station to a new central location approximately one hectare in size is required, a potential location may be the Appin Road and Brooks Point Road junction.</p> <p>This is in addition to the two new Fire and Rescue stations at Mt. Gilead and Appin that have already been identified as part of the Infrastructure Delivery Plan for the GMGA.</p>	Noted. This is potentially a matter for the state planning agreement.

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Subsidence Advisory NSW	<p><u>Mine Subsidence approvals</u></p> <p>The site of the proposal is located within a declared Mine Subsidence District and future development will require approval from Subsidence Advisory</p>	Noted.
Division of Resources and Geoscience of the Department of Regional NSW (DRNSW)	<p><u>Mining approval</u></p> <p>Illawarra Metallurgical Coal has approval to extract coal using longwall mining techniques. Longwall mining has been completed for much of the Appin (Part) Precinct. Five small longwalls remain to be mined beneath Macquariedale Road. Based on current extraction rates, extraction could take place between 2035 and 2040.</p>	Noted. A clause is being inserted that will require the consent authority be satisfied that mining operations within the meaning of the Mining Act 1992 have ceased to allow for development to be given consent.
	<p><u>Potential satisfactory arrangement to allow mining to take place</u></p> <p>To manage areas where mining has yet to take place, a satisfactory arrangement provision could be implemented, requiring the completion of mining before the issue of development consent. Accordingly, they have no resource sterilisation concerns regarding the planning proposal.</p>	A clause is being inserted that will require the consent authority to be satisfied that mining operations within the meaning of the <i>Mining Act 1992</i> have ceased before being able to grant development consent.
WaterNSW	<p><u>Intensive development next to Upper Canal Corridor</u></p> <p>Concerned that the proposal is potentially too intensive in the vicinity of the Upper Canal Corridor, which is not given sufficient protection in the Proposal's design or controls.</p> <p>Upper Canal Corridor needs to be buffered by appropriate areas of allocated open space or road reserves, and that the Structure Plan needs to allocate sufficient land for stormwater management measures such as detention and bioretention basins.</p>	<p>Noted. Development adjacent to the Upper Canal corridor in 'affected land' under clause 2.163 of the Transport and Infrastructure SEPP must be consistent with WaterNSW Guidelines for 'Development Adjacent to the Upper Canal and Warragamba Pipelines'.</p> <p>Safeguarding of the Upper Canal will be considered at the precinct structure planning and development control planning stage.</p> <p>An additional requirement has been inserted to require the structure plan to show land for 'drainage and stormwater management'.</p>

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	<p><u>The WaterNSW Guideline for protection of the Upper Canal</u></p> <p>The guideline does not appear to have been considered in the design of the draft Structure Plan and planning controls proposed for the Precinct Plan. In its current form, the Proposal leaves the Upper Canal Corridor very exposed to impacts from stormwater, road crossings and potentially intensive forms of urban development.</p>	<p>Noted. This item can be explored at the precinct structure planning and development control planning stage and is not required for rezoning.</p> <p>Crossings of the canal will be subject to consultation with Water NSW.</p>
Sydney Water	<p><u>Integrated Water Cycle Management</u></p> <p>The proposal should consider Integrated Water Cycle Management initiatives for their development.</p>	Noted.
Endeavour Energy	<p><u>Servicing of Appin</u></p> <p>Capacity for between 1,200 and 1,400 dwellings to be serviced using the existing Appin Zone substation, after which a new zone substation will need to be established to support further growth. A site for a future bulk supply point will be required to service the development</p>	Noted.
NSW Health (South West Sydney Local Health District)	<p><u>Amenity provision</u></p> <p>The planning proposal will require increased provision of local employment opportunities. The planning proposal does not address public transport provision far enough.</p>	Noted. Public transport provision will be further explored in the TMAP which will inform the precinct structure plan.
Western Parkland City Authority	<p><u>Public transport corridor delivery</u></p> <p>A public transit corridor is proposed but without a delivery mechanism through adjoining land holdings to the north on which a functioning service would rely. It is unclear whether</p>	Noted. The details on provision of this corridor are being examined in the TMAP which will inform the precinct structure plan.

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	an alternate service via Appin Road is feasible given the need for significant road widening.	
	<u>Key road connections funding and design</u> Key road connections including Spring Farm Parkway extension and Appin Road upgrades between Appin Village and Gilead are unfunded and not yet designed.	Noted. It is understood The TMAP (and the state planning agreement) will provide information on when Appin Road upgrades are required.
	<u>Need for a satisfactory arrangement</u> The precinct should not be rezoned until a satisfactory agreement has been exhibited and finalised.	Noted. A deferred commencement date of 15 December 2023 has been provided to allow more time for the state planning agreement to progress.
	<u>Staging and sequencing information</u> The planning proposal to be updated to include a staging and sequencing plan demonstrating the roll out of development and infrastructure is achievable. A more detailed transport staging and funding plan, including contribution from the proponent needs to be developed before rezoning.	Noted. Section 6.1 of the WPC SEPP will ensure that a precinct structure plan is in place before urban development can occur. This structure plan must be approved by the Planning Secretary. The new controls also require a DCP be prepared, including a staging plan for the ‘timely and efficient release of urban land, making provision for necessary infrastructure and sequencing.’