



## INFRASTRUCTURE DELIVERY PLAN

**Planning proposal at Maldon Bridge Road,  
Maldon**

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# Infrastructure Delivery Plan

Maldon Bridge Road, Maldon

## Prepared for

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## Contents

<b>Executive Summary</b>	<b>5</b>
<b>1 Background</b>	<b>6</b>
1.1 Introduction	6
1.2 Purpose and scope	7
1.3 Methodology and approach	7
1.4 Assumptions and limitations	8
1.5 Documents referenced in this report	8
<b>2 Planning proposal and anticipated development</b>	<b>9</b>
2.1 Site description	9
2.2 Planning proposal	10
<b>3 Infrastructure planning context</b>	<b>11</b>
3.1 Infrastructure delivery process and mechanisms	11
3.2 NSW infrastructure contributions reforms	12
3.3 Existing local and State / regional contributions plans	13
<b>4 Infrastructure requirements</b>	<b>17</b>
4.1 Utility / site servicing infrastructure	17
4.2 State and regional infrastructure	18
4.3 Local infrastructure	20
<b>5 Infrastructure schedule</b>	<b>23</b>
<b>Tables</b>	
Table 1 - Documents referenced in this report	8
Table 2 - Infrastructure delivery mechanisms	12
Table 3 - Infrastructure contributions reforms	13
Table 4 – Local infrastructure delivery and post-development management arrangement	22
Table 5 - Infrastructure schedule	23
<b>Figures</b>	
Figure 1 - Planning proposal location (site circled red)	9
Figure 2 – proposed zoning and indicative lot sizes	10
Figure 3 - Extract from Wollondilly Contributions Plan 2020 works map	14
Figure 4 – Site location relative to draft SIC area	15
Figure 5 - Draft SIC infrastructure map including location of the subject site	16
Figure 6 - Aerial of site with Corridor 9 superimposed	18



## Executive Summary

An Infrastructure Delivery Plan (**IDP**) was requested by Wollondilly Council to support the Planning Proposal to expand employment lands and introduce environmental conservation zonings for the land at 40-45 Maldon Bridge Road and Staff Road, Maldon. To do this, the Planning Proposal seeks to amend Wollondilly Local Environmental Plan 2011 (**LEP**) to rezone the land from the existing RU2 Rural Landscape Zone to IN3 Heavy Industrial and E2 Environmental Conservation Zones, amend the minimum lot size controls for the proposed IN3 Zone and delete the minimum subdivision standard for the E2 land to facilitate appropriate environment conservation outcomes closer to the development application stage.

The land is within the ownership of Boral and is located south of the rail line and adjoins its existing operations at Maldon. It is noted that this is part of a larger and relatively isolated employment zone. Most land already developed for employment purposes has relied on extension and connection of existing infrastructure and the provision of its own infrastructure on site, where not available or not economically extended to service new development. The existing Wollondilly LEP 2011 contains a key clause that requires consideration of the infrastructure required to support the future use proposed at development application stage. This is because the range of uses permissible in the zone can have widely differing infrastructure requirements.

The IDP has been informed by the planning proposal and supporting investigations by specialist consultants that look at the utility services available and the broader road infrastructure including the capacity of the roundabout constructed on Maldon Bridge Road and Picton Road delivered to accommodate B double truck movements from the Boral operation. The results of these investigations confirm that the roundabout has substantial capacity and that planning for the extension of utility services is underway and these can be extended to service the site, if required, for the particular uses that may locate within the area in the future. Further, the site can be serviced by enabling infrastructure subject to future arrangements with infrastructure agencies.

The proposed development will be supported by a suite of on-site infrastructure including upgrades to Maldon Bridge Road as a public road, and an appropriate water cycle management regime to be delivered by the developer as part of future applications.

The development will also be levied s7.11 contributions under the existing Wollondilly Contributions Plan 2020 which will contribute towards the delivery of the road network in the Wilton Growth Area, however the proposal itself does not require any specific local road upgrades.

There are two key regional road upgrades planned in vicinity of the site including the Picton Bypass and the Picton Road upgrade. The minor increase in vehicle movements as a result of the proposed development does not require these upgrades, however subject to the future status of the existing draft Wilton Special Infrastructure Contribution and proposed Regional Infrastructure Contribution, there may be scope for contributions to be levied on future development to partly fund these upgrades.

Tables 4 and 5 of this report include schedules of infrastructure relating to the development, including the responsibility for delivery, timing, ownership and maintenance obligations.



# 1 Background

## 1.1 Introduction

This IDP supports a Planning Proposal for the expansion of employment lands and conserve environmental land adjacent to Boral's existing operations on land known as 40-45 Maldon Bridge Road and Staff Road, Maldon.

Maldon is located in the Macarthur Region and the Wilton Priority Growth Area and the vast majority of the land sits within the boundaries of the Growth Centres SEPP, but with the underlying zoning and planning controls remaining under Wollondilly LEP 2011. Both Council and the Department of Planning and Environment (**DPE**) were consulted early in the process to determine how best to progress the Planning Proposal on this land given the land is both within and outside the Growth Centre Boundary, and the nature of investigations required to inform this 'strategic planning' phase for this area.

The Planning Proposal including required studies was lodged with Wollondilly Council on 30 April 2021 (PP-2021-3179). The Planning Proposal noted the degree of infrastructure already provided by Boral to support its ongoing operations including substantial roundabout and associated widening along Picton Road. Of course, and as anticipated by the existing planning framework, development of employment land in this area often provides and manages its own infrastructure including sewer and water management devices as required at development application stage. This has been and will remain critical as this area grows for employment purposes.

The Planning Proposal was also accompanied by a traffic assessment report and services assessment report prepared by specialist subconsultants looking at existing and anticipated road infrastructure and the availability of utility services. It was noted from the advice in these reports that traffic associated with the proposed rezoning and ongoing operation and expansion of Boral operations could be accommodated by the existing intersection constructed by Boral at Picton Road. It was also noted that the existing planning framework that would apply once the land is rezoned under Wollondilly LEP and DCP already contains appropriate provisions to ensure new road construction, provision of services and a raft of other requirements such as setbacks, car parking, landscaping and stormwater management. These provisions will be appropriately considered and applied at the development application stage.

On 29 September 2021, Council requested the submission of an infrastructure delivery plan to ensure that the Planning Proposal addresses "infrastructure provision that aligns with and is commensurate to the proposed development" given:

1. *(the site's) relationship and positioning within the growth area,*
2. *importance of the site as part of a key future employment precinct*
3. *the surrounding growth/change expected including Wilton and PTT*
4. *key state infrastructure and road network issues - such as Picton Bypass, Picton Road widening*
5. *recent state-wide contributions reform that require an infrastructure delivery strategy early in the process.*

Council also advised that the infrastructure delivery plan should consider, where relevant:



- *proposed SIC infrastructure and other state infrastructure projects*
- *identify likely local infrastructure, as appropriate and include timeframes;*
- *identify land dedicated to Council (if any) and the types of assets (i.e. transport infrastructure, stormwater facilities etc.)*
- *address any impacts the proposal may have on surrounding areas planned for growth*
- *any relationship, impact on proposed improvement and clearly articulate safeguards*

## 1.2 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 rezoning; 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 which is intended to assist Council and other infrastructure providers to specify inclusions when negotiating agreements or providing conditions of development consent for the provision of infrastructure.

The IDP and infrastructure schedule also address the following:

- proposed responsibilities and mechanisms for the delivery of the required infrastructure; and
- proposed infrastructure ownership and maintenance responsibilities following the delivery of the infrastructure.

As noted in the introduction to this report, Wollondilly Shire Council staff have been consulted and have provided advice on what the IDP should address and this advice has been taken into consideration in the preparation of this document.

## 1.3 Methodology and approach

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

- Consulting with the proponent and staff from Wollondilly Shire Council.
- 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, and determine the approximate timing of delivery, responsibility for delivery/funding and proposed ownership/maintenance responsibilities.



## 1.4 Assumptions and limitations

This IDP brings together information available at the time of drafting from the specialist studies and reports prepared for the 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 plans 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 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

Report	Author	Date
Planning Proposal	GLN	April 2021
Traffic Assessment Report	Transport & Urban Planning Pty Ltd	March 2021
Services Assessment Report	SMEC	November 2020
Bushfire Assessment Report	Building Code & Bushfire Hazard Solutions Pty Ltd	December 2020
Road Design and Stormwater Management report	Southeast Engineering & Environmental	July 2022

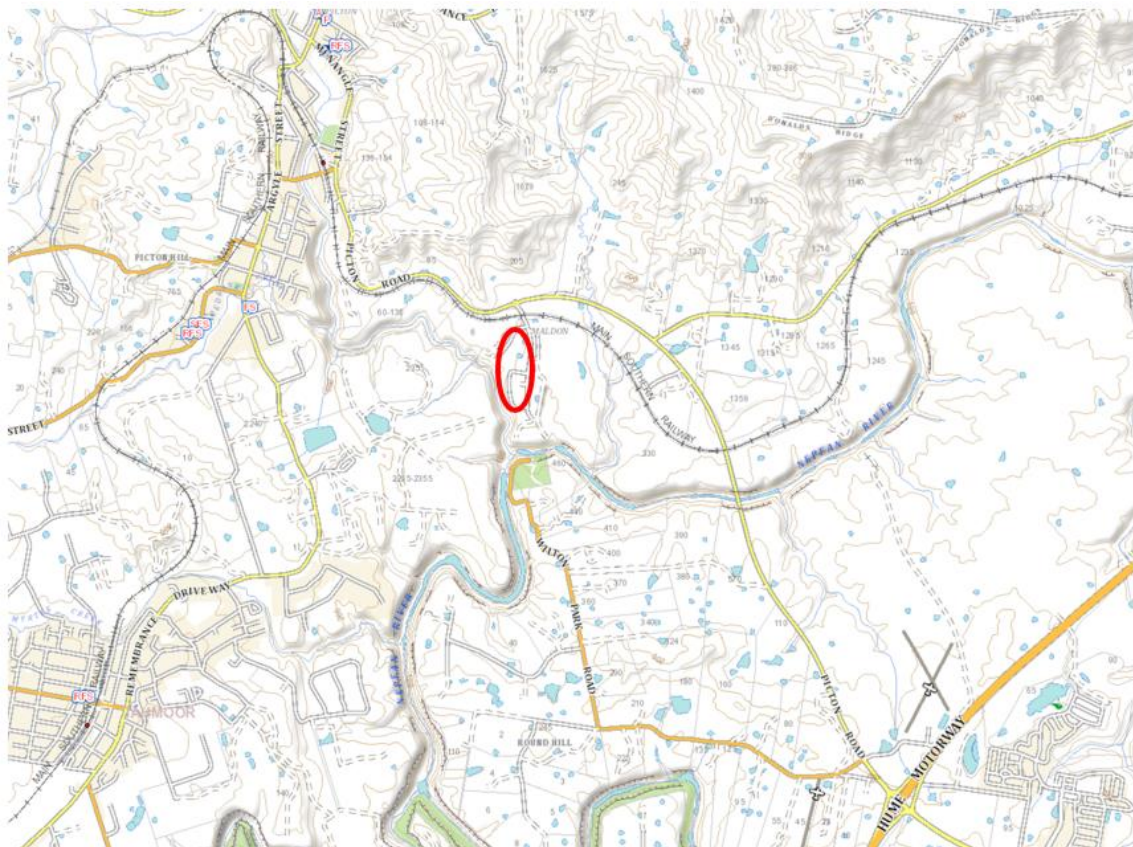


## 2 Planning proposal and anticipated development

### 2.1 Site description

The site comprises some 23.35ha of land located on the western side of Maldon Bridge Road and Staff Road in Maldon. The land is located some 3 kilometres from Picton and 6 kilometres from the interchange with the Hume Motorway via Picton Road. Importantly, the land is relatively close to the future Wilton Growth Area which is likely to drive an increase in demand for construction materials from the existing and nominated employment lands in this area as well as provide local employment opportunities.

The Planning Proposal land is residue to the Boral operation south of Picton Road and the Main Southern Rail line that crosses Maldon Bridge Road at a rail level crossing approximately 90 metres to the south of Picton Road. The railway line provides freight services used by Boral. The location of the site within the district is shown on **Figure 1**.



Source: Six Maps

Figure 1 - Planning proposal location (site circled red)

## 2.2 Planning proposal

A planning proposal has been prepared which seeks to rezone the site for employment and environmental conservation purposes as shown in **Figure 2** including 12.29 hectares of land zoned IN3 Heavy Industrial and 11.08 hectares of Environmental Conservation land. Maldon Bridge Road is an existing public road but improved only with pavement with limited kerb and guttering or drainage. Staff Road is a private road with no kerb and guttering or drainage and will remain in Boral ownership.



Source: GLN

Figure 2 – proposed zoning and indicative lot sizes

The ultimate uses of the proposed employment land are currently unknown and will be determined via future development applications following the subdivision of the land.



## 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	<p>Conditions imposed on a DA consent under s4.17(1)(a) or (f) of the EP&amp;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.</p> <p>There are also instances, as is the case with the existing Boral Plant where key infrastructure is provided by the developer on the site as part of the business operation. Effluent disposal and stormwater detention and treatment have typically been provided where these services are not available.</p>
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 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 NSW infrastructure contributions reforms

The NSW Government has commenced a program of infrastructure contributions reforms which are intended to deliver a contributions system which is more certain, efficient, simple, transparent and consistent.

The reforms are the practical implementation of the 29 recommendations identified in the NSW Productivity Commissioner's review into the infrastructure contributions system and include legislative change via the *Environmental Planning and Assessment Amendment (Infrastructure Contributions) Bill 2021* and accompanying regulation (which has yet to be passed) and other policy changes.



The Government has indicated it intended to introduce some components of the reforms from July 2022, however at the date of this report the reforms have not progressed and the timing is uncertain as it relies upon the passing of the Bill and Regulation and the adoption of new policies, practice notes and Ministerial Directions.

The key elements of the reforms which are relevant to employment land rezonings are outlined in **Table 3** below and the RIC reform is discussed in greater detail and context in **Section 4.2** of this report

Table 3 - Infrastructure contributions reforms

Reform	Summary	Implications
Regional infrastructure contribution (RIC)	<p>The proposed RIC will replace the existing Special Infrastructure Contributions (SIC) system and will apply to the Greater Sydney, Lower Hunter, Central Coast and Illawarra-Shoalhaven regions (the site sits within the Greater Sydney region). The RIC will introduce a contribution</p> <p>The RIC proposed to levy a base contribution on industrial development at a rate of \$15/m<sup>2</sup> of gross floor area (GFA) and a Strategic Biodiversity Component (SBC) contribution at a rate of \$15/m<sup>2</sup> of GFA, with potential additional contributions under the Transport Project Component (TPC). Given that the RIC is based upon the GFA of the development, the RIC will be calculated and levied when development consent is sought for the use of the land, rather than at subdivision stage.</p>	<p>This approach represents a shift away from the draft Wilton SIC as it proposes to levy contributions on employment land development.</p> <p>The exhibited reforms package foreshadowed that the RIC would come into force on 1 July 2022, however this requires legislative change which has yet to occur as at the date of this report. Accordingly, it is uncertain if or when the RIC will come into effect in lieu of the draft SIC.</p>
Alignment of planning proposals <b>with</b> preparation of contributions plans	The reforms require the planning proposal authority to prepare and exhibit a draft contributions plan alongside the planning proposal.	Not applicable – it is not proposed to prepare a new contributions plan or amend an existing contributions plan in response to the proposed development.

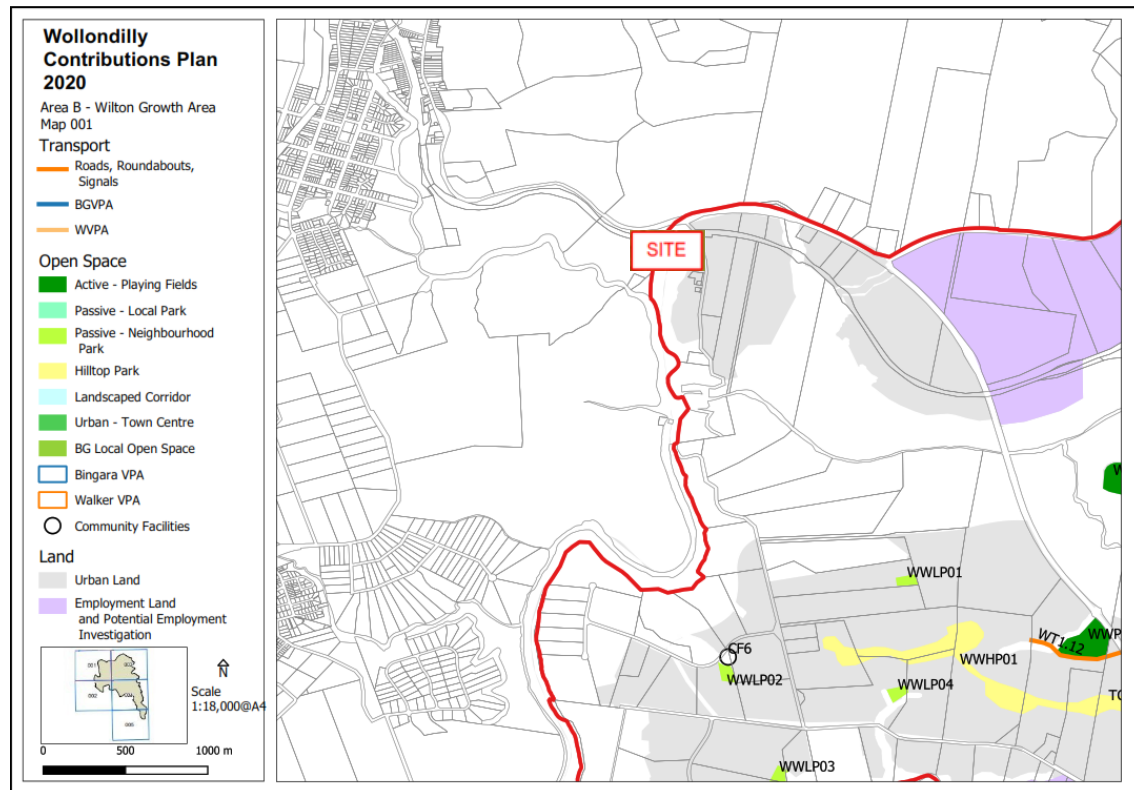
### 3.3 Existing local and State / regional contributions plans

#### 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, including an increase in population and future employment lands.

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 works map is shown at **Figure 3** and the associated works schedule does not include any works items located on or near 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 \$34,986 per hectare indexed to March 2022. The contributions will be levied upon future development applications for the subdivision of the land and will be payable prior to the issue of a subdivision certificate in accordance with *Part 4.1 Timing of Payments* in the Plan.



Source: Wollondilly Shire Council

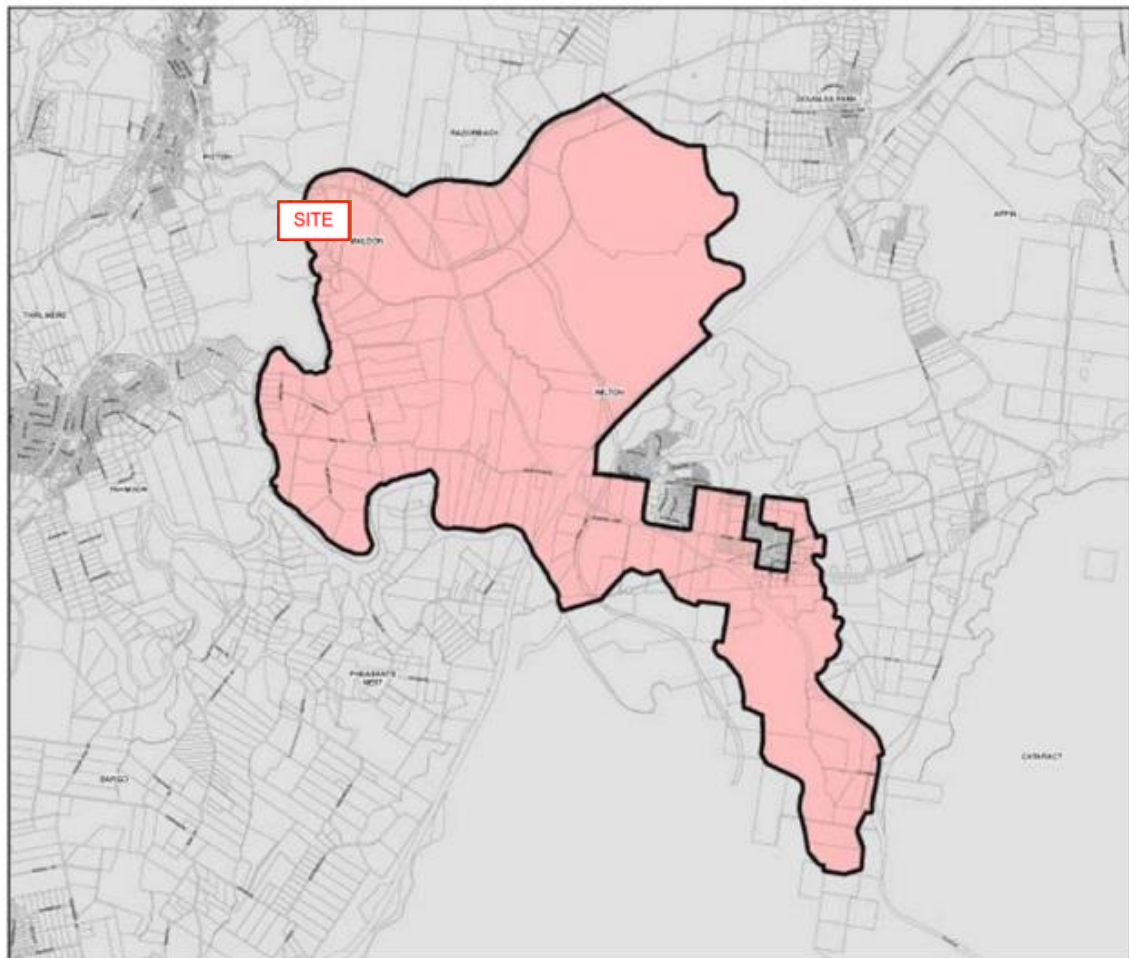
Figure 3 - Extract from Wollondilly Contributions Plan 2020 works map

## State and regional contributions plans

No existing adopted state or regional contributions plans apply to the subject site.

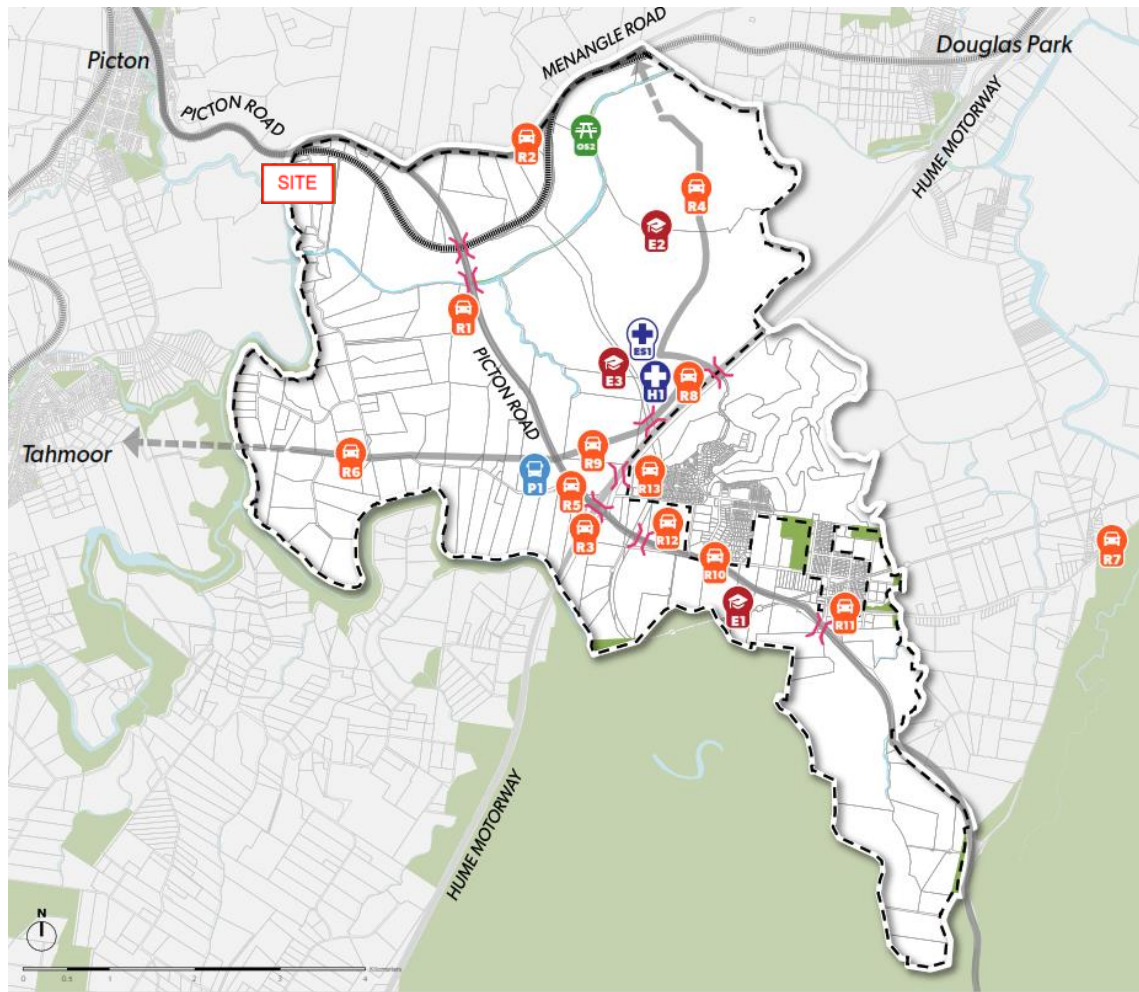
In 2018 the NSW Government exhibited the draft Wilton Special Infrastructure Contribution (SIC) which is intended to apply to the land as shown in **Figure 4** which includes the subject site. However, at the date of this report, the draft SIC is yet to be adopted. Importantly, the exhibited draft SIC was only planned to apply to residential development (i.e. the proposed development would not be levied a contribution).

The location of the infrastructure identified in the draft SIC area is shown in **Figure 5** and includes **Item R1** which comprises an upgrade to Picton Road including bridges to four lanes as a major road connection between the subject site and the M31 Hume Motorway, and **Item R2** which comprises an upgrade to Menangle Road to four lanes in the vicinity of the Wilton Growth Area.



Source: Department of Planning / GLN Planning

Figure 4 – Site location relative to draft SIC area



Source: Department of Planning / GLN Planning

Figure 5 - Draft SIC infrastructure map including location of the subject site

As noted in Section 3.2 of this report, the NSW Government exhibited the proposed RIC framework as part of its infrastructure contributions reforms in late 2021 and it is currently unclear if and when the RIC framework will be adopted. The exhibition material noted that only one state/regional infrastructure contributions regime will apply to any given site, therefore it is considered unlikely that the draft SIC will be adopted if the proposed RIC is implemented, and vice versa.





## 4 Infrastructure requirements

### 4.1 Utility / site servicing infrastructure

The Planning Proposal is supported by a Services Assessment Report prepared in November 2020 by SMEC Australia. The Assessment found:

- *Sewer is not readily available to the site. Sydney water has advised that lead in infrastructure would be required as well as a capacity upgrade at the Picton Treatment Facility. SMEC has included an option and costings for onsite reticulation, detention, and treatment*
- *Potable Water services is available to the site, but will require augmentation to service the proposed development*
- *Electricity is available to the site but will require the duplication of feeders once the existing feeders reach capacity (estimated 70% of site).*
- *Telstra and NBN Co. have advised that the National Broadband Network does not service the site. There are options to provide telecommunication services to the site, which vary in cost and lead times (See section 3.5)*
- *Jemena have advised that there are currently no gas assets that can be utilised to service the site. Lead-in construction would be required to provide gas reticulation if it was required*

Clause 7.1 of Wollondilly LEP 2011 requires that services that are essential for the proposed development are available, or that adequate arrangements have been made to make them available, when required, for:

- (a) the supply of water,
- (b) the supply of electricity,
- (c) the disposal and management of sewage.

This clause best reflects the nature and varied reliance on services for the type and range of uses that may be proposed consistent with the zoning. In all instances future applications will be required to detail and outline how the services required for the specific use can be addressed whether by extension of existing urban services or provision on site.

It is noted that the Maldon Industrial Area is an isolated employment area where existing industries have, wherever appropriate and required, either provided their own infrastructure on site to support the operation or paid for the extension and augmentation of the infrastructure to support the specific industrial activity proposed. As an example, Boral have constructed their own effluent disposal and stormwater management systems to support their existing operations.



As discussed above, the first application for a land use on site will determine the extent to which these services need extensions. There are some uses that will be permissible under the new zoning that could be established with connection to none of these services. Clause 7.1 provides the appropriate framework by which this aspect of servicing is assessed at the development application stage.

## 4.2 State and regional infrastructure

### Transport and access

Transport for NSW (TfNSW) published the *Strategic Corridor Options Study (Picton Bypass. Strategic Corridor Options Report. (Corridor Options Report)* in December 2020 which examined 14 corridor options and identified a preferred option (Corridor 9) for community consultation and further development for a future bypass of Picton Town Centre.

Corridor 9 will provide a road link between Picton Road, approximately 450 metres north west of Maldon Bridge Road and Remembrance Driveway approximately 300 metres south of Wonga Road. New intersections will be provided in Picton Road and Remembrance Driveway.

**Figure 6** overlays the Corridor 9 alignment from the Corridor Options Report onto an aerial image of the broader area and shows the location of the subject site.



Source: TfNSW / GLN Planning

Figure 6 - Aerial of site with Corridor 9 superimposed



As noted in the Traffic Assessment Report prepared by Transport and Urban Planning Pty Ltd, the Strategic Corridor Options Report identified:

*future traffic growth on the road network around Picton, between 2018 and 2036, based on the planned future development around Picton Town Centre and the Wilton Priority Growth Area.*

*For Picton Road near Maldon, daily traffic growth is estimated to increase from 12,110 vehicles per day (vpd) in 2018 to 20,200 vehicles per day (vpd) in 2036.*

*As the Boral Maldon site is identified as Employment Land in the Wilton Growth Area, it could be assumed that the traffic inputs from this proposed rezoning area were accounted for in the Strategic Corridor Assessment.*

The Traffic Assessment Report that assessed the traffic impact using conservative parameters found that with respect to the existing roundabout intersection of Maldon Bridge Road and Picton Road:

*the intersection will continue to operate at a Level of Service A operation with relatively low vehicle delays and spare capacity. This is a very good operation and demonstrates that the rezoning proposal will have satisfactory traffic impacts.*

The Traffic Assessment Report did not model the Maldon Bridge Road and Picton Road intersection to assess the impact of Corridor 9 as the Picton Bypass, if and when delivered, is designed to allow traffic travelling along Picton Road and Remembrance Driveway to bypass the township of Picton to reduce congestion, and would not result in an increase in total vehicle movements along these roads. As a result, it is anticipated that there will be no net impact on the intersection of Maldon Bridge Road and Picton Road as a result of the construction of the bypass.

### **Nexus with proposed Picton Bypass and Picton Road upgrades**

Whilst the overall traffic flows are expected to increase as a result of the growth planned for the Wollondilly LGA and the Wilton Growth Area in particular, the increase in traffic attributable to the proposed development is minor.

For this reason, there is insufficient nexus to require the proposal to contribute directly towards the future construction of the Picton Bypass and the proposed upgrade to Picton Road as shown as Item R1 and R2 in the draft Wilton Growth Area SIC. However, the proposed amendments to the State and regional contributions framework as noted below may provide an opportunity to levy contributions towards these works.

### **Existing and future State and regional contributions framework**

**Section 3.4** of this report notes that the existing draft Wilton SIC does not propose to levy contributions on employment land development, and does not identify infrastructure upgrades that will directly benefit the proposed development

However, it is currently unclear whether the draft Wilton SIC will be adopted, or whether the NSW Government will instead proceed with the proposed Regional Infrastructure Contribution (RIC) which was exhibited in late 2021 as part of the infrastructure contributions reform package but has yet to come into force.



The RIC proposed to levy a base contribution on industrial development at a rate of \$15/m<sup>2</sup> of GFA and a Strategic Biodiversity Component (SBC) contribution at a rate of \$15/m<sup>2</sup> of GFA, with potential additional contributions under the Transport Project Component (TPC) which are subject to future determination. RIC contributions are proposed to be levied at development stage where the GFA of the development is known, rather than at subdivision stage. This approach represents a shift away from the draft Wilton SIC which did not propose to levy contributions on employment land development.

It is reasonable to assume that the NSW Government will seek to implement a State/regional infrastructure contributions mechanism so it can levy for the infrastructure identified through the preparation of the draft Wilton SIC to support the planned development in the growth area, along with other key regional infrastructure projects to support growth. If the RIC comes into effect, it could provide a potential funding source towards the delivery of the Picton Bypass.

### 4.3 Local infrastructure

The following section outlines the local infrastructure required to support the development. Further details on this infrastructure are included in the infrastructure schedule contained in **Section 5** of this report. The location of the infrastructure items are shown in the maps in **Section 6** of this report

#### Transport and access

The Traffic Assessment Report that assessed the traffic impact using conservative parameters found that with respect to the existing roundabout intersection of Maldon Bridge Road and Picton Road:

*the intersection will continue to operate at a Level of Service A operation with relatively low vehicle delays and spare capacity. This is a very good operation and demonstrates that the rezoning proposal will have satisfactory traffic impacts.*

As a result, there is no requirement to undertake transport upgrades which are directly attributable to the proposed development.

The Road Design and Stormwater Management report by Southeast Engineering & Environmental has identified the proposed upgrades to Maldon Bridge Road required to support the proposed development, consistent with the design outcomes included in the Western Sydney Street Design Guidelines<sup>1</sup> including:

- Kerb and gutter on the western side with cutouts to allow for passive landscape irrigation and discharge to street WSUD components
- Modification to kerb and gutter on the eastern side to allow for parking and WSUD components
- Street WSUD components such as bioretention systems and swales
- Additional pit and pipe drainage to collect WSUD system outflows and stormwater from the eastern side of the road;

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<sup>1</sup> Western Sydney Street Design Guidelines, 2020, Western Sydney Planning Partnership, NSW Government



- Footpath and cycle path with minor earthworks and retaining
- Formalised car parking and turning area to access car parks, and
- Where overhead powerlines allow, install tree plantings.

The proposed upgrade works to Maldon Bridge Road have been reviewed by Council officers and will be delivered and funded by Boral as part of the subdivision stage of the development. With Staff Road currently a private road, this is likely to be incorporated into the future site development with associated on site stormwater management facilities.

Council will levy \$7.11 contributions on future development under the Wollondilly Contributions Plan 2020 which can be used by Council to deliver road upgrades to the Wilton Growth Area as identified in the Plan.

## Water cycle management

The Road Design and Stormwater Management report by Southeast Engineering & Environmental identifies the following outcomes to manage stormwater:

### ***Site stormwater management***

*Stormwater collection, detention and treatment will need to be undertaken at the subdivision lot level. This will include allowing space for stormwater detention and treatment systems, which would be in the order of 3-5% of the lot.*

### ***Stormwater easements***

*As the subdivision develops, and the necessity of Dam West A and B are determined, easements for the stormwater pipe network and overland flows will need to be created within the IN3 zoned land. This can occur subsequent to the rezoning.*

### ***Stormwater discharge***

*Infiltration and level spreaders should be used as the mechanism for stormwater discharge from the new industrial lots to the adjacent conservation area to limit concentrated flows and limit disturbance to the conservation zone area.*

The proposed water cycle management outcomes will be delivered during the subdivision stage by Boral, the future developers of the industrial land at development stage, or a combination of both. The water cycle management infrastructure is proposed to be retained in private ownership.

## Implications of the proposal on surrounding areas planned for growth

Whilst the site is located within the Wilton Growth Area, it is relatively isolated and confined to a pocket of land in the upper north-western corner of the precinct, separated from future urban development in the Wilton Growth Area by the Nepean River. The Services Assessment Report indicates that the proposal can be serviced subject to further detail appropriately provided and assessed at the development application stage, and it is expected that the proposal will have minimal impact on infrastructure delivery and site servicing for future development in the growth area



## Post-development ownership and maintenance

The proposed post-development local infrastructure ownership and maintenance responsibility regimes across the development are shown in **Table 4** below.

Local infrastructure type	Delivery mechanism	Ownership post delivery	Maintenance costs responsibility following defect liability period
Maldon Bridge Road upgrades, noting Staff Road will be incorporated into the development	Conditions of consent	Council	Council
Other internal subdivision roads	Not applicable	Not applicable	Not applicable
Stormwater management infrastructure	Conditions of consent	Boral / future landowners	Boral / future landowners
Upgrades to the local road network in the Wilton Growth Area	s7.11 contributions	Council	Council

Source: GLN

Table 4 – Local infrastructure delivery and post-development management arrangement<sup>i</sup>



## 5 Infrastructure schedule

### Infrastructure schedule context

The infrastructure schedule shown at **Table 5** below outlines how the infrastructure required by the proposal will be delivered, owned and maintained.

Table 5 - Infrastructure schedule

Item	Description	Proposed delivery responsibility	Proposed future asset owner	Proposed delivery mechanism	Proposed timing / priority
1	Maldon Bridge Road upgrades	Boral	Council	Conditions of development consent	In conjunction with the subdivision of the land
2	Stormwater management infrastructure	Boral / future landowners	Boral / future landowners	Conditions of development consent	Drainage for road infrastructure - in conjunction with the subdivision of the land Drainage for future industrial/employment land uses – in conjunction with the subdivision of the land or the individual developments on subsequent lots (TBC)
3	Picton Bypass and Picton Road upgrade	TfNSW/Council	TfNSW/Council	NSW Government (potential RIC funding)	TBC – no direct nexus with proposed development
4	Upgrades to the local road network in the Wilton Growth Area	Council	Council	s7.11 contributions via conditions of development consent	TBC by Council
6	Conservation land	Boral	Boral	N/A – land retained in Boral ownership	N/A – land retained in Boral ownership

Item	Description	Proposed delivery responsibility	Proposed future asset owner	Proposed delivery mechanism	Proposed timing / priority
7	Essential servicing infrastructure	Boral	Boral / future landowners / Council depending upon location of infrastructure asset in road reserve or private lot	Conditions of development consent	As required to enable the subdivision or development of the land



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