



INFRASTRUCTURE DELIVERY PLAN – WEST GABLES

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Infrastructure Delivery Plan – West Gables

Stockland Development (NSW) Pty Ltd and Allam Property Group

Prepared for

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Executive Summary

Stockland Development (NSW) Pty Ltd and Allam Property Group (jointly the **proponents**) are preparing a planning proposal to rezone land adjacent to The Gables located in The Hills LGA. The site is known as 93-105 & 109-113 Old Pitt Town Road, 1, 2 & 4 Cataract Road and 145 & 151 Boundary Road, Gables NSW – known collectively as West Gables (**the site**).

The master plan accompanying the proposal envisages a staged development of the site to ultimately accommodate between 1,200 and 1,300 low density dwellings.

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

This West Gables Infrastructure Delivery Plan (IDP):

- describes the required infrastructure by infrastructure type and responsibility,
- sets out how the infrastructure will be provided and the legislative mechanisms that can be used to ensure they are provided,
- outlines a preliminary staging schedule for the infrastructure that aligns with the development of the land for housing and other purposes,
- identifies the local infrastructure that may be included in a planning agreement negotiated between the developers and the Council, which is the recommended option for the provision of on-site local infrastructure and contributions towards off-site local infrastructure required by the development, underpinned by a site-specific local contributions plan prepared by the Council, and
- outlines 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.

The IDP has been requested by the Council to assist it in its consideration of whether to support 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 for the planning proposal, and therefore, 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.

1 Background

1.1 Introduction

GLN Planning was engaged to prepare an infrastructure delivery plan (**IDP**) for the West Gables site.

The West Gables is located within The Hills Local Government Area (**LGA**) and comprises a total of 78 hectares of land as shown in **Figure 1**.

The IDP is to accompany a planning proposal for the site. The proposal seeks a rezoning of the land to enable its future development for urban purposes and is discussed in more detail in **Section 2**.



Figure 1 – The West Gables site

Source - Urbis

1.2 IDP purpose and scope

The primary purpose of this IDP is to support the Council's assessment of the planning proposal. It does this by:

- providing an overall picture of the infrastructure needed (both on-site and off-site) to support the proposed West Gables development, and
- proposing how the site's local infrastructure will be provided and maintained into the future.

The core of the IDP is a schedule of proposed infrastructure, that is intended to:

- assist the proponents in making future planning agreement offers to Council for the provision of local infrastructure (which may include undertaking works, the dedication of land or the payment of monetary contributions) required to support the development envisaged by the planning proposal,
- assist Council and other infrastructure providers identify inclusions when negotiating agreements with the developers for the provision of infrastructure, and
- provide the basis for an underlying site-specific contributions plan prepared by the Council.

The IDP and infrastructure schedule also address the following:

- proposed responsibilities and mechanisms for the delivery of the required infrastructure,
- proposed infrastructure ownership and maintenance responsibilities following the delivery of the infrastructure, and
- likely staging of the urban development on the site, to inform the alignment and timing of the components of the proposed infrastructure network.

The IDP does not include cost estimates for the infrastructure required to support the proposed development given the likelihood that further refinement will be required to address matters raised during the assessment of the planning proposal by Council. The proponents will provide the Council with further details during the planning proposal process to inform future planning agreement offers from the proponents and support the future preparation of a site-specific contributions plan by Council of for the delivery of local infrastructure to support the proposed development.

The Hills Council staff have been consulted and have provided advice on what the IDP should address. This advice has been taken into consideration in the preparation of this document.

1.3 Documents referenced in this report

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

Table 1 - Documents referenced in this report

Supporting Report	Prepared by	Ref and dated
Planning Proposal	Urbis	June 2023
Urban Design Report and Indicative Layout Plan	Urbis	June 2023
Social Infrastructure Needs Assessment	Urbis	January 2022
Traffic Impact Assessment Report	Positive Traffic	December 2022
The Gables Services Infrastructure Plan	Enspire	December 2022

Supporting Report	Prepared by	Ref and dated
Water Cycle Management and Flood Management Strategy	Enspire	December 2022
Bushfire Strategic Study	Blackash Bushfire Consulting	November 2022
Biodiversity Certification Assessment Report	EcoLogical Australia	December 2022

1.4 Methodology and approach

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

- Consulting with the proponent and staff from The Hills Council.
- Review of the planning proposal documentation and relevant specialist studies and reports, including details of consultations with infrastructure agencies.
- Reviewing and confirming the proposed residential development dwelling yield, forecast dwelling occupancy rates and total population on the planning proposal site.
- 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, and determine the timing of delivery (linked to development staging), responsibility for delivery/funding and proposed ownership/maintenance responsibilities.

1.5 Assumptions and limitations

This IDP brings together the information currently available from the specialist studies and reports prepared for the West Gables planning proposal, along with the results of 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:

- 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 infrastructure and the identification of key regional infrastructure priorities is uncertain, as the site is located outside an adopted Special Infrastructure Contribution (SIC) area, but may be subject to a Housing and Productivity Contribution (HAP Contribution) as discussed in greater detail in **Sections 3.3.2 and 3.4.2** of this report.

2 Planning proposal and anticipated development

2.1 The site and surrounding development

The West Gables site is located on the far western side of The Hills LGA as shown in **Figure 2**. It adjoins Boundary Road to the west. The Gables form the northern and eastern boundary and is being delivered by Stockland.



Figure 2 - West Gables location

Source – SIXmaps with GLN mark-up

The southern boundary is along Old Pitt Town Road and the land south of Old Pitt Town Road is the Box Hill Precinct that is part of the greater North West Growth Area experiencing significant residential development.

2.2 The proposal

A planning proposal has been prepared which seeks to rezone the site to allow urban development and complementary land uses in accordance with the vision and draft concept plan shown in **Figure 3** in this report. The vision for the site includes:

- open space including a mix of active and passive open space and riparian corridors,
- integration of ecological corridors into the open space network,
- between 1,200 and 1,300 low density dwellings.

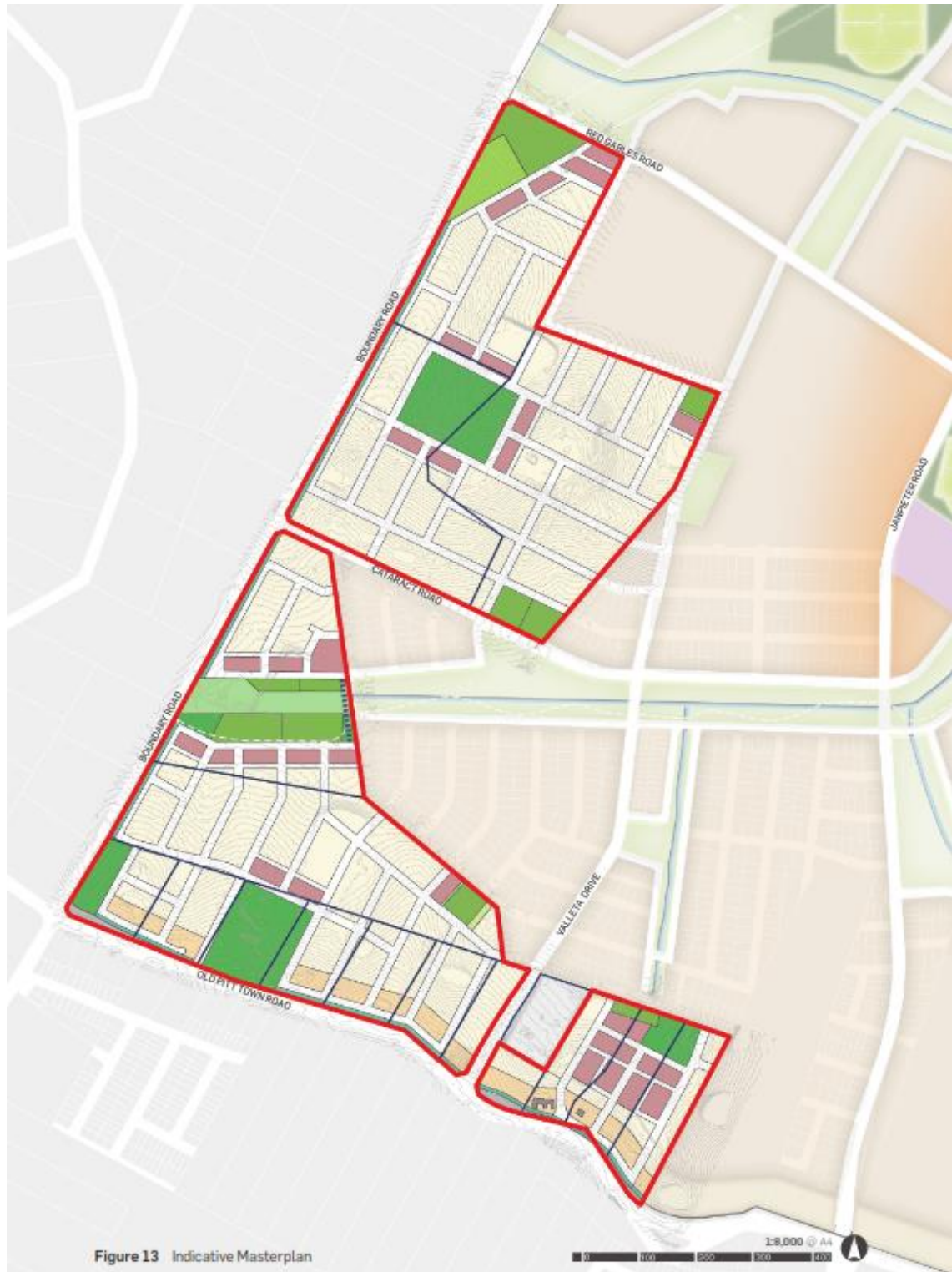


Figure 3 - Draft West Gables Master Plan

Source – Urbis



2.1 Anticipated development and population

A total of between 1,200 and 1,300 dwellings are expected to be ultimately developed on the site within various lot sizes. The Social Infrastructure Needs Assessment notes that according to Forecast.id, the Box Hill Statistical Area (which includes the suburbs of Box Hills and Gables establishes a forecast occupancy rate of 3.41 residents per dwelling in 2036. This results in an estimated population of approximately 4,400 residents.

2.2 Development staging

An indicative draft staging and sequencing plan is shown in **Figure 5**, noting that the proposed staging and sequencing of development (and the corresponding delivery of infrastructure) may continue to be refined and updated throughout the planning proposal process.

The West Gables development is proposed to be delivered across six stages which will facilitate the sequential and logical development of the site having regard for key road connections and upgrades, the delivery of site servicing infrastructure including potable water and wastewater, electricity, and telecommunications.

Development will commence in **Stage 1A and 1B**. Stage 1A is in the north-western part of the site fronting Boundary Road. Stage 1B is in the southern-western part of the site. Both stages will include residential development, open space area, water management and the internal local roads.

Stages 2, 3 and 4 are also located adjacent to Boundary Road on the eastern side of the road.

Stage 5 finalises the proposed residential development in the north-western corner of the site adjacent to Boundary Road.

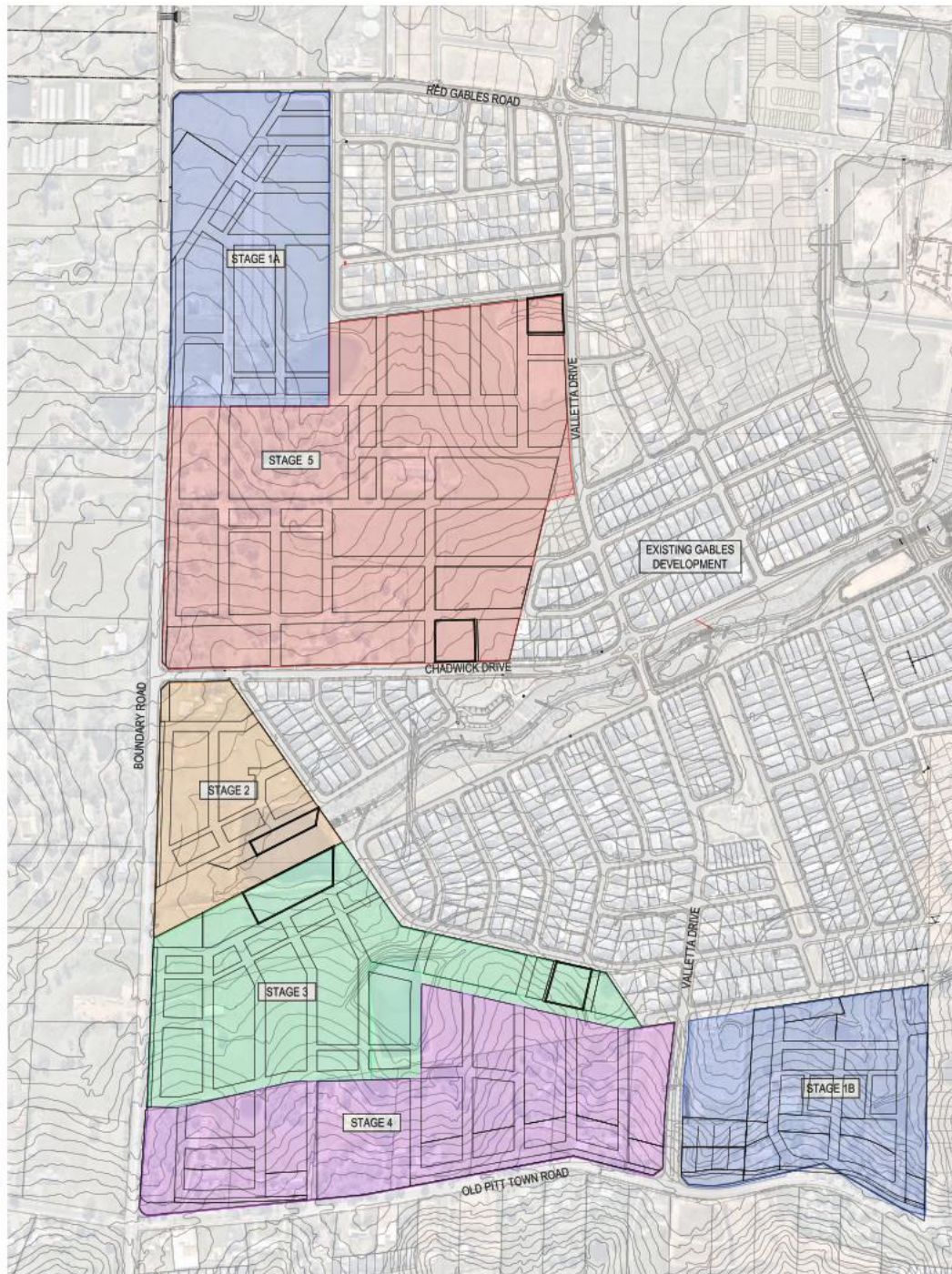


Figure 4 - Draft West Gables staging plan

Source – Enspire Services Infrastructure Plan 2023

3 Infrastructure planning context

3.1 Greenfield development infrastructure

The site has historically been used for rural activities with no enabling and supporting infrastructure provided to support the development of the site, and is therefore described in planning and infrastructure terms as a “greenfield” development site.

The site will therefore require a full range of infrastructure so that it can become an urban area.

Table 2 shows the generic infrastructure needs for a greenfield development such as West Gables. It shows whether such infrastructure is located within or outside the development site. The location has implications for how new infrastructure or upgrade(s) may be done – i.e. through developer works or monetary contribution. It also shows whether the infrastructure is driven by the development of the land itself, or by the incoming population.

Table 2 - Infrastructure required to support greenfield development

Infrastructure type	Location(s)	Infrastructure to support the subdivision and development of land	Infrastructure to support the future population
Water and waste-water supply			
Sewage treatment plants, sewage pumping stations, sewer rising mains, sewer reticulation, reservoirs, water gravity mains, potable and recycled water reticulation	On and off site	✓	
Energy and telecommunications			
National Broadband Network, electricity sub stations, feeder transmission lines, electricity reticulation and street lighting	On and off site	✓	
Stormwater management		✓	
Flood levees, pipes and pits, detention basins, bioretention facilities, gross pollutant traps, drainage channels, swales, culverts, bridges, on-lot detention basins, rainwater tanks	Generally on site	✓	
Transport			
Arterial roads, sub arterial roads, arterial intersection, arterial road widening	On perimeter or off site	✓	
Local roads, collector roads, road widening, intersection treatments, traffic management devices,	Generally on site or on site perimeter	✓	

Infrastructure type	Location(s)	Infrastructure to support the subdivision and development of land	Infrastructure to support the future population
Car parking, footpaths, street trees, shared pedestrian and cycleways	Generally on site		✓
Bus shelters, bus facilities, passenger rail facilities	On and off site		✓
Social infrastructure			
Schools, hospitals, emergency services, justice services, medical centres	Mainly off site		✓
Multi-purpose community floor space, libraries and cultural facilities, community services	On and off site		✓
Local parks, playgrounds, picnic shelters, amenities blocks, playing fields, outdoor courts, skate parks, passive recreation, walking trails	On and off site		✓

Source – GLN Planning

3.2 Infrastructure delivery process and mechanisms

Infrastructure requirements for a greenfield development area are identified by State infrastructure agencies, public utility authorities, and the local council during the rezoning stage.

Developer's role

Provision of the infrastructure required to directly serve a greenfield development area will usually be the developer's responsibility.

Infrastructure is either directly provided by the developer or the developer will arrange its provision by 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.

Requirements are set out in development consents for successive stages of a greenfield development. These consents include conditions that:

- require infrastructure works to be undertaken,
- include or refer to detailed requirements (such as works specifications), and

- identify the specific 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, which may be entered into at or following rezoning of the land. 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 3 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 3 - infrastructure delivery mechanisms

Mechanism	Brief description of mechanism
Direct developer provision	Conditions imposed on a development consent under s4.17(1)(a) or (f) of the EP&A Act requiring the developer to: <ul style="list-style-type: none"> (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 residential 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 development 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 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 development 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 development cost.
S7.24 Special Infrastructure Contributions (SICs)	Contribution of money or land imposed as a condition on a development 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 the one or more planning authorities in which the developer commits to providing contributions of land, works or money for public purposes.

Source – GLN Planning

Figure 5 shows a flow-chart of the process for planning, funding and delivering greenfield development infrastructure.

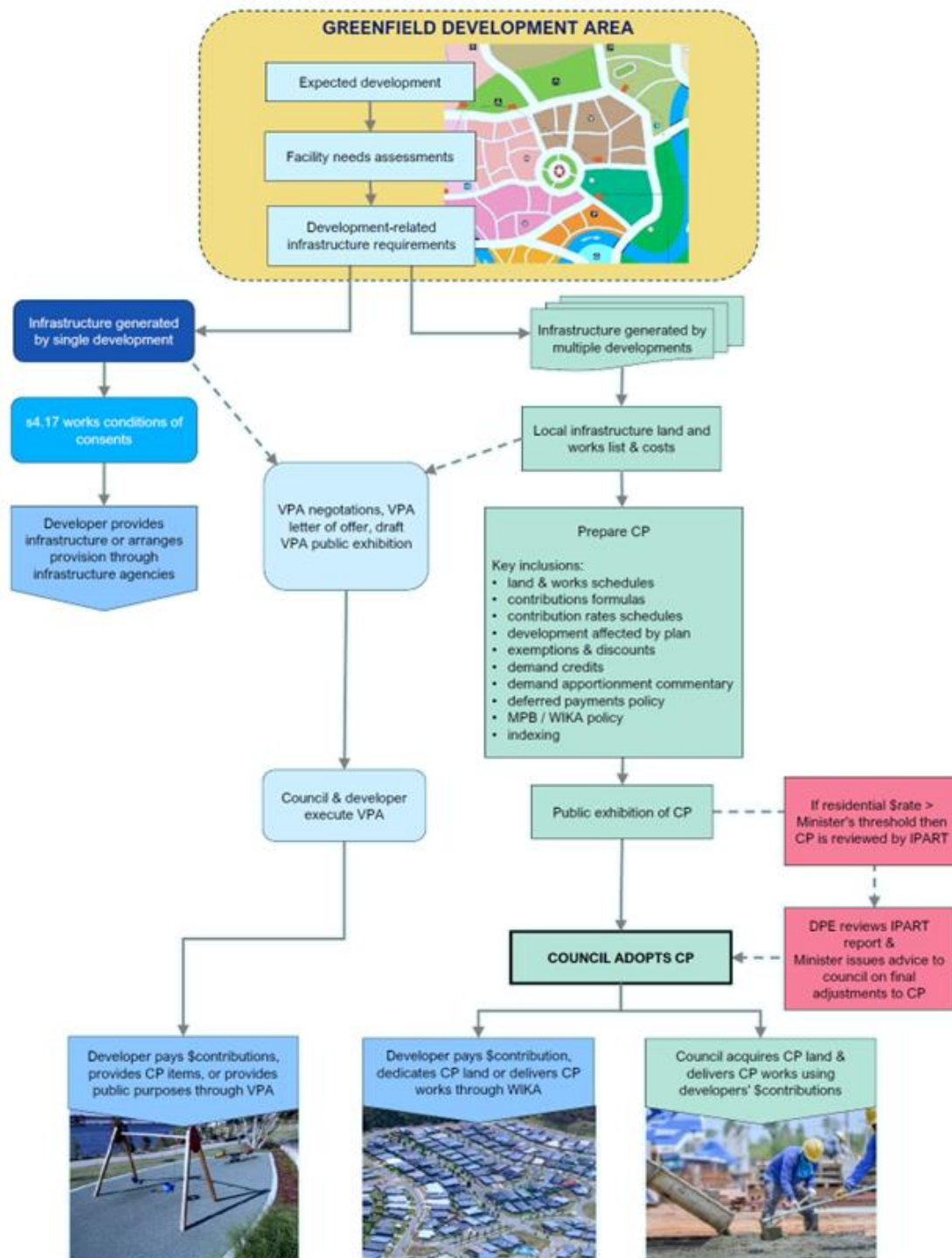


Figure 5 - Greenfield infrastructure identification and delivery process

Source – GLN Planning

3.3 Infrastructure contributions reforms

3.3.1 Proposed infrastructure contributions reforms – 2021/2022

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.

The following elements of the 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 or contributions mechanism 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 and the proponent with the necessary infrastructure contributions context to support the preparation of a future planning agreement offer and underlying contributions plan and is therefore consistent with this objective.

3.3.2 Proposed Housing and Productivity Contribution Bill – 2023

In May 2023 the NSW government introduced the *Environmental Planning and Assessment Amendment (Housing and Productivity Contributions) Bill 2023* to the NSW Parliament for consideration. If the Bill passes, it will introduce a new State infrastructure contribution known as the Housing and Productivity Contribution (**HAP Contribution**) which is similar to the previously exhibited Regional Infrastructure Contribution (**RIC**) and is broadly consistent with the recommendations of the Productivity Commissioner on reforms to the infrastructure contributions system. At the time that this report was prepared, the HAP Contribution Bill had not been passed, however the details and implications of the HAP Contribution are discussed in **Section 3.4.1** of this report.

3.4 State and regional contributions

3.4.1 Existing State and regional contributions

West Gables is located to the north of the boundary identified in the both the existing Western Sydney Growth Area Special Infrastructure Contribution (SIC) map (shown with a star in **Figure 6** below) and the draft North West Growth Area SIC (shown with a star in **Figure 7** below) which was exhibited in 2018 but has yet to be adopted.

It is likely that the rezoning of the land will require the provision of "satisfactory arrangements" for State infrastructure under clause 6.2 of The Hills LEP. Current practice is for the execution of a State Planning Agreement at the gazettal of the rezoning.

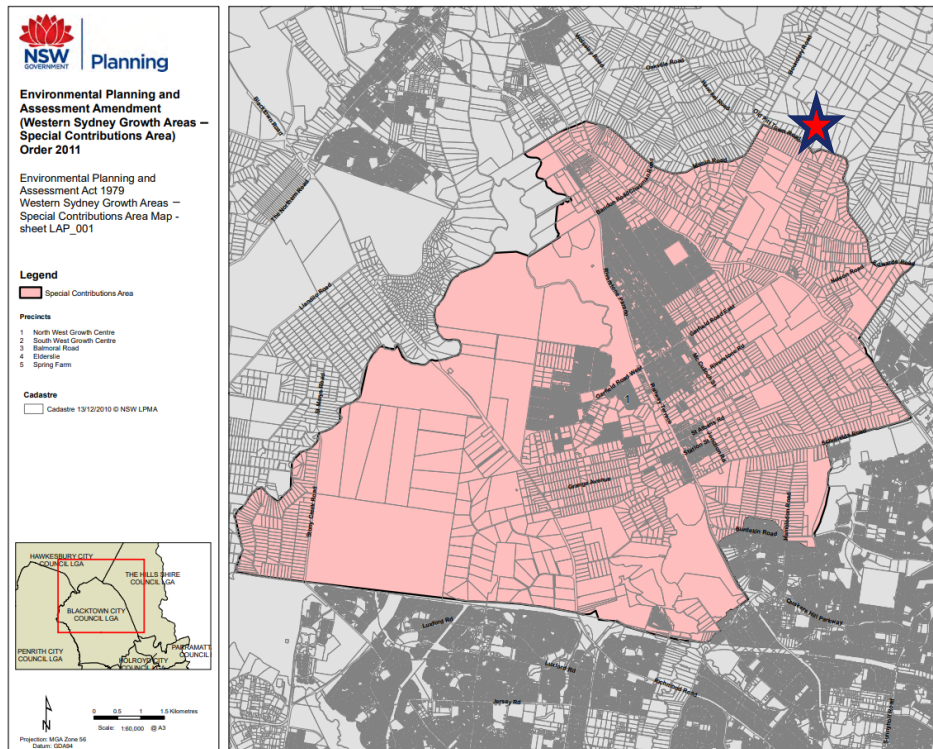


Figure 6 - Western Sydney Growth Areas SIC map

Source – Department of Planning

Proposed Infrastructure map

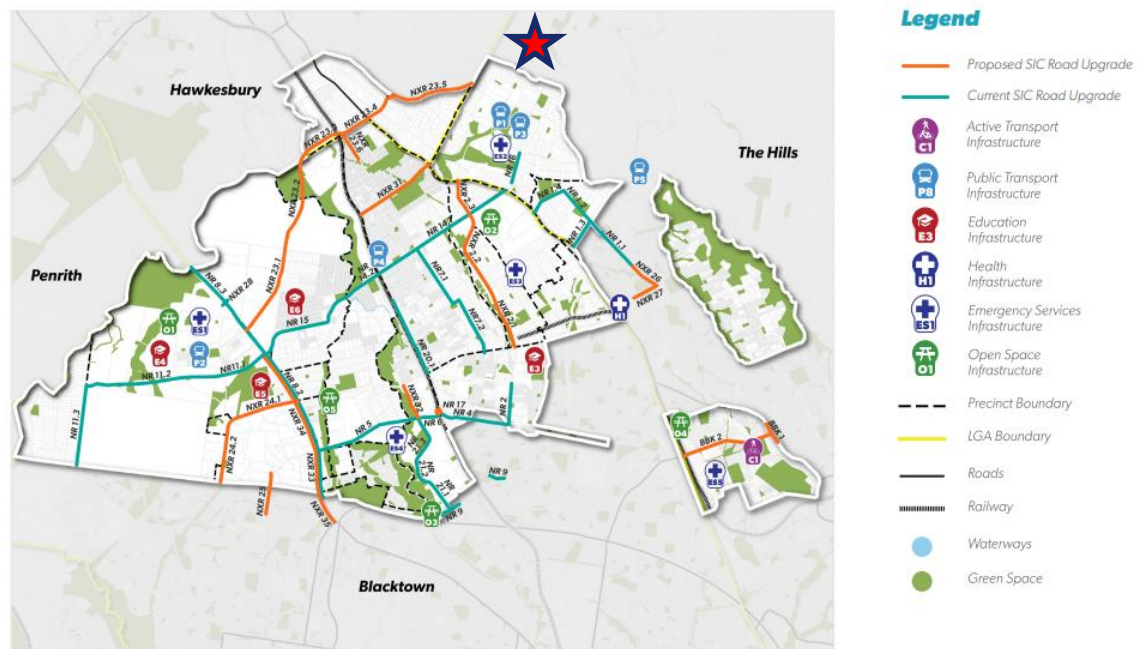


Figure 7 - Draft North West Growth Area SIC map

Source – Department of Planning

3.4.2 Proposed State and regional contributions

HAP Contributions

Subject to the HAP Contribution Bill being passed by Parliament, HAP Contributions will be introduced on 1 October 2023 and will apply across the HAP Contribution regions shown in **Figure 8**, including areas where SICs currently apply but excluding the Western Sydney Growth Areas and Western Sydney Aerotropolis SICs. SICs in these areas will be replaced by the HAP Contribution by 1 July 2026.

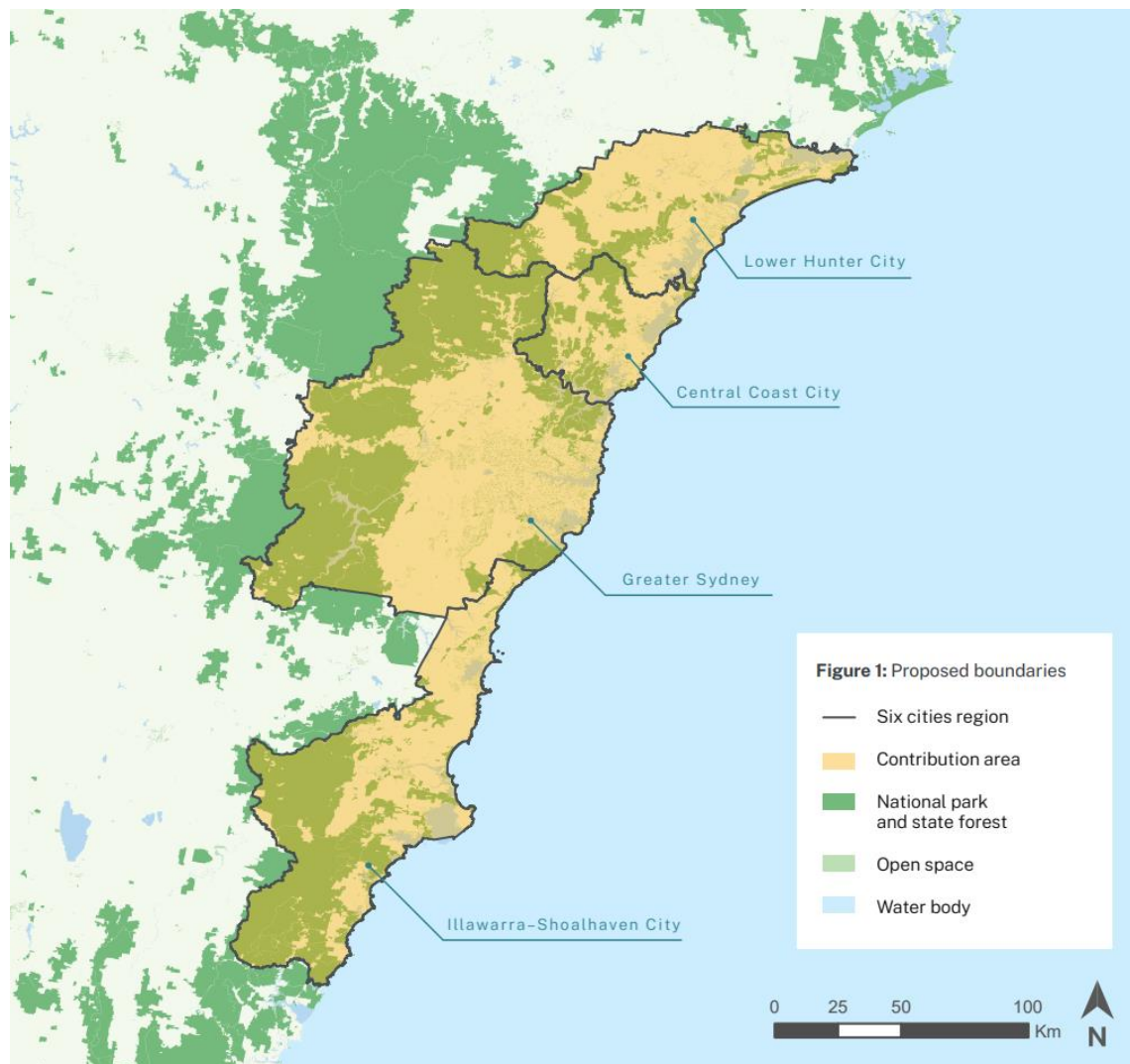


Figure 8 - Proposed HAP Contribution regions

Source – Department of Planning

As noted in **Section 3.4.1**, the subject site is not subject to the existing Western Sydney Growth Areas SIC and therefore the HAP Contribution will apply from 1 October 2023 if adopted.

The HAP Contribution will be levied on:

- residential development that intensifies land-use where new dwellings are created, such as houses, apartments, terraces and dual occupancies.
- commercial and retail development such as shops, neighbourhood shops, supermarkets, and commercial office buildings where new floorspace is created.
- industrial development such as warehouses and industrial buildings, where new floorspace is created.

Infrastructure that is intended to be funded via HAP Contributions (and potentially eligible for developer-delivery to reduce/offset HAP contributions payments) will be identified in an Infrastructure Opportunities Plan. These plans will be prepared for each HAP Contributions area and will outline 0–20-year growth expectations and contain a ‘long list’ and ‘shorter list’ of infrastructure projects that will be eligible for funding under the HAP Contribution. The infrastructure lists have not been prepared at this time.

Anticipated HAP contribution rates

Figure 9 below shows the base HAP Contribution rate applicable to all development types within the Greater Sydney Region, and Illawarra, Shoalhaven, Central Coast and Lower Hunter, subject to quarterly indexation to the Australian Bureau of Statistics’ Producer Price Index (PPI).

HAP Contributions will be phased in by the NSW government to reduce the impact on development. Under these arrangements a 50% reduction will apply from 1 October 2023 to June 2024, a 25% reduction in from July 2024 to June 2025, and the full rate will apply from July 2025.

Greater Sydney Region		
Land use	Contribution rate	
 Houses (detached, semi-detached and townhouses)	\$12,000 per dwelling / lot	
 All other residential accommodation (residential flat buildings and units)	\$10,000 per dwelling / lot	
 Industrial	\$15 per square metre of new gross floor area for industrial development	
 Commercial	\$30 per square metre of new gross floor area for commercial development	
 Retail	\$30 per square metre of new gross floor area for retail development	

Figure 9 - HAP Contribution rates – Greater Sydney Region

Source – Department of Planning

Anticipated biodiversity and transport contributions

The draft HAP Contribution Bill also enables the levying of a Strategic Biodiversity Component (**SBC**) contribution towards biodiversity offsets and conservation if a region is biodiversity certified. This is not relevant to the subject site.

The proposed HAP Contribution does not identify the application or amount of any proposed Transport Project Contribution (**TPC**) within any of the HAP Contribution regions at this time, therefore it is not possible to estimate whether a TPC would be required for the proposal.

3.5 Local infrastructure contributions

3.5.1 Local infrastructure in existing s7.11 plans

Council's existing *Contributions Plan No. 16 Box Hill North Release Precinct* (CP 16) only applies to the Box Hill North (The Gables) site and does not apply to the West Gables site as shown in **Figure 10** below. A review of CP 16 and the existing planning agreement between Council and the developers of The Gables has confirmed that the infrastructure identified in CP 16 (and the subsequent planning agreement) has been sized to cater for the future development and population of The Gables only and does not envisage the additional lot yield and population increase that would result from the West Gables proposal.

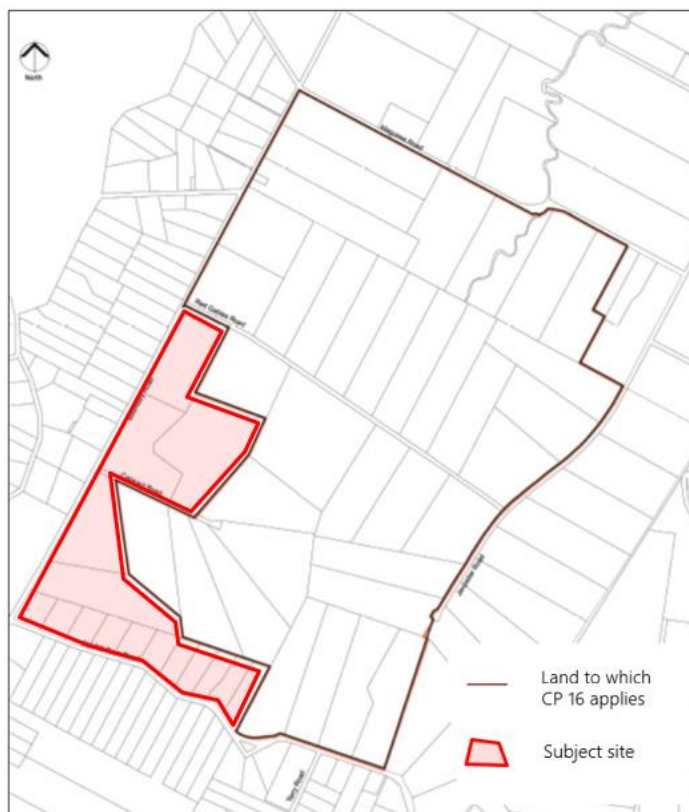


Figure 10 - land to which CP 16 applies

Source – The Hills Council with GLN mark-up

3.5.2 Proposed local infrastructure contributions mechanisms

Given that the rezoned land adjacent to the site is subject to existing contributions plans and planning agreements for the delivery of infrastructure, it is considered impractical to amend any of the existing contributions plans or the existing planning agreements to include the site and its infrastructure requirements.

It is recommended that a site-specific local infrastructure contributions plan for West Gables be prepared by Council which is informed by this IDP and the specialist studies that support the planning proposal. This approach will provide Council, landowners, developers and the community with certainty around the quantum of local infrastructure required to support the development, the funding mechanism and the apportionment of costs.

A site-specific contributions plan will underpin future offers from the proponents to enter into planning agreements with Council for proponent-led delivery of the on-site infrastructure required to support the proposal, along with contributions towards the off-site provision of infrastructure where the infrastructure upgrades cannot be accommodated on on-site.

Further, it will provide Council with a mechanism to levy contributions on any future development which is not subject to a planning agreement.

The proponents would welcome further discussions with Council regarding the proposed local contributions mechanisms including the provision of information to support the preparation of a contributions plan.

3.6 Utility / site servicing infrastructure

The Gables Services Infrastructure Plan prepared for the planning proposal assessed the capacity of existing water and wastewater infrastructure, servicing opportunities for electricity, alternative source options, NBN servicing and also gas servicing opportunities.

3.6.1 Potable water and wastewater

The Services Infrastructure Plan notes that:

- The developer has consulted with Sydney Water to investigate the optimum infrastructure solution for West Gables with Sydney Water.
- Sydney Water has indicated that the existing potable water network does not have sufficient capacity to service the proposed rezoning. Sydney Water's Growth Servicing Investment Plan 2021 outlines the infrastructure works required and the proponents intend to enter into a Commercial Agreement to accelerate the necessary upgrade works.
- GHD has been engaged to undertake modelling on behalf of Sydney Water to determine the infrastructure requirements to service the demands of development with potable water.
- Recycled water and sewer reticulation supplier is Altogether Group. They have provided advice that they will be able to service the West Gables development. There is a sewer treatment plant that provides sewer to the existing Gables development.

3.6.2 Electricity and gas

A new zone substation located at the south-eastern corner of the Intersection of Valletta Drive and Triumph Road is expected to be commissioned by December 2023. With the operation of the zone substation, a new 22kV feeder can be installed to supply the development area.

Gas reticulation servicing will be subject to further analysis and negotiation with the supplier. As gas is not an essential utility service, it is not proposed to be reticulated within the development.

3.6.3 Telecommunications

It is anticipated that the NBN servicing to the site can be achieved from existing infrastructure in the Gables area.

Telstra and Optus pit and pipe services are located along Boundary Road. The services may need relocation depending on the potential upgrade of Boundary Road.

3.7 State and regional infrastructure

The following section outlines the State and regional infrastructure required to support the development.

Further details on this infrastructure are included in the infrastructure schedule contained in **Section 5** in this report.

3.7.1 Transport and access

The site will benefit from some of the sub-arterial road upgrades identified in the existing SIC and draft SIC, however none of this infrastructure is located in close proximity to the site and will not address the sub-arterial road network and intersection capacity issues identified in the Traffic Impact Assessment (refer to **Section 3.8.1** of this report for further information).

Consideration should be given to discussions with Council and Transport for NSW to ascertain whether there is scope for upgrade works to Boundary Road and Old Pitt Town Road to be provided by the proponent in full or partial satisfaction of future “satisfactory arrangements” contributions or HAP Contributions towards State and regional infrastructure via a state planning agreement, notwithstanding that these roads will benefit from intersection upgrades that are currently identified in CP 16 and the Box Hill North Planning Agreement.

3.7.2 Education

The Social Infrastructure Needs Assessment identified that the incoming population is expected to create the demand for approximately 594 primary and 392 secondary school places.

Consultation with SINSW representatives indicated that several new public schools are proposed in the surrounding area and that the need generated by this development could be met by the new school infrastructure. The proposed schools include:

- A public primary school in The Gables expected to open 2025,

- A co-located public primary and secondary school on Terry Road, Box Hill. The primary school is expected to open 2025-2026 followed by the secondary school in late 2020s or early 2030s.

3.7.3 Health

The Social Infrastructure Needs Assessment proposed that the incoming population would generate the need for approximately 5 general practitioners. It is expected that the health service needs will be met through existing and new services in the surrounding area including the existing Rouse Hill Community Health Centre. A new Hospital at Rouse Hill will serve the broader North West Growth Area and expected to be completed in the mid-to-late 2020s.

3.8 Local infrastructure

The following section outlines the local infrastructure required to support the development. Further details on this infrastructure are included in the infrastructure schedules contained in **Section 4** this report.

3.8.1 Transport and access

The Traffic Impact Assessment incorporated the traffic impacts from the existing development growth within the Box Hill precinct and surrounds. The Hills Council requested the assessment of the 3 intersections including Boundary Rd/Old Pitt Town Rd, Boundary Road/Cataract Road and Old Pitt Town Road/Valletta Drive.

A traffic signal warrant analysis was commissioned by Council in 2022 to assess the intersection of Old Pitt Town Road/Valletta Drive, originally proposed as a 2-lane roundabout using updated traffic counts taken in 2022. The updated traffic counts were used in the modelling for the current proposed development.

The assessment found that the intersections along Boundary Road servicing The Gables fail (level of service F in AM Peak) as priority intersections *without* the proposed development.

Sub-arterial and collector roads outside the site

The Traffic Impact Assessment indicates that by 2036, growth in traffic volumes on nearby collector and sub-arterial roads as a result of the development that is already planned or approved (i.e. excluding the West Gables proposal) would require the following improvements to continue to provide an acceptable level of service.

- Widening of Boundary Road to 2 lanes each direction
- Widening of Old Pitt Town Road to 2 lanes each direction
- Signalised intersection of Old Pitt Town Road/Valletta Drive
- Signalised intersection of Old Pitt Town Road/ Boundary Road

CP 16 and the existing Box Hill North Planning Agreement include the construction of three dual-lane roundabouts along Old Pitt Town Road, including the intersections with Boundary Road (CP/PA

Item 10) and Valletta Drive (CP/PA Item 11). CP 16 and the existing VPA do not include road widening works for Boundary or Old Pitt Town Roads.

The additional vehicle movements resulting from the proposed development do not necessitate these road widening works and intersection upgrades in isolation. The demand for these upgrades is generated by the cumulative increase in vehicle movements resulting from the growth that has occurred across multiple development fronts. This includes areas where development has already occurred or is expected to occur within the next 0-5 years, but where no local contributions mechanism is in place to levy contributions towards these road upgrades – meaning that the opportunity to levy apportioned contributions towards these works upon the entire development catchment that generates demand for the upgrades has passed, and it is unreasonable to require the proposed development to meet the full cost of funding these works.

It is understood that Council has received funding via the NSW Government's Accelerated Infrastructure Fund (AIF) towards upgrades of the intersections of Old Pitt Town and Boundary Roads, and Old Pitt Town Road and Valetta Drive.

The preparation of a site-specific contributions plan for West Gables provides the opportunity for Council to clarify the scope of the road network upgrades proposed for Boundary and Old Pitt Town Roads, the population/development catchments that benefit from these upgrades, the existing and proposed funding mechanisms for the upgrades, and confirm the apportionment of costs across the existing catchments and West Gables.

Collector and local roads within the site

The proposed concept plan incorporates upgrades recommended in the Traffic Impact Assessment Report, including a suite of local roads, collector roads and intersections listed in **Table 4**.

Table 4 - Local transport and access

Transport and access item	Mechanism	Timing
Local roads	Delivered by the developers via conditions of consent	In conjunction with the delivery of the relevant stage of the development
Collector roads and intersections	Developer delivery via future planning agreement	In conjunction with the delivery of the relevant stage of the development
Additional slip lanes to the signalised intersection at Old Pitt Town Road and Valletta Drive	Developer delivery via future planning agreement	2028-2031

Source: Positive Traffic

Public Transport

The existing transport network includes 3 bus routes:

- Route 643 – The Gables to Rouse Hill and return.
- Route 740 – Box Hill to Rouse Hill and return.

- Route 741 – Oakville to Riverstone via Maraylya and return.

Opportunities for additional bus routes, or revisions to existing bus routes to serve the proposed development will be explored with bus service providers.

3.8.2 Pedestrian and cycle paths

The Urban Design Report and concept plan identify the network of shared cycle paths required to support the development.

Table 5 – Pedestrian and cycle paths

Transport and access item	Mechanism	Timing
Paths	Developer delivery proposed via future planning agreement	In conjunction with the delivery of the relevant stage of the development
Cycleways	Developer delivery proposed via future planning agreement	In conjunction with the delivery of the relevant stage of the development

Sources: Concept plan

3.8.3 Water cycle management strategy

The water cycle management strategy for West Gables involves the implementation of water sensitive urban design features, along with traditional drainage infrastructure to achieve the objectives for water quality. Drainage channels, detention basins and WSUD basins have been identified, positioned and sized via modelling which informed the Master Plan.

The ownership and maintenance of the water cycle management system is further discussed in **Section 3.8.6** of this report.

Table 6 - Water cycle management infrastructure

Water cycle management item	Mechanism	Timing
Delivery of an integrated water cycle management system throughout the proposed development, including detention and water quality basins and land dedication, consistent with the water cycle management strategy that applies to the site	Delivered by the developers via planning agreement	In conjunction with the delivery of the relevant stage of the development

Source: Enspire

3.8.4 Open space and recreation

The Social Needs Assessment and Urban Design report outline the demand and provision of local open space for West Gables.

Active open space

The West Gables development does not offer the opportunity to provide active open space (sportsfields) on the site. Council has indicated that it will consider monetary contributions towards the off-site provision of active open space. Council has purchased the former Horseworld site at Box Hill and proposes that it will be redeveloped as a sports precinct. The proponents would welcome further discussions with Council regarding its plans for the Horseworld site or other off-site locations for active open space to inform the preparation of the site-specific contributions plan and future planning agreement offers.

Local open space

West Gables is proposed to include 6.15ha of local parks in addition to 2.3ha of open space in the form of easements, buffers and riparian corridors. The ownership and maintenance of these lands is further discussed in **Section 3.8.6** of this report.

Table 7 - Open space and recreation

Open space type	Demand	Planned provision and timing	Mechanism
Local open space	10% of NDA as open space located within 400m of dwellings	3-4 parks (total 6.15ha) to be delivered in conjunction with the surrounding stage of the development	Developer delivery proposed via future planning agreement
Riparian corridors, easements and buffers	N/A	2.3ha for use as passive open space	Developer delivery proposed via future planning agreement

Sources: Urbis

3.8.5 Community facilities

The Social Infrastructure Needs Assessment identifies that the forecast population of 4,400 people in West Gables will generate demand for approximately 350m² of community facility floorspace. A multipurpose community facility is proposed for the neighbouring Gables area. There may be opportunity to contribute to that facility or contribute to another facility proposed by council.

The new population will also generate the demand for approximately 185m² of library floor space. Discussion with council has identified the opportunity for West Gables to contribute to library services proposed in Box Hill or a satellite library at the Gables community facility.

The proponents would welcome further discussions with Council regarding its plans to provide and/or augment community facilities in the vicinity of the site to inform a potential monetary contribution via future planning agreement offers, noting that these facilities are unlikely to be included in a site-specific contributions plan prepared for the site if the per-dwelling contribution rate exceeds \$30,000 per lot and the review of the plan is sought by IPART to allow a higher rate to be levied.

3.8.6 Post-development ownership and maintenance

Table 8 provides the suggested post-development management arrangement, which will be the subject of further discussion between the proponent and Council:

Table 8 – Local infrastructure delivery and post-development management arrangement

Local Infrastructure type	Delivery mechanism	Ownership post delivery	Maintenance costs responsibility following defect liability period
Internal roads and intersections	Conditions of consent	Council	Council
External roads including intersections and road widening	TBC – some intersection upgrades proposed under existing Box Hill North Planning Agreement. Upgrades beyond this scope to be discussed with Council during preparation of site-specific contributions plan and future planning agreements	Council	Council
Landscaped buffer to Old Pitt Town Road and Boundary Road	Planning agreements – delivery by proponents	Council	Council
Stormwater drainage	Planning agreements – delivery by proponents	Council	Council
Riparian corridors	Planning agreements – delivery by proponents	Council	Council
Local parks	Planning agreements – delivery by proponents	Council	Council
Active open space – off-site	Planning agreements – monetary contribution towards off-site provision by Council	Council	Council
Community facilities	Planning agreements – monetary contribution towards off-site provision by Council	Council	Council

Source - GLN

Note: Infrastructure listed in the table does not include State or regional infrastructure

4 Infrastructure schedules

NOTE: The draft infrastructure schedules are based upon the proposed master plan and supporting studies for the planning proposal and are indicative only. The size, location, staging/timing of delivery, and responsibility for maintenance and ownership may be subject to further review and amendment during the planning proposal, contributions plan preparation and planning agreement processes.

4.1 Transport and access

Table 9 - Infrastructure schedule - Transport and access

Item	Description	Qty	Proposed Responsibility for delivery	Proposed mechanism for delivery	Proposed future asset owner	Proposed Staging / priority
T1.1	Signalised intersection of Old Pitt Town Road and Boundary Road	1	TBC (Note: Box Hill North PA includes the provision of a dual lane roundabout at this location and Council has received AIF funding for these works as noted in Section 3.8.1 of this report. The design of this intersection and responsibility for delivery is subject to discussion with Council during the preparation of the site-specific contributions plan.	TBC	The Hills Council	TBC
T1.2	Signalised intersection of Old Pitt Town Road and Valletta Drive	1	TBC (Note: Box Hill North PA includes the provision of a dual lane roundabout at this location and Council has received AIF funding for these works as noted in Section 3.8.1 of this report. The design of this intersection and responsibility for delivery is subject to discussion with Council during the preparation of the site-specific contributions plan.	TBC	The Hills Council	TBC
T1.3	Widening of Boundary Road to 2 lanes each direction	1	TBC – responsibility for delivery subject to discussion with Council and TfNSW during the preparation of the site-specific contributions plan.	TBC	The Hills Council	TBC

Item	Description	Qty	Proposed Responsibility for delivery	Proposed mechanism for delivery	Proposed future asset owner	Proposed Staging / priority
T1.4	Widening of Pitt Town Road to 2 lanes each direction	1	TBC – responsibility for delivery subject to discussion with Council and TfNSW during the preparation of the site-specific contributions plan.	TBC	The Hills Council	TBC
T1.5	Network of internal collector roads, local roads and intersections	1	The Developer	Developer-delivered via a future planning agreement	The Hills Council	In conjunction with the relevant stage of the development

4.2 Open space and recreation

Table 10 - Infrastructure schedule - open space and recreation

Item	Description	Qty	Proposed Responsibility for delivery	Proposed mechanism for delivery	Proposed future asset owner	Proposed Staging / priority
OS1	Local park – northern area	23,269m ²	The Developer	Included in underlying contributions plan and developer-delivered via a future planning agreement	The Hills Council	Delivered in conjunction with the surrounding stage of the development
OS2	Local park – southern-eastern area	5,800m ²	The Developer	Included in underlying contributions plan and developer-delivered via a future planning agreement	The Hills Council	Delivered in conjunction with the surrounding stage of the development

Item	Description	Qty	Proposed Responsibility for delivery	Proposed mechanism for delivery	Proposed future asset owner	Proposed Staging / priority
OS3	Local park – western area	6,624m ²	The Developer	Included in underlying contributions plan and developer-delivered via a future planning agreement	The Hills Council	Delivered in conjunction with the surrounding stage of the development
OS4	Local park – western area	22,219m ²	The Developer	Included in underlying contributions plan and developer-delivered via a future planning agreement	The Hills Council	Delivered in conjunction with the surrounding stage of the development
A1	Active open space – monetary contribution towards the provision of off-site active open space infrastructure	\$ TBC	The Hills Council	Included in underlying contributions plan and developer-delivered via a future planning agreement	The Hills Council	TBC in consultation with The Hills Council

4.3 Water cycle management

Table 11 - Infrastructure schedule - water cycle management

Item	Description	Qty	Proposed Responsibility for delivery	Proposed mechanism for delivery	Proposed future asset owner	Proposed Staging / priority
B1 and B2	2 x basins and riparian corridor extension, drainage upgrade works required to connect to basins	29,842m ²	The Developer	Include in underlying contributions plan; works delivered via conditions of development consent and land dedicated to The Hills Council via a Planning Agreement	The Hills Council	Delivered in conjunction with the surrounding stage of the development
B3	1 x basin	3,228m ²	The Developer	Include in underlying contributions plan; works delivered via conditions of development consent and land dedicated to The Hills Council via a Planning Agreement	The Hills Council	Delivered in conjunction with the surrounding stage of the development
B4	1 x basin	2,000m ²	The Developer	Include in underlying contributions plan; works delivered via conditions of development consent and land dedicated to The Hills Council via a Planning Agreement	The Hills Council	Delivered in conjunction with the surrounding stage of the development

Item	Description	Qty	Proposed Responsibility for delivery	Proposed mechanism for delivery	Proposed future asset owner	Proposed Staging / priority
B5	1 x basin and drainage upgrade works required to connect to basins	6,846m ²	The Developer	Include in underlying contributions plan; works delivered via conditions of development consent and land dedicated to The Hills Council via a Planning Agreement	The Hills Council	Delivered in conjunction with the surrounding stage of the development
B6	1 x basin and drainage upgrade works required to connect to basins	20,000m ²	The Developer	Include in underlying contributions plan; works delivered via conditions of development consent and land dedicated to The Hills Council via a Planning Agreement	The Hills Council	Delivered in conjunction with the surrounding stage of the development
B7	1 x basin and drainage upgrade works required to connect to basins	2,923m ²	The Developer	Include in underlying contributions plan; works delivered via conditions of development consent and land dedicated to The Hills Council via a Planning Agreement	The Hills Council	Delivered in conjunction with the surrounding stage of the development
TS	Trunk Stormwater works within existing road reserve	TBC	The Developer	Include in underlying contributions plan; works delivered via conditions of development consent and land dedicated to The Hills Council via a Planning Agreement	The Hills Council	Delivered in conjunction with the surrounding stage of the development

4.4 Community infrastructure

Table 12 - Infrastructure schedule - community infrastructure and education

Item	Description	Qty	Proposed Responsibility for delivery	Proposed mechanism for delivery	Proposed future asset owner	Proposed Staging / priority
C1	Provision of community centre floorspace off-site	350m ²	The Hills Council	Delivered by The Hills Council via monetary contributions provided by developers under future planning agreement	The Hills Council	To be determined.
C2	Provision of library floorspace off-site	185m ²	The Hills Council	Delivered by The Hills Council via monetary contributions provided by developers under future planning agreement	The Hills Council	To be determined

4.5 Other local infrastructure

Table 13 - Infrastructure schedule - other local infrastructure

Item	Description	Qty	Proposed Responsibility for delivery	Proposed mechanism for delivery	Proposed future asset owner	Proposed Staging / priority
N/A	Childcare/out of hours school care services	N/A	NSW Government and private providers	To be determined through ongoing consultation with school provider and based on market demand	Privately owned or NSW Government	To be determined

Item	Description	Qty	Proposed Responsibility for delivery	Proposed mechanism for delivery	Proposed future asset owner	Proposed Staging / priority
N/A	Medical health services	Up to 5 GPs	Public and private providers	To be determined via ongoing consultation with Local Health District and/or private providers.	Privately owned or NSW Government	To be determined

4.6 Site servicing

Table 14 - Infrastructure schedule - site servicing

Item	Description	Qty	Proposed Responsibility for delivery	Proposed mechanism for delivery	Proposed future asset owner	Proposed Staging / priority
N/A	Potable water lead in works	N/A	The Developer	Works delivered via conditions of development consent and Sydney Water approvals and agreements	Sydney Water	TBC by GHD and Sydney Water
N/A	Potable water internal reticulation	N/A	The Developer	Works delivered via conditions of development consent	Sydney Water	Constructed post-lead in and on a stage-by-stage as required by development
N/A	Wastewater lead in works	N/A	The Developer	Conditions of development consent and Sydney Water approvals and agreements	Sydney Water	Initial stages of development can be serviced via sewer main lead-in works.
N/A	Wastewater internal reticulation works	N/A	The Developer	Works delivered via conditions of development consent	Sydney Water	Constructed post-lead in and on a stage-by-stage as required by development
N/A	Electrical – feeder and Zone Substation	N/A	The Developer	Works delivered via conditions of development consent	Endeavour Energy	New ZS at corner of Valletta Drive and Triumph Road to be commissioned by December 2023, followed by a new 22kV feeder to support the development.
N/A	Electrical - internal reticulation	N/A	The Developer	Works delivered via conditions of development consent	Endeavour Energy	Constructed post-lead in and on a stage-by-stage as required by development

Item	Description	Qty	Proposed Responsibility for delivery	Proposed mechanism for delivery	Proposed future asset owner	Proposed Staging / priority
N/A	Telecommunication - lead in	N/A	The Developer	Works delivered via conditions of development consent - concurrence from NBN needed, noting that NBN infrastructure is located in close proximity and servicing is not expected to be constrained.	NBN	Constructed post-lead in and on a stage-by-stage as required by development
N/A	Telecommunication - reticulation	N/A	The Developer	Works delivered via conditions of development consent	NBN	Constructed post-lead in and on a stage-by-stage as required by development