



INFRASTRUCTURE DELIVERY PLAN – WILTON PARK ROAD, WILTON

Altis Property

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Executive Summary

Altis Property (**Altis**) has engaged GLN Planning (**GLN**) to prepare an Infrastructure Delivery Plan (**IDP**) to support a planning proposal for land fronting Wilton Park Road, Wilton in the Wollondilly Local Government Area (**LGA**).

The IDP has been requested by the Council to assist in consideration of the planning proposal. While the IDP is comprehensive in that it covers all the infrastructure needs of the development, it focuses on what, when and how local infrastructure will be provided and maintained over the life of the infrastructure.

The IDP has been prepared based upon the draft master plan and supporting studies, and as such, the details contained in the report and the proposed infrastructure schedule including size, location, staging/timing of delivery, and responsibility for maintenance and ownership are draft and may be subject to further review and amendment during the planning proposal process.

The site is currently rural land which is designated as future employment land within the Wilton Growth Area and is ideally located to provide employment and economic opportunities for the future residents of the Wilton Growth Area and beyond.

New and augmented utilities and State and local infrastructure will need to be provided to support the proposed development.

The transition of the site from rural to employment land will require the provision of onsite and offsite local, state and regional infrastructure. Some of this infrastructure is wholly located within the site and will be provided by Altis as development occurs, along with the necessary interim traffic and transport upgrades to Wilton Park Road and the intersection of Wilton Park Road and Picton Road.

The development will also benefit from broader upgrades planned for the Wilton Growth Area that are contained in the draft Wilton Special Infrastructure Contribution (**SIC**). Whilst the draft SIC is not proposed to apply to employment generating land, the Department of Planning and Environment (**DPE**) may seek a contribution towards the provision of this infrastructure, and the potential exists for Altis to dedicate land to accommodate the future upgrade of the Picton Road and M31 Hume Motorway interchange and to undertake intersection works at the frontage of the site to partly or fully offset these contributions. This matter will need to be explored further with DPE.

Altis proposes to undertake all of the infrastructure work internal to the site at no cost to the Council via a future planning agreement. All of the infrastructure (apart from the local road network) will be owned and maintained by a body corporate/community scheme and at no cost to Council.



1 Background

1.1 Introduction

Altis has engaged GLN to prepare an IDP to support a planning proposal for land fronting Wilton Park Road and Berwick Park Road, Wilton in the Wollondilly LGA. The planning proposal seeks the rezoning of the land from a rural zoning to an employment generating zoning.

The site is approximately 108.2 hectares in size and is located within the Wilton Growth Area in south-western Sydney. The site is strategically located adjacent to the junction of the M31 Hume Motorway and Picton Road and is identified as “Employment Land Use (for further investigation)” within the existing planning framework that applies to the Wilton Growth Area.

1.2 IDP purpose and scope

The primary purpose of this IDP is to support the Council and DPE in assessing the planning proposal which seeks to rezone land for employment land purposes as discussed in more detail in **Section 2** of this report. The IDP does this by:

- providing an overall picture of the infrastructure needed (both on-site and off-site) to support the proposed development, and
- set out how the infrastructure will be provided, and the legislative mechanisms that can be used to ensure they are provided
- the approximate timing and staging of infrastructure which aligns with the development of the land
- identify the relationship between the proposal and local infrastructure identified in the *Wollondilly Contributions Plan* and consider whether there is any additional local infrastructure required to be delivered via amendments to the Contributions Plan or planning agreements, and
- outline a proposed arrangement and assignment of responsibility for the ongoing management and maintenance of different types of local infrastructure, following the completion of each stage of the development.

1.3 Methodology and approach

The preparation of this IDP has been informed by the following key steps:

- consulting with the proponent, project consultants, and staff from Wollondilly Shire Council.
- Reviewing the feedback provided by staff from Wollondilly Shire Council in response to the IDP scoping report prepared for the proposal by GLN.
- review of the planning proposal documentation and relevant specialist studies and reports, including details of consultations with infrastructure agencies.
- Reviewing the existing local and State infrastructure contributions plans which are relevant to the site and region.



- listing the on-site and off-site infrastructure required to support the development, approximate cost, timing of delivery (linked to development staging), responsibility for delivery/funding and proposed ownership/maintenance responsibilities.

1.4 Assumptions and limitations

This IDP Scoping Report brings together information available at the time of drafting from the specialist studies and reports prepared for the scoping proposal, along with preliminary engagement with key infrastructure agencies regarding the infrastructure needs and provision for the proposal.

It is important to note the following assumptions and limitations when reviewing this IDP:

- IDPs are prepared in an iterative manner. The infrastructure requirements and proposals are based upon the draft master plan and supporting studies submitted with the planning proposal and may be subject to further refinement as the planning proposal is assessed and updated over time, including changes to infrastructure requirements, scope and staging.
- Further consultation with Council and infrastructure agencies may alter the timing and scope of the enabling infrastructure to support the proposal.
- The framework for determining and levying contributions for State and regional infrastructure and the identification of key regional infrastructure priorities remains unclear and could change during Council's consideration of the planning proposal.

1.5 Documents referenced in this report

The IDP overview is informed by the following specialist studies and planning and infrastructure reports that have been prepared to support the planning proposal:

Table 1 – Documents referenced in this report

Report	Author	Date
IDP Scoping Report	GLN Planning	September 2022
Master Plan Revision E and Urban Design Report	Hatch	May 2023
Service Infrastructure Assessment	LandPartners Surveyors and Planners	May 2023
Traffic and Transport Assessment	Ason Group	October 2022
Civil Scoping Report	Costin Roe	April 2023
Landscape Planning Proposal	Geoscapes	May 2023



2 Planning proposal and anticipated development

2.1 Site description

The site is approximately 108.2 hectares in size and is located within the Wilton Growth Area in south-western Sydney and contains the following properties:

- 10 Berwick Park Road
- 30 Berwick Park Road
- 25 Wilton Park Road
- 45 Wilton Park Road
- 55 Wilton Park Road
- 75 Wilton Park Road
- 85 Wilton Park Road
- 95 Wilton Park Road.

The site is strategically located adjacent to the junction of the M31 Hume Motorway and Picton Road, as shown in **Figure 1**, and is identified as “Employment Land Use (for further investigation)” within the existing planning framework that applies to the Wilton Growth Area.

Figure 1 - Site location



Source: Mecone Mosaic / GLN



2.2 Planning proposal and proposed development

The future planning proposal will seek to rezone the site from the existing RU2 Rural Landscape zone to an employment land use zone (IN1 General Industrial or equivalent).

The preliminary masterplan for the site is shown at **Figure 2** and includes approximately 55 hectares of land to be rezoned which can accommodate approximately 215,235m² of non-residential gross floor area (GFA) across twelve buildings. New and augmented utility, State and local infrastructure will need to be provided to support the development.

Figure 2 – Draft master plan



Source: Hatch



3 Infrastructure planning context

3.1 Infrastructure delivery process and mechanisms

Developer's role

Infrastructure requirements to support development are identified through the rezoning and subsequent development approval processes by State infrastructure agencies, public utility authorities, and the local council. The delivery strategy for infrastructure is confirmed at the development approval stage at which point the following considerations should be taken into account:

- Provision of the infrastructure required to directly serve a development area will usually be the developer's responsibility.
- Infrastructure that is either directly provided by the developer or the developer will arrange for its provision with the relevant infrastructure authority. Arranging provision may simply be the payment of a charge, contribution or levy to the authority (this is the case when the required infrastructure is outside of the developer's land, or the infrastructure serves multiple developments).

Consent conditions

Developers are required to meet the requirements through undertaking works, dedicating land and paying cash contributions to the relevant authority usually at some point in the subdivision application and certificate process or at the development application stage during the development approval phase.

Requirements are set out in development consents which include conditions that:

- require infrastructure works to be undertaken (either externally or on site to be incorporated in the development);
- include or refer to detailed requirements, such as works specifications; and
- identify the infrastructure authority responsible for certifying that the requirements of the consent condition have been met.

The developer may be required to enter into an agreement with an authority to ensure that any infrastructure physically delivered by a developer is fit for the purpose it was intended. Agreements also set out the conditions to be met before ownership of a completed infrastructure asset is transferred from the developer to the relevant authority.

Developer commitments to providing infrastructure may also be documented in a planning agreement negotiated with State or local government. Where such an agreement has been negotiated and an offer accepted by the planning authority, a consent condition will require the agreement to be entered into.



Table 2 shows the different mechanisms that can be used by planning authorities and consent authorities to require developments to make adequate provision for infrastructure to serve their developments.

Table 2 - Infrastructure delivery mechanisms

Mechanism	Brief description of mechanism
Direct developer provision	Conditions imposed on a DA consent under s4.17(1)(a) or (f) of the EP&A Act requiring the developer to (a) provide evidence (e.g. a compliance certificate) that satisfactory arrangements have been made with the relevant infrastructure agencies concerning the provision of utility infrastructure (whether provided directly on site or by a fee or charge), and (b) provide, replace or upgrade infrastructure needed as a result of a single development – e.g. roads and footpaths within a subdivision, new or upgraded intersections with the public road network to enable safe access to / from the site.
s7.11 contributions	A contribution of money or land imposed as a condition on a DA consent or complying development certificate. The contribution cannot be more than an amount that reflects the relationship (or nexus) between the development and the infrastructure which is the subject of the contribution. The contribution is applied to any public service or public amenity that is the local council's responsibility (excluding water and wastewater).
s7.12 fixed rate levies	Fixed-rate levy imposed as a condition on a DA consent or complying development certificate and applied by a council toward providing public services or public amenities (excluding water and wastewater). It is an alternative to a s7.11 contribution. Maximum levy rate is set by regulation and is generally 1% of the development cost.
s7.24 Special Infrastructure Contributions (SICs)	Contribution of money or land imposed as a condition on a DA consent or complying development certificate to be applied toward the provision of State or regional public infrastructure determined for a Special Contributions Area that is declared by the Minister for Planning.
Planning agreements (State and Local)	An agreement voluntarily negotiated between a developer and one or more planning authorities in which the developer commits to providing contributions of land, works and/or money for public purposes.

Source: GLN Planning

3.2 Infrastructure contributions reforms

The NSW Government publicly exhibited a package of infrastructure contributions reforms in late 2021 which were intended to deliver a contributions system which is more certain, efficient, simple, transparent and consistent. The reforms were the practical implementation of the twenty-nine recommendations identified in the NSW Productivity Commissioner's review into the infrastructure contributions system and proposed legislative changes via the *Environmental Planning and Assessment Amendment (Infrastructure Contributions) Bill 2021* and accompanying regulation (which has yet to be passed) and other policy changes.

In September 2022 the NSW Government announced that the components of the reforms which were reliant upon the passing of the Bill and Regulation would **not** be progressed at this stage, inclusive of the following reforms which could have applied to the proposed employment land rezoning of the Altis site:



- **Regional infrastructure contributions (RIC)** – the proposed RIC was intended to replace the existing Special Infrastructure Contributions (SIC) system and would have applied to a much broader area than the current SICs, encompassing the Greater Sydney, Lower Hunter, Central Coast and Illawarra-Shoalhaven regions. The RIC proposed to levy a base contribution on industrial development at a rate of \$15/m² of gross floor area (GFA) and a Strategic Biodiversity Component (SBC) contribution at a rate of \$15/m² of GFA, with potential additional contributions under the Transport Project Component (TPC). This approach represented a shift away from the draft Wilton SIC which levies contributions on residential development only and does not levy contributions on employment land development.

The following reforms do not require legislative change to be implemented:

- **Alignment of planning proposals and the preparation of contributions plans** – these reforms required the planning proposal authority to prepare and exhibit a draft contributions plan alongside the planning proposal. Separate to the reforms, the NSW Government has updated its LEP making guidelines to require up-front consideration of infrastructure demand and mechanisms for delivery early in the planning proposal process. This IDP and supporting information is being prepared to provide Council with the necessary infrastructure contributions context to support the preparation of contributions plan amendments and/or planning agreements, and is therefore consistent with this objective.
- **Essential works list (EWL) and benchmark costs** – The Independent Pricing and Regulatory Tribunal (IPART) exhibited a revised suite of benchmark costs for infrastructure delivery, “efficient design” principles for infrastructure delivery, and changes to the EWL relating to community infrastructure. The introduction of the changes to the EWL have been postponed until at least July 2025, when a review of the proposals will take place.

3.3 Existing local and State / regional infrastructure plans

Local infrastructure contributions plans

Wollondilly Contributions Plan 2020 commenced on 1 July 2020 and applies to the entire Wollondilly LGA, including the subject site. It identifies infrastructure to support the forecast growth across the LGA to 2036 and beyond.

The subject site lies within “Area B – Wilton Growth Area”. Under the plan, development located in Area B is required to contribute towards the cost of various public services and amenities within Area B.

The contributions plan work map is shown at **Figure 3** and the associated works schedule does not include any works items located on or in close proximity to the subject site. However, the plan levies contributions on Employment Land development within Area B towards the cost of roads and transport works and land acquisition and the management and administration of the plan at a rate of **\$33,111 per hectare** indexed to March 2023.

Wollondilly Contributions Plan 2020
Area B - Wilton Growth Area Map 004

Transport
 Roads, Roundabouts, Signals
 BGVPA
 WVPA

Open Space
 Active - Playing Fields
 Passive - Local Park
 Passive - Neighbourhood Park
 Hilltop Park
 Landscaped Corridor
 Urban - Town Centre
 BG Local Open Space
 Bingara VPA
 Walker VPA
 Community Facilities

Land
 Urban Land
 Employment Land and Potential Employment Investigation

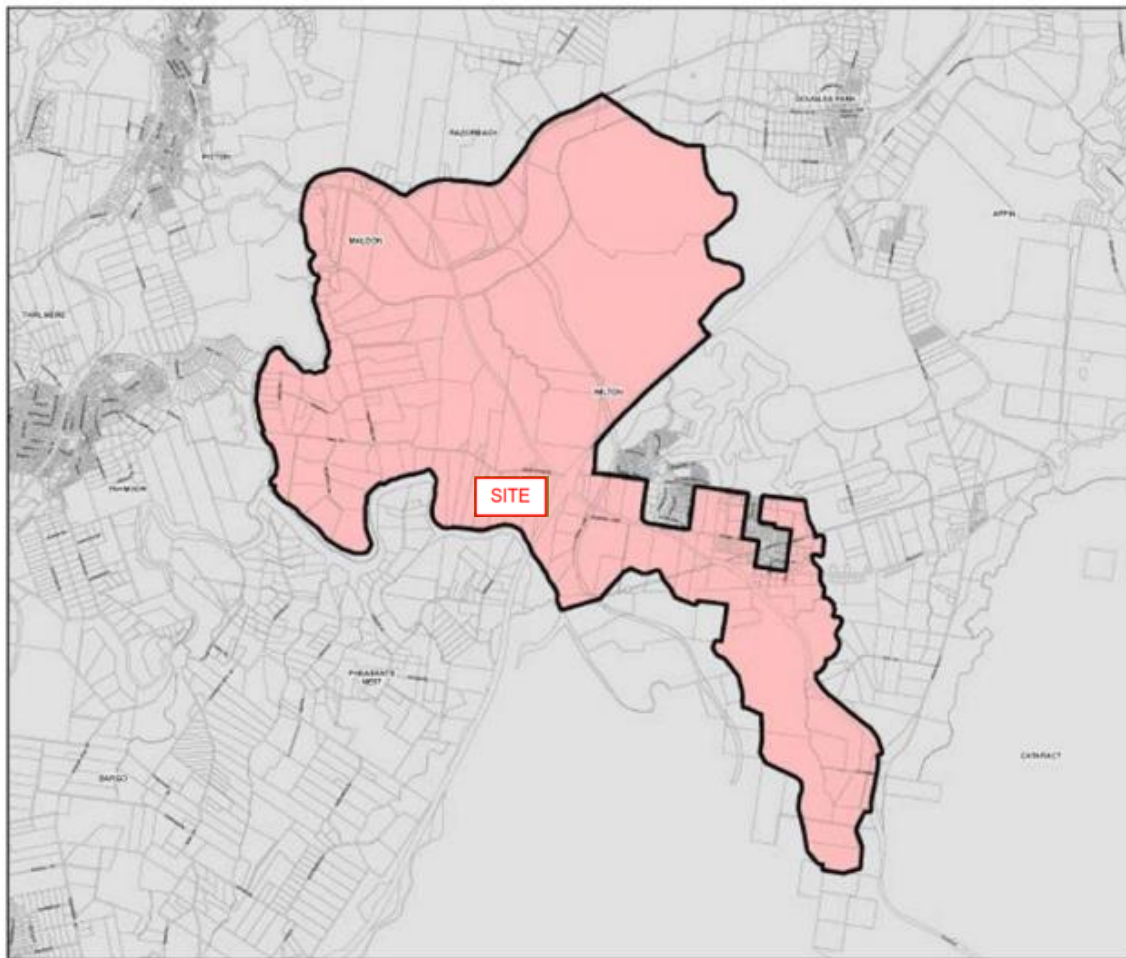
Map Labels:
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State and regional contributions plans

In 2018 the NSW Government exhibited the draft Wilton Special Infrastructure Contribution (**SIC**) which is intended to apply to the land as shown in **Figure 4**. The subject site is located within the draft SIC area. However, at the date of this report, the draft SIC is yet to be adopted.



Figure 4 – Draft Wilton SIC land application map



Source: Department of Planning and Environment

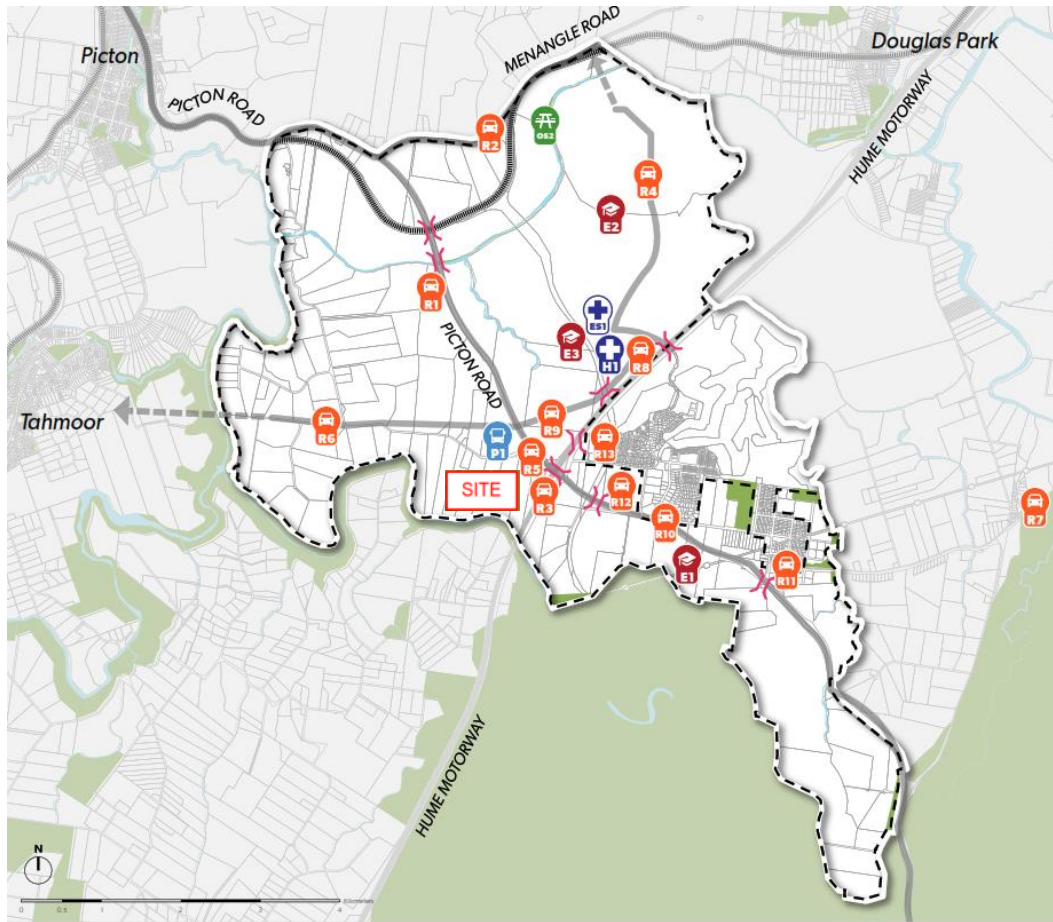
The draft Wilton SIC identified several key transport infrastructure upgrades to support the forecast growth within the Wilton Growth area, including the following upgrades near the subject site which will significantly increase the capacity of the regional road network:

- R1 – Picton Road upgrade – widening to four lanes
- R3 – Hume Motorway /Picton Road interchange upgrade
- R5 – Picton Road east and west of interchange – widening to six lanes
- R6 – West Wilton sub-arterial with potential future Tahmoor link
- R9 – Sub-arterial from MBD Crossing to Picton Road

The location of this infrastructure is shown in **Figure 5** overleaf.



Figure 5 - location of draft Wilton SIC infrastructure



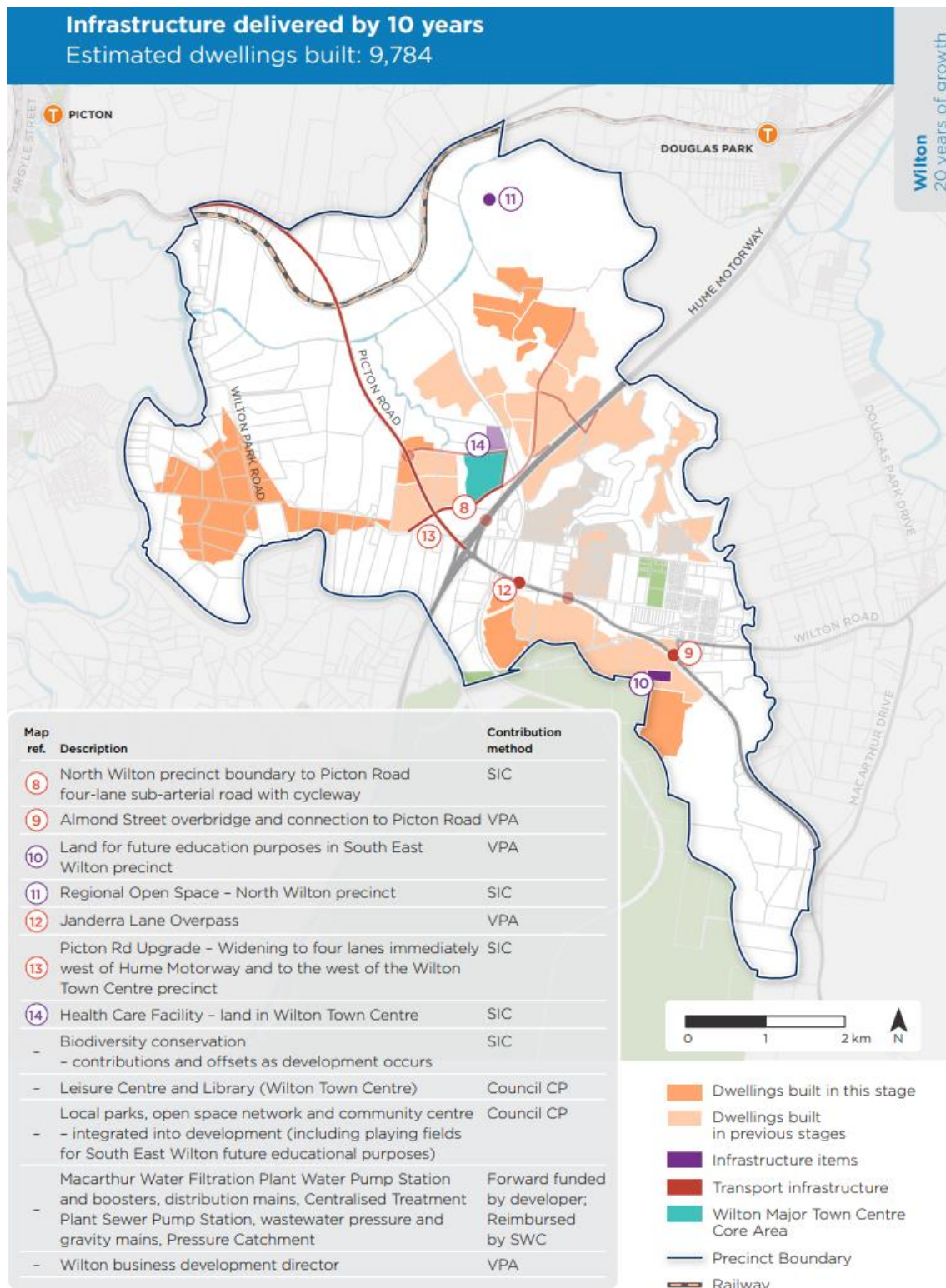
Source: Department of Planning and Environment

In November 2018 the DPE published *“Wilton: Building a great new town”* which identified the infrastructure required to support the future Wilton Town Centre and includes the road network upgrades identified in the draft SIC. The publication includes maps and schedules which link the delivery of infrastructure upgrades to timing thresholds. An extract of the map and schedule for the 10 year threshold is shown at **Figure 6** and the map and schedule for the 20 year threshold is shown at **Figure 7**. **Items 13, 23 and 27** are relevant to the proposed development and provide greater detail to item **R6 – West Wilton sub-arterial with potential future Tahmoor link** as shown in the draft SIC, including the likely future alignment of this road and its interface with the subject site.

The timing and design of R5 and the components of R6 (Items 13, 23 and 27 in *“Wilton – Building a great new town”*) is discussed further under **Sections 4.2 and 4.3** of this report.

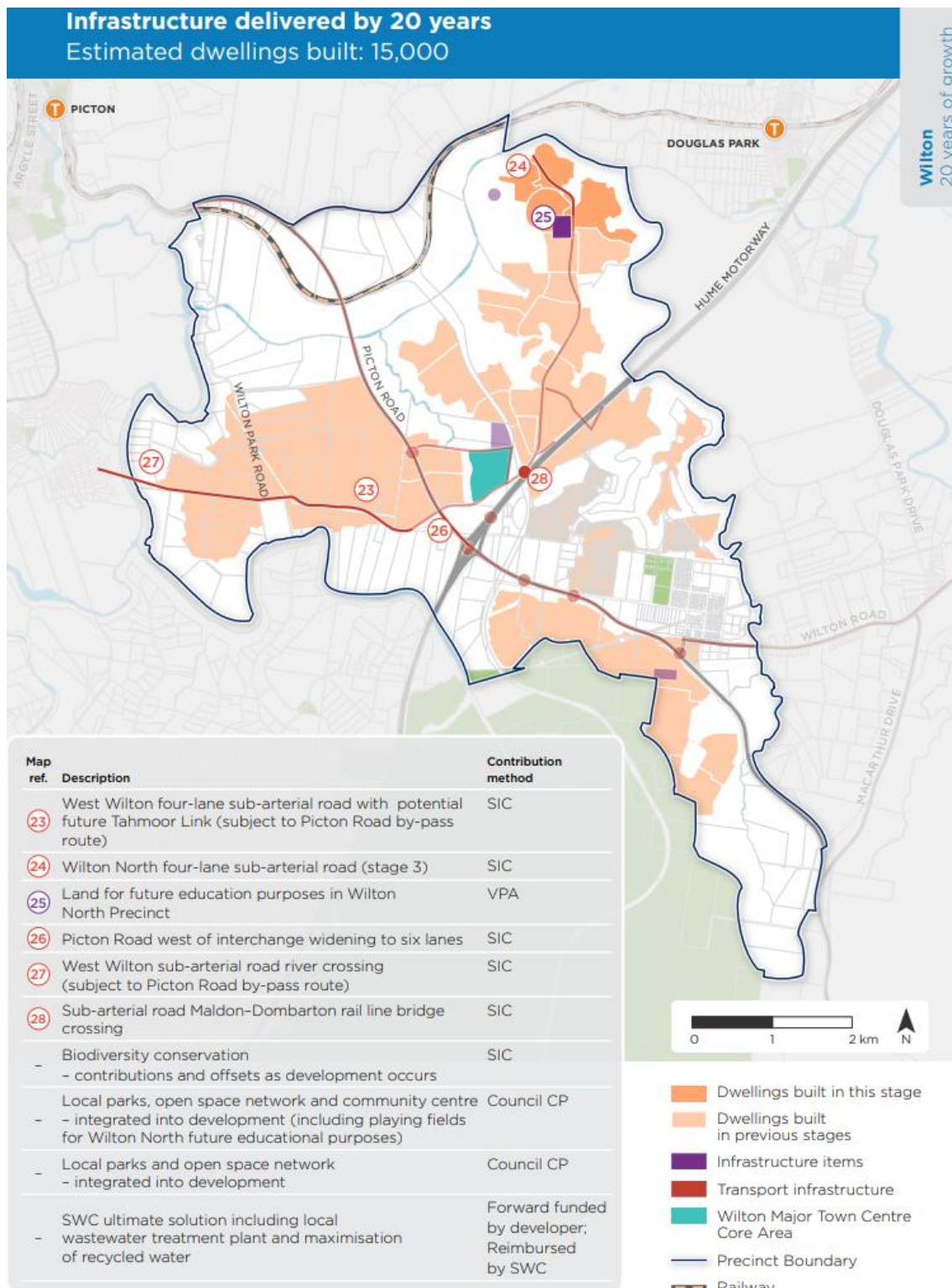
As noted in Section 3.2 of this report, the NSW Government’s proposed contributions reforms and the introduction of a RIC is not progressing, and it is currently unclear whether the draft Wilton SIC will be adopted. Notwithstanding the above, the NSW Government are utilising the draft Wilton SIC as the baseline for infrastructure requirements for Wilton, and it is reasonable to assume that the NSW Government will seek to formalise a State/regional infrastructure contributions mechanism for Wilton in the near future.

Figure 6 - Wilton Town Centre infrastructure delivered by 10 years



Source: Department of Planning and Environment

Figure 7 - Wilton Town Centre infrastructure delivered by 20 years



Source: Department of Planning and Environment



4 Infrastructure requirements

4.1 Utility / site servicing infrastructure

The Service Infrastructure Report prepared by LandPartners for the planning proposal identifies the existing and required enabling infrastructure and services to support the proposed development and contains advice from key infrastructure authorities.

Potable water

Altis forecasts that Stage 1 of the proposed development could be operational in 2026, with the development completed and fully developed by 2030.

The site is currently not serviced by the Sydney Water potable water network. Progress has begun on the delivery of potable water infrastructure to Stage 1 of Wilton and these works would be extended to service the Stage 2 West Wilton area by 2030.

To meet the potable water requirements of the site by 2026, either of the following could occur:

- Connection to potable water mains proposed for North Wilton; or
- If North Wilton is delayed, the construction of potable water mains from South East Wilton

Recycled water

Sydney Water have advised that recycled water will be available to service the development. This is expected to be a by-product of the wastewater treatment plant recently purchased from Lend Lease by Sydney Water in the Wilton East/Bingara Gorge precinct. Altis will be required to provide recycled water mains as part of the proposed development.

Waste water

As noted above, Sydney Water have acquired the wastewater treatment plant in Wilton East/Bingara Gorge and it is expected to be expanded to cater for increased growth in the Wilton growth area. Wastewater can be conveyed to this facility via either a pressure sewer system or a Sewer Pump Station (SPS) and associated rising main. The location of wastewater infrastructure and the preferred option will need to be confirmed through further discussions with Sydney Water during the detailed design phase.

Electricity and gas

A technical review by Endeavour Energy has identified that there is spare capacity at the existing Wilton Zone Substation (ZS) however the feeder that would supply the proposed development is insufficient to cater for the proposed demand. Endeavour Energy have advised that at least two 11kV feeders will be required from the ZS to the development.

Jemena have previously advised during the exhibition of the planning package for the Wilton Priority Growth Area that it is highly unlikely that natural gas supply will be provided to the area, and this will not be pursued further via the proposal.



Telecommunications

There is limited existing telecommunications infrastructure within the western side of the Wilton Growth Area. It is anticipated that the NBN servicing will be provided by NBN Co as part of their Telecommunications In New Developments (TIND) policy.

4.2 State and regional infrastructure

Transport and access

Section 3.1 of this report notes that several key road upgrades have been identified under the proposed Wilton SIC and *“Wilton – Building a great new town”* which will service a regional transport function and will support the growth envisaged in the Wilton Town Centre and the broader Wilton Growth Area. In addition, detailed design work for Picton Road and the interchange of Picton Road and the M31 Hume Motorway are currently underway.

The key findings of the Traffic and Transport Assessment prepared by Ason Group are summarised as follows:

- The signalised intersections in the study network are expected to continue to operate with acceptable delays with the additional background traffic up to 2026, being targeted as a potential ‘opening year’ for development of the subject site.
- The existing network geometry at Picton Road / Wilton Park Road intersection will not be able to support the demand of background traffic volume and development traffic for the expected project opening year of 2026.
- An upgrade of the Picton Rd / Wilton Park Rd intersection to a new roundabout has been assessed and determined to be able accommodate the projected traffic demand and satisfactorily mitigate the above delays. SIDRA analysis of the network with this upgrade demonstrates that the upgraded geometry at Picton Road / Wilton Park Road will be able to support the demand of background and development traffic and will continue to operate satisfactorily under a sensitivity analysis using conservatively higher traffic generation rates.
- The existing Level of Service (LOS) for the Hume Motorway / Picton Road interchange is F in the PM peak under this sensitivity analysis in its existing geometry without further upgrades. The proposed development will result in a proportionally minor increase in vehicle movements and will have a marginal impact on the operation of this interchange. This is considered acceptable noting that precinct-wide strategic modelling for the Picton Road Upgrade and Wilton Town Centre rezoning is planning to upgrade this intersection in the future, and infrastructure planning has considered development of the subject site(s). Therefore, it is expected that future upgrade of the interchange can accommodate the background growth and development traffic.
- The increase in traffic resulting from the proposed development is relatively minor in the context of the overall traffic generated from the development of the Wilton Growth Area. An initial upgrade to the intersection of Picton Road and Wilton Park Road to a roundabout would, in isolation, be sufficient to cater for the increased demand generated by the



development. The future/ultimate upgrade to this intersection, along with any associated realignment/relocation of the intersection, is beyond the scope of this planning proposal.

Notwithstanding that the proposed SIC does not levy contributions on non-residential development, in recent times DPE has required contributions towards State and regional infrastructure through the development approval process where it has been demonstrated that a development proposal contributes to the demand for the new or upgraded infrastructure.

Draft SIC item R6 (comprising Items 13, 23 and 27 in *“Wilton – Building a great new town”*) includes the realignment of the eastern extent of Wilton Park Road so that it connects between a future intersection on Picton Road which accesses the Wilton Town Centre, and the existing local road network in proximity to the proposed vehicular entrance to the proponent’s site as shown with a blue star on **Figure 8 below**. There is an opportunity for the construction of permanent roundabout and lead-in roadworks which are designed and constructed to the ultimate alignment of future Items 13 and 23 and to seek a credit/offset against contributions towards State and regional infrastructure.

However, if there is no opportunity to obtain credits/offsets against State and regional infrastructure contributions, it is not proposed that the permanent/ultimate intersection configuration is constructed as part of this proposal.

Figure 8 - Future roundabout location



Source: Department of Planning and Environment with GLN mark-up



Further, it is understood that the planning for the upgrade of the interchange of Picton Road and the M31 Hume Motorway and the TfNSW submission to the planning for the Wilton Town Centre identified a small portion at the east of the site as future potential SP2 zoned land to support the interchange upgrade. Subject to confirmation of the amount of land required for this purpose, the opportunity exists to negotiate the dedication of this land to the NSW Government as an additional credit/offset against a contribution towards State and regional infrastructure.

Future discussions are proposed between the proponent, Wollondilly Shire Council, TfNSW and DPE to clarify the timing, mechanisms for delivery and contributions/offsets towards these upgrades.

4.3 Local infrastructure

Transport and access

The key findings of the Traffic and Transport Assessment prepared by Ason Group largely relate to the how the site contributes towards traffic volumes which used the regional road network, including Picton Road and the interchange between Picton Road and the M31 Hume Motorway.

However, it is noteworthy that the Assessment proposes interim upgrades for Wilton Park Road and Berwick Park Road which includes the intersection between the future internal road and Wilton Park Road, the intersection with Wilton Park Road and Picton Road, and an interim upgrade to Wilton Park Road and Berwick Park Road itself which includes upgraded pavement, kerb and gutter and footpaths along the frontage of the site.

The Infrastructure Schedule included in **Section 6** of this report has noted the requirement for intersection upgrades to support the proposed development, but indicates that the details will be subject to further refinement.

Water cycle management

The Civic Scoping Report prepared by Costin Roe identifies how the site can be serviced by an appropriate water cycle management system and framework. It is expected that the water cycle management system strategy will be further refined during the course of the planning proposal along with further consideration of asset ownership and maintenance as noted in **Section 5** of this report.

Public domain, pedestrian paths and bushfire/emergency access paths

The Landscape Masterplan prepared by Geoscapes (included as **Appendix A**) identifies the public domain embellishment, pedestrian paths and bushfire/emergency access paths that will be undertaken as part of the development. The proposed asset ownership and maintenance responsibilities are discussed in **Section 5** of this report.

5 Infrastructure delivery, ownership and maintenance

The proposed post-development local infrastructure ownership and maintenance responsibility regimes across the development include Altis, Wollondilly Shire Council, and a body corporate/community scheme. It is noteworthy that Altis proposes that all of the infrastructure within the site apart from the internal road network will be owned and maintained under a body corporate/community scheme.

Table 3 shows the local infrastructure to be delivered via the proposal and the proposed post-development ownership and management arrangements which will be subject to further discussion between Altis and Council.

Table 3 – Local infrastructure delivery and post-development management arrangementsⁱ

Local infrastructure type	Delivery mechanism	Ownership post-delivery	Maintenance costs responsibility following defect liability period
Internal roads	Conditions of consent	Council	Council
Intersection upgrade – internal access road and Wilton Park Road (interim upgrade)	Conditions of consent	Council	Council
Intersection upgrade – internal access road and Wilton Park Road (ultimate arrangement)	Conditions of consent / VPA*	Council	Council
Intersection upgrade – Picton Road and Wilton Park Road (interim upgrade)	Conditions of consent	TfNSW	TfNSW
Wilton Park Road and Berwick Park Road	Conditions of consent	Council	Council
Water cycle management	Conditions of consent / VPA	Body corporate/community scheme	Body corporate/community scheme



Local infrastructure type	Delivery mechanism	Ownership post-delivery	Maintenance costs responsibility following defect liability period
Cumberland Plain Conservation Plan land	TBC	Altis or NSW Government	TBC
Open space, plaza and pedestrian connections, pedestrian and bushfire/emergency access paths	Conditions of consent / VPA	Body corporate/community scheme	Body corporate/community scheme

Source: GLN Planning

*Delivery of ultimate arrangement for intersection upgrade subject to inclusion in State VPA

6 Infrastructure schedule

6.1 Local infrastructure schedule

Table 4 – Local infrastructure schedule

Description	Qty	Responsibility for delivery	Mechanism for delivery	Future asset owner	Staging / priority
Transport and Access					
Internal local roads	TBC	Altis	Delivered via conditions of development consent	Wollondilly Shire Council	Delivered in conjunction with the development
Intersection of internal road and Wilton Park Road - interim arrangement	1	Altis	Delivered via conditions of development consent	Wollondilly Shire Council	Delivered in conjunction with the development
Upgrade of Wilton Park Road and Berwick Park Road – interim arrangement – including kerb and gutter, footpaths to site frontage	1	Altis	Delivered via conditions of development consent	Wollondilly Shire Council	Delivered in conjunction with the development
Upgrade of Wilton Park Road and Berwick Park Road – ultimate arrangement	1	Developers of West Wilton or Wollondilly Shire Council	Condition of development consent for future developer in West Wilton – potential offset against state contributions. Alternatively, these works could be delivered by the developers of West Wilton or the NSW Government.	Wollondilly Shire Council	TBC – subject to timing of future development in West Wilton

Description	Qty	Responsibility for delivery	Mechanism for delivery	Future asset owner	Staging / priority
Open space and recreation					
Open space, plazas and connections	TBC	Altis	Embellishment works delivered by the proponent via a voluntary planning agreement.	Body corporate / community scheme	Delivered in conjunction with the development
Paths and bushfire/emergency access trails	TBC	Altis	Embellishment works delivered by the proponent via a voluntary planning agreement.	Body corporate / community scheme	Delivered in conjunction with the development
Riparian corridors and CPCP land	TBC	Altis	The CPCP will either remain in Altis' ownership or be transferred to the NSW Government via negotiation – subject to further discussion.	Altis or NSW Government	TBC
Water cycle management					
Delivery of an integrated water cycle management system throughout the development	TBC	Altis	Works delivered by the proponent via a voluntary planning agreement.	Body corporate /community scheme	Delivered in conjunction with the development

6.2 State and regional infrastructure schedule

Table 5 – State and regional infrastructure schedule

Description	Qty	Responsibility for delivery	Mechanism for delivery	Future asset owner	Staging / priority
Transport and Access					
Intersection of internal road and Wilton Park Road - ultimate arrangement (potential SIC item)	1	Altis, developers of West Wilton , NSW Government	Potential for inclusion in State VPA between and NSW Government with offset against state contributions. Alternatively, these works could be delivered by the developers of West Wilton or the NSW Government.	Wollondilly Shire Council	TBC – subject to negotiation of State VPA or the timing of future development in West Wilton
Intersection of Wilton Park Road and Picton Road - interim arrangement	1	Altis	Condition of development consent and included in voluntary planning agreement	TfNSW	2026
Intersection of Wilton Park Road and Picton Road - ultimate arrangement	1	TfNSW/other developer	Delivered by TfNSW or future developer – funded by SIC	TfNSW	TBC
Upgrade of Picton Road	1	TfNSW	Delivered by TfNSW – funded by SIC	TfNSW	TBC
Dedication of potential SP2 Infrastructure zoned land to facilitate widening of Picton Road	1	Altis (if land is required)	The road widening land, if required, will be dedicated to TfNSW to partially or fully offset contributions towards state/regional infrastructure.	TfNSW	TBC
Site servicing					

Description	Qty	Responsibility for delivery	Mechanism for delivery	Future asset owner	Staging / priority
Electricity - 11kV feeders	2	Altis/asset owner	Constructed by Altis	Endeavour Energy	Required to support Stage 1 of the development (approx. 2026)
Water - Trunk mains	1	Altis/asset owner	Constructed by Altis under reimbursable works arrangement with Sydney Water	Sydney Water	Required to support Stage 1 of the development (approx. 2026)
Sewer - may include SPS, rising main, or pressure feed TBC	1	Altis/asset owner	TBC – final scheme to be agreed with Sydney Water	Sydney Water	Required to support Stage 1 of the development (approx. 2026)
Telecommunication - lead in and reticulation	TBC	Altis/asset owner	TBC – arrangements to be agreed with NBN Co.	TBC – likely NBN Co.	Required to support Stage 1 of the development (approx. 2026)



APPENDIX A: LANDSCAPE MASTERPLAN

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