



NORWEST MARKETOWN – PLANNING PROPOSAL, 4-6 CENTURY CIRCUIT, NORWEST

Infrastructure Delivery Plan

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Executive summary

This Infrastructure Delivery Plan has been prepared on behalf of Norwest City Trust (**Mulpha**) to support the submission and assessment of the Norwest Marketown Planning Proposal.

Mulpha's vision for the site is a revitalised and vibrant mixed-use precinct that increases the productivity of employment generating land, provides essential services and increases the provision of housing close to transport. The precinct will provide essential services and a range of new community facilities and open space areas that will benefit the broader community. This will enable the creation of a vibrant and rejuvenated centre that fosters an attractive place to live, work and play.

Infrastructure demands that will be generated by the planning proposal are considered in various technical studies provided as part of the planning proposal package. This Infrastructure Delivery Plan summarises the infrastructure demands identified by others and sets out a strategy to address this demand and the broader vision for the site.

A range of new and upgraded infrastructure will be needed to support the proposal including local roads, streets, public domain, open space and community facilities. Key infrastructure proposed on the site includes:

- Lakeshore Green and foreshore improvements – a new lakeshore park to provide passive recreation opportunities and improve foreshore access for the development site and wider area. A public access easement is proposed to secure public access.
- Community hub – a community 'hub' of approximately 3,000 m² fronting Lakeshore, strategically located within easy walking distance of Norwest Metro station, to meet the needs of the development and wider area, proposed to be dedicated to Council at no cost to Council.
- The Hills Square - a new public plaza to serve as a new pedestrian entry point and gateway between the site and Norwest station. A public access easement is also proposed.

It is recommended that discussions be commenced with Council about the opportunity for a planning agreement to be entered into – to secure the provision of infrastructure on the development site and provide a monetary contribution towards offsite infrastructure such as active open space and sports fields. Potential suggested key terms of a planning agreement are set out in **section 5.2** of this report.

The total value of the contribution (including land, works and a monetary contribution) is approximately \$35 million. This is comparable to the contribution that would be required if a local infrastructure contribution plan was prepared for the site requiring contributions of \$20,000 per dwelling for residential development and 3% of the development cost for non-residential development. It is also comparable to other local infrastructure contribution plans prepared by Council and planning agreements recently entered into by Council in similar development contexts.

This does not include contributions towards State infrastructure. The State government has recently proposed to introduce new Housing and Productivity Contributions (HPC) and Development Servicing Plan (DSP) contributions. It is estimated an HPC contribution of approximately \$12 million and a DSP contribution of approximately \$4.4 million could be required from future development at the site.



1 Introduction

1.1 Background

This report has been prepared, on behalf of Norwest City Trust (**Mulpha**), to support the submission and assessment of the Norwest Marketown Planning Proposal. The proposal seeks to amend *The Hills Local Environmental Plan 2019 (THLEP 2019)* to insert revised planning controls for land situated at 4-6 Century Circuit, Norwest adjacent to the Norwest Metro Station and within the Norwest Strategic Centre.

The Norwest Marketown Planning Proposal aims to facilitate the long-planned transformation of 46,455 m² of strategically important land presently containing the Norwest Marketown Shopping Centre and adjoining lands comprising the Carlile Swimming Centre. The site is situated along a major regional throughfare in Norwest Boulevard, connecting to Old Windsor Road to the west.

This Planning Proposal will facilitate the appropriate planning controls to facilitate the site's future redevelopment for a contemporary transit-oriented and truly mixed-use precinct. The site has a capacity to deliver a range of employment generating uses in support of the surrounding Norwest Business Park, through commercial, retail, office, entertainment, tourist/visitor accommodation and community floorspace. These uses are further enhanced through the proposal's introduction of residential uses and the potential for a diversity of future emerging housing typologies. Mulpha's vision for sustainable development practices are at the heart of the concept for the site and a range of environmental sustainability initiatives and aspirations are sought, including renewable energy and building efficiencies.

Development planned for the site will be supported by a range of facilities that will benefit occupants of the site and the broader region, together with infrastructure improvements and upgrades and the delivery of generous plazas, public squares and open space, facilitating access to an enhanced Norwest Lake foreshore. Education and collaboration facilities are a primary focus of community life for Norwest Marketown.

1.2 Council advice

Council provided advice on local infrastructure matters in the following formats:

- Preliminary advice and scoping requirements letter to Mulpha dated 5 August 2022
- Email to GLN Planning dated 11 November 2022
- Scoping meeting including Mulpha and GLN on 28 November 2022
- Preliminary scoping meeting letter to Mulpha dated 6 December 2022
- Meeting with Council including Mulpha and GLN on 5 April 2023.



Key points raised by Council and the associated response are summarised in the table below.

Table 1: Council guidance on local infrastructure requirements

Council guidance	Response
The planning proposal package should include a <u>local infrastructure analysis</u> which considers the impacts of the proposal on the <u>demand for local infrastructure</u> and recommends a <u>suitable development contributions framework</u> in association with any development uplift on the land. It will be necessary to establish the proposed <u>infrastructure contributions mechanism</u> and submit details of this at the time of lodging the planning proposal application (for example, any draft contributions plan or offer to enter into a voluntary planning agreement).	<p>This IDP includes an analysis of local infrastructure demand and recommends a suitable development contributions framework and mechanism to address this demand.</p> <p>Local infrastructure demand is summarised in section 4 of this report and the recommended infrastructure strategy and mechanism is outlined in section 5.</p> <p>It recommends Mulpha seek to enter into a planning agreement with Council to provide land and works on the site and a monetary contribution towards offsite infrastructure that cannot be accommodated within the site (such as active open space).</p>
Consideration should be given to how any future uplift on the site will be serviced appropriately, having regard to <u>cumulative infrastructure impacts</u> in the Norwest Strategic Centre in advance of detailed holistic precinct planning undertaken by Council. The scoping proposal should provide preliminary discussion on the <u>infrastructure demand</u> generated by the proposed uplift and identify an <u>appropriate infrastructure solution</u> . Ultimately, Council will require Mulpha to <u>submit the infrastructure solution</u> (for example, <u>proposed contributions plan amendments</u> or any <u>offer to enter into a planning agreement</u>) at the same time as the planning proposal.	Per above.
Residential development generates increased demand for a range of facilities, however the most challenging to deliver in recent years is <u>active open space</u> . The identification of appropriate sites for such facilities and the required funding continues to be a key challenge for redevelopment along the Sydney Metro Corridor within The Hills.	<p>The proposal's demand for active open space is considered in Cred Consulting's Community Benefits Analysis and summarised in section 4.2 of this report.</p> <p>Mulpha's Indicative Reference Scheme includes high quality open space including a district-level water play space and enhanced foreshore access.</p> <p>As outlined in section 5 of this report, it is recommended Mulpha supplement this by seeking to enter into a planning agreement including a monetary contribution towards offsite active open space, as site constraints mean usable active open space is unable to be accommodated within the site.</p>



1.3 Purpose and scope

This Infrastructure Delivery Plan (**IDP**) has been prepared to address the infrastructure matters raised by Council in the discussions and correspondence, as outlined above.

Specifically, this IDP includes the following:

- A description of the planning proposal including proposed development (Indicative Reference Scheme) and infrastructure to be provided on the development site
- An overview of the existing infrastructure contributions framework, Council's existing local infrastructure contributions plans, planning agreements executed by Council, and the proposed Housing and Productivity Contributions (HPC) and proposed Development Servicing Plan (DSP) contributions
- An outline of the infrastructure demand that will be generated by the development proposed on the subject site (Indicative Reference Scheme), as mainly identified by infrastructure studies completed by others in connection with the planning proposal
- An infrastructure delivery plan outlining a strategy to address the development-generated infrastructure demand – this includes proposed infrastructure, estimated costs, staging and associated funding and delivery mechanisms.

1.4 Assumptions and limitations

This IDP brings together the information available from the specialist studies and reports prepared for the site in connection with the planning proposal.

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

- The infrastructure requirements and proposals are based upon the planning proposal and associated Indicative Reference Scheme 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 infrastructure needed 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.

All of these should inform a final planning agreement to be entered into with Council in relation to the planning proposal to ensure that the planning agreement better reflects those matters.



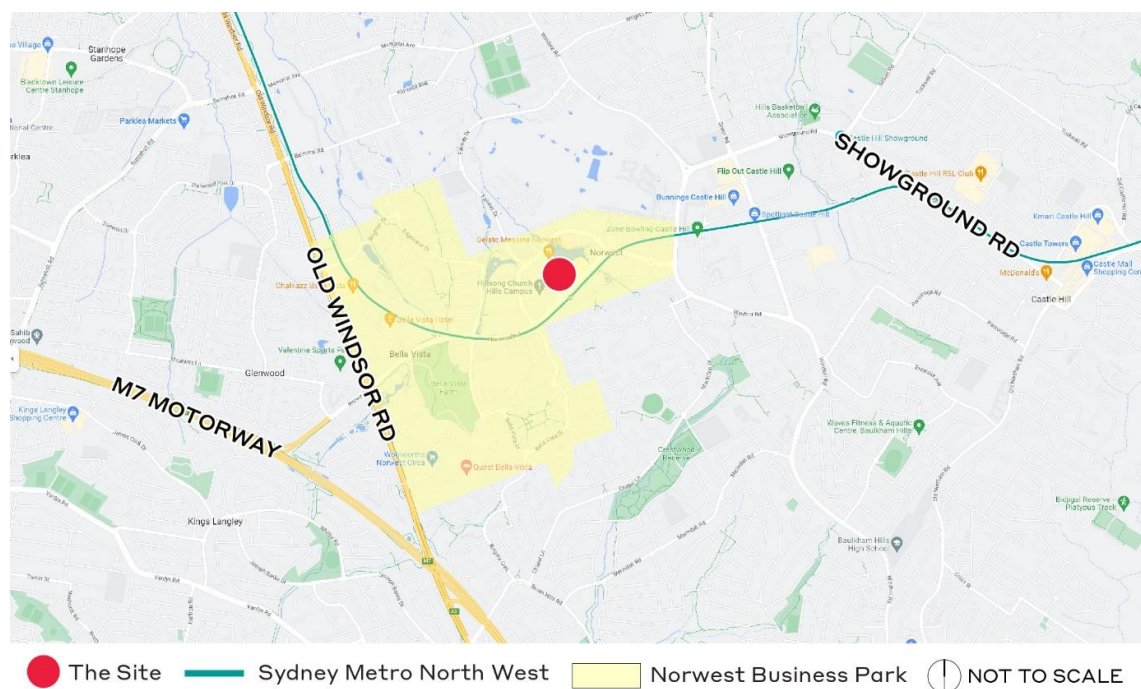
2 Planning proposal description

2.1 Site location and description

The site is located at 4-6 Century Circuit, Norwest within The Hills LGA. Norwest is approximately 12 km north of the Parramatta CBD, and 35km northwest of the Sydney CBD. The site is strategically located within the north eastern portion of Norwest Business Park. The Park accommodates an extensive amount of employment land such as office and business premises and contains a range of facilities and amenities, including childcare centres, medical facilities, supermarkets, and a range of smaller retail tenants. It also incorporates recreational areas as well as pedestrian and bicycle linkages.

The site is also directly adjacent to the Norwest Metro railway station. Following its opening in 2019, surrounding each Metro station is an identified precinct that contributes to the Sydney Norwest Urban Renewal Corridor. In the context of this corridor, the site is situated within the Norwest Precinct.

Figure 1: Location of the site in its surrounding context



Source: Google Maps, edits by Ethos Urban

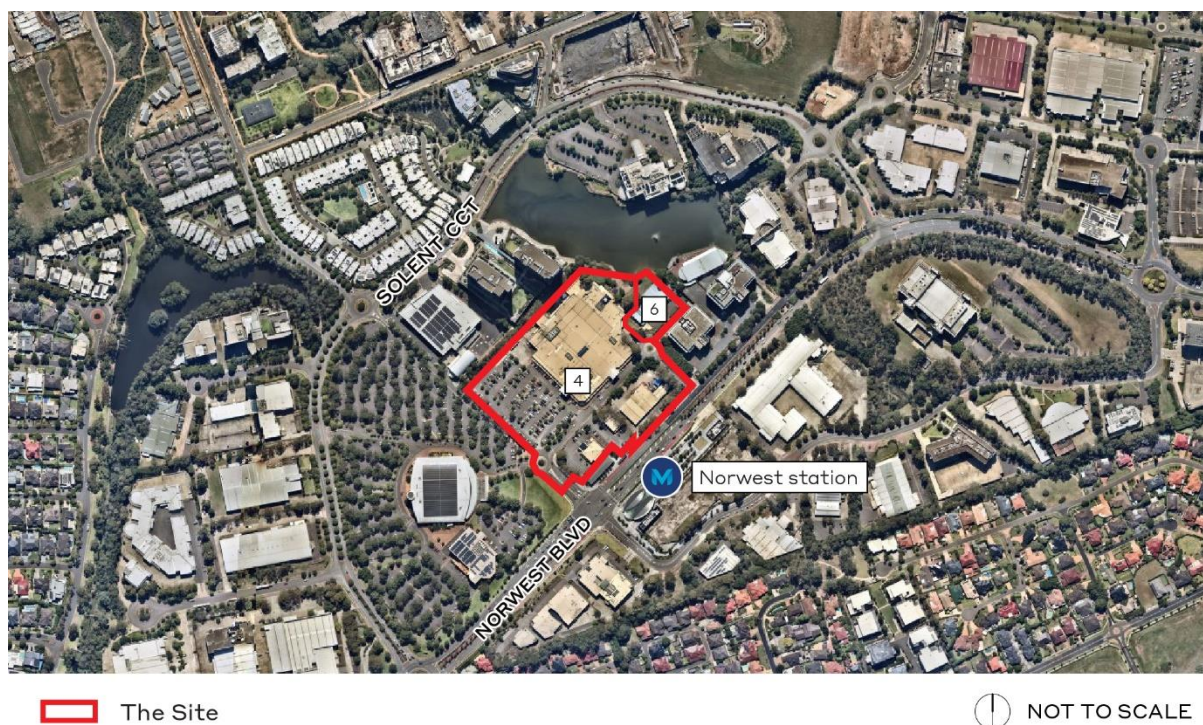
The worker population within Norwest Business Park includes around 25,000 workers, being one of Greater Sydney's major employment areas. The workforce includes a large portion of professionals and clerical/service workers. Health care and social assistance, retail trade, professional, scientific, and technical services are the largest employing industries in the locality.

The site is situated on the northern side of Norwest Boulevard, between Brookhollow Avenue and Century Circuit. It comprises two allotments which are legally described as Lot 2 in DP 1213272 (4 Century Circuit) and Lot 5080 in DP1008602 (6 Century Circuit). Both allotments are owned by Mulpha. The site has a frontage of approximately 185m to Norwest Boulevard and incorporates



Century Circuit which extends eastward within the southern portion of the site. This site was formerly part of the North Sydney Brick and Tile Company's Brick Works Holding and as noted previously now forms part of the Norwest Business Park. An aerial view of the site, the relevant allotments and the immediate locality is provided below.

Figure 2: Site aerial photograph, showing extent of the site



Source: Nearthmap, edits by Ethos Urban

2.2 Draft Norwest Precinct Plan

The Draft Norwest Precinct Plan sets the framework for Norwest to emerge as a thriving mixed use Strategic Centre and highly competitive employment precinct and provides strong alignment between Council's and Mulpha vision for Norwest Marketown.

The vision builds on previous strategic work by Council and the NSW Government, including technical investigations focused on the Shire's Strategic Centres that provide insight into their unique features, role and function in the Greater Sydney Region. The Plan is the next step and advances the planning into the finer grain, site specific detail to inform potential changes to planning controls and the infrastructure framework, which can occur in a logical and staged manner.

By 2041, the Draft Precinct Plan envisages Norwest Strategic Centre will be a prime location for knowledge intensive businesses focused on health, education, science, technology, finance and advanced manufacturing. Business will enjoy the proximity and ease of access to complementary services and facilities at nearby strategic centres of Castle Hill and Rouse Hill and the economic competitiveness offered by enhanced connections to Sydney CBD, Greater Parramatta and the Western Sydney Airport.



The Draft Precinct Plan for the larger Norwest Strategic Centre identifies three development precincts:

- Norwest Innovation – Circa Commercial Area, Bella Vista and Kellyville
- Norwest Central – eastern Bella Vista and Norwest – where Norwest Marketown is located, and
- Norwest Service – the former Castle Hill Light Industrial Area.

The Precinct Plan provides guidance to the built form of Norwest Marketown; however it acknowledges that changes to the planning framework will be achieved through a landowner initiated planning proposal.

Infrastructure considerations

The Draft Precinct Plan acknowledges that Norwest Marketown will be delivered through market driven change via landowner-initiated planning proposals. Also, Council is committed to working with landowners and developers to secure infrastructure solutions that will support future uplift on land identified for market driven development.

The Draft Precinct Plan notes that opportunities for a new direct link from Norwest Boulevard through to Fairway Drive has been identified – to ease congestion and improve walkability near Marketown. It indicates this should be designed as a pedestrian friendly environment given its proximity to Norwest Marketown, which is envisaged to be the active heart of Norwest Central.

The Draft Precinct Plan also indicates that signalised intersection upgrades at the Solent Circuit and Fairway Drive intersection will be required and could be captured within the relevant local infrastructure contributions plan.

The Draft Precinct Plan provides the following design principles to guide future outcomes for infrastructure:

- Tangible infrastructure solutions (including traffic, open space and water management) and an appropriate funding and delivery mechanism will be required to ensure that the uplift can be appropriately serviced
- Integrate evolving technologies, including digital infrastructure provisions, within future developments to provide better connected and informed communities.

2.3 Norwest Marketown Indicative Reference Scheme

Mulpha's vision for the site is a revitalised and vibrant mixed-use precinct that increases the productivity of employment generating land, provides essential services and increases the provision of housing close to transport. The precinct will provide essential services and a range of new community facilities and open space areas that will benefit the broader community. This will enable the creation of a vibrant and rejuvenated centre that fosters an attractive place to live, work and play.



The Norwest Marketown Indicative Reference Scheme, as prepared by FJC Studio, represents an optimised and refined reference scheme, to guide best practice design and the preparation of detailed planning controls to achieve an attractive transit-oriented development precinct with high amenity.

Key features of the Norwest Marketown Indicative Reference Scheme are:

- A master planned urban design of new building blocks, public streets, squares and open spaces
- A total development density of up to 232,375 m² Gross Floor Area (GFA) comprising a Floor Space Ratio of 5.0:1. This includes the following components:
 - 117,330 m² of employment generating floorspace comprising commercial, retail and hotel accommodation
 - 102,523 m² of residential floorspace comprising approximately 854 apartments
 - 12,523 m² of community, indoor recreation, civic, entertainment and education floorspace
- Building heights above ground ranging from 5 storeys to 36 storeys
- A Lower Ground level providing a direct connection to Norwest Metro through to Norwest Lake at grade with retail and food and beverage opportunities
- Basement parking, loading and servicing across 5 subterranean levels, with spaces for some 2,600 cars, which are intended to be allocated by way of a parking management system.
- Substantial open space provisions including:
 - The Rivulet – pedestrian linkage connecting Norwest Boulevard to Norwest Lake
 - Lakeshore Green – cascading open space, providing an enhanced Norwest Lake Foreshore
 - The Hills Square – local passive open space and alfresco dining
- Significant enhancements to the existing Century Circuit, including intersections with Norwest Boulevard, the provision of internalised local streets within a pedestrian priority environment and opportunity for a future connection to Fairway Drive
- Complementary on and off-site infrastructure to be delivered by way of a future planning agreement.



Figure 3: Norwest Marketown, indicative landscape masterplan



Source: Realm, 2023

Figure 4: Norwest Marketown, indicative built form vision



Source: FJC, 2023



Figure 5: Norwest Marketown, indicative lake interface



Source: FJC, 2023

2.4 Proposed planning controls

The Planning Proposal Justification Report, as prepared by Ethos Urban, details the intention to insert new planning provisions covering Norwest Marketown, through the amendment of the THLEP 2019. Specifically, the Planning Proposal will:

- Seek a rezoning of the site from E1 Local Centre to MU1 Mixed Use
- Seek an increase in overall height within the site from RL116 to RL216
- Seek an increase to Floor Space Ratio from 1.49:1 to 5.0:1, comprising a minimum 'commercial premises' and 'entertainment facility' FSR of 2.5:1 and a maximum 'residential flat buildings', 'shop top housing' and 'boarding houses' FSR of 2.21:1 and 854 dwellings
- Dwelling size and mix requirements consistent with THLEP 2019 and Council's strategic goals for housing
- Car parking provisions in relation to dwellings, dwelling visitors, retail and commercial uses



- Additional Permitted Uses (Schedule 1) to allow for the land uses of: recreation area, retail premises, recreation facility (outdoor), water recreation structure, waterbody (artificial) and wharf/boating facilities, within the land zoned SP2 Infrastructure within the site
- Corresponding site-specific DCP which will address provisions such as:
 - Relationship to other Hills Shire DCP provisions
 - Urban context
 - Desired future character and principles
 - Public domain and open space
 - Built form
 - Active frontages
 - Solar access and overshadowing
 - Vehicular access and connectivity
 - Landscape
 - Design excellence
 - Sustainability
 - Wind
 - Staging and implementation.

The proposal is in response to the Draft Norwest Precinct Plan which was on exhibition from 2 May 2023 until 31 July 2023. According to the Draft Plan, Norwest Marketown is identified within 'Focus Area 2' was earmarked as being subject to 'market driven' change and that changes to the planning framework would be driven by landowner-initiated planning proposals, along with associated amendments to the DCP, Public Domain Plan and appropriate infrastructure contribution mechanisms.

2.5 Development staging

An indicative draft staging plan is outlined in the Urban Design Report and reproduced overleaf. As shown, the Norwest Marketown development is expected be delivered (indicatively) over four stages between 2027 and 2037.

The staging and sequencing of development (and corresponding delivery of infrastructure) may be refined and updated throughout the planning proposal process. The indicative draft development staging will form the basis of a future development application.



Figure 6: Indicative development staging

2027 2047



Figure 104. Indicative Stage 1



Figure 105. Indicative Stage 2



Figure 106. Indicative Stage 3



Figure 107. Indicative Stage 4

Indicative Stage 1 Development

- Existing service station and car wash demolition
- Construction of new supermarket and speciality retail, major commercial buildings and hotel
- Construction of major loading dock and parking for Stage 1 uses
- Street works to Century Circuit (including east and west links to Norwest Boulevard)
- Existing centre and on-grade parking remains in operation during construction

Indicative Stage 2 Development

- Staged demolition of existing centre
- Construction of new parkland (deep soil) and lake edge
- Retain on-grade parking of existing centre

Indicative Stage 3 Development

- Removal of on-grade parking
- Construction of second supermarket / discount department store and speciality retail
- Construction of library / community / commercial and residential buildings
- Construction of basement parking for Stage 3 uses
- Leasing and fit out of eat-street and park side retail

Indicative Stage 4 Development

- Demolition of existing swim centre
- Construction of mixed use building
- Construction of parking for Stage 4 uses
- Leasing and fit out of park side food and beverage

Source: FJC, 2023



3 Infrastructure framework

3.1 Common funding and delivery mechanisms

New or augmented infrastructure that is needed to support the growth of urban redevelopment areas in a built-up urban context can be provided through several mechanisms.

Mechanisms commonly used to help fund and deliver infrastructure in connection with major development site is summarised in **Table 4** below.

As shown, mechanisms are categorised as either ‘planning system’ mechanisms or ‘other’ mechanisms (that is, not related to the planning system).

An initial indication of the potential for each mechanism to be used to help fund and / or deliver infrastructure to address development-generated infrastructure demand (both onsite and offsite) in connection with the planning proposal is also shown.

Proposed / recommended mechanisms are considered in more detail in **section 5** of this report.

Table 2: Common infrastructure funding and delivery mechanisms

Mechanism	Description	Potential
Planning system mechanisms		
Planning agreements (local and State)	An agreement voluntarily negotiated between a developer and one or more planning authorities in which the developer commits to providing contributions of land, works or money for public purposes.	Moderate
s7.11 ‘nexus-based’ local infrastructure 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 particular development and the infrastructure the subject of the contribution.	Moderate
s7.12 ‘fixed-rate’ local infrastructure levies	Fixed rate levy imposed as a condition on a development consent or complying development certificate. Maximum levy rate is set by regulation and is generally 1% of development cost.	Moderate
Direct developer provision through planning controls	The developer is required to provide, replace or upgrade infrastructure as a condition on a development consent. The works are usually required directly as a result of the development works. Common examples include in-street drainage and upgrades to a street adjoining a development.	Moderate



Mechanism	Description	Potential
Incentive clauses in an LEP	Provisions enabling a developer to provide infrastructure on or adjacent to the development site that has a broader public benefit, in exchange for the right to develop the site for alternative and/or more intense land use. The contributions are formalised through a planning agreement. Commonly used by Councils where a planning agreement is not secured at the rezoning stage.	Low
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 public infrastructure determined by the Minister for Planning and Public Spaces.	Low
Proposed Housing and Productivity Contributions	Proposed contribution to be imposed on residential and non-residential development in defined areas to be applied towards the provision of State and regional infrastructure. Intended to replace SIC contributions that would be phased out.	Moderate
Proposed Development Servicing Plan contributions	Proposed charge to be imposed on residential and non-residential development in defined areas to help fund water and wastewater works.	Moderate
Other mechanisms		
Proceeds from asset sales	Sale of publicly owned assets (usually land e.g. depots) that are surplus to needs (of a Council or State agency) or are otherwise redundant and are no longer required.	Low
Redevelopment of publicly owned land	Opportunities to have infrastructure, facilities, affordable housing or other public benefits incorporated into the redevelopment of publicly owned land that is surplus to needs.	Low
Budget allocations (local and State)	Funding allocated from a Council's or NSW Government's consolidated revenue (for example, where infrastructure contributions will not fully fund the costs of certain infrastructure works).	Low
Non-government / private providers of similar service	Facilities and services that have been traditionally provided by Councils or State agencies but are also provided by other organisations. Examples include childcare centres (increasingly provided by for-profit companies), indoor recreation centres (increasingly provided by registered clubs and non-government organisations e.g. Police and Community Youth Clubs (PCYC)).	Moderate e.g. childcare
State and Commonwealth Government grants	Funds that are available for the provision of infrastructure via an application process. Most schemes require co-funding/cash contribution for projects. Projects without co-funding tend to score lower against the merit criteria.	Low
User fees and charges	One-off and recurrent payments made by users of a facility or service, such as connection and usage fees charged by utility authorities for utility services	Moderate (utilities)



Mechanism	Description	Potential
Subsidised borrowing schemes (for any Council-delivered infrastructure)	Low-cost loan financing offered by the NSW Government (e.g. Low-Cost Loans Initiative). All councils are eligible to apply for a maximum loan period of 10 years. Programs tend to support 'enabling infrastructure' that may include community facilities, parks and playing fields. This mechanism depends on the NSW Government continuation of the scheme over time.	Low
LGA special rate variation (for any Council-delivered infrastructure)	Additional council rates pursuant to section 495 of the Local Government Act 1993 for works or services that will service the LGA. An application is required to be made and approved by Independent Pricing and Regulatory Tribunal (IPART). The use of special rate variations needs to be agreed and endorsed by Council.	Low
Local area special rate (for any Council-delivered infrastructure)	Additional council rates pursuant to section 495 of the Local Government Act 1993 for works or services limited to a specific area (e.g. land release or suburb) that will benefit from the proposed infrastructure. An application is required to be made and approved by IPART. The use of special rate variations would need to be agreed and endorsed by Council.	Low

3.2 Local infrastructure contributions

Reference to the Hills Shire Council's website indicates Council has 13 local infrastructure contributions plans that apply to different parts of the LGA.

Contributions plans considered relevant to the planning proposal for Norwest Marketown are summarised in the table below.

Table 3: Council contribution plans relevant to Norwest Marketown

Contribution plan	Key details*	GLN comments
Contributions Plan No. 18: Bella Vista & Kellyville Station Precincts (June 2022)	<ul style="list-style-type: none"> \$25,323 / 2-bed dwelling \$31,352 / 3-bed dwelling 	Somewhat comparable to Norwest Marketown conditions – near a Metro station.
Contributions Plan No. 17: Castle Hill North (May 2022)	<ul style="list-style-type: none"> \$23,774 / 2-bed dwelling \$33,019 / 3-bed dwelling 	Somewhat comparable to Norwest Marketown – near a Metro station.
Contributions Plan No. 19: Showground Station Precinct (September 2018)	<ul style="list-style-type: none"> \$14,216 / 2-bed dwelling \$17,601 / 3-bed dwelling 	<p>Somewhat comparable to Norwest Marketown - near a Metro station.</p> <p>However, the plan is 4 years older than above plans and may not fully reflect more recent infrastructure strategies and costs.</p>
Norwest Innovation Section 7.12 Contributions Plan (November 2021)	<ul style="list-style-type: none"> 2.8% of the development cost over \$1m Employment (non-residential) development 	Comparable. Applies to an area that is being developed for mostly non-residential purposes.



Contribution plan	Key details*	GLN comments
The Hills Section 7.12 Contributions Plan (October 2020)	<ul style="list-style-type: none"> • Applies LGA-wide • Applies to residential and non-residential development • Contributions calculated at 1% of the development cost over \$1m • Works schedule does not include any works items located on the subject site 	<p>Limited relevance to Norwest Marketown.</p> <p>Applies to the site, but the contribution rate does not reflect the infrastructure demand and cost to Council expected to be generated as a result of the future development on the site that would be enabled by the planning proposal.</p>

Section 7.11 contributions rates (where relevant) – as indexed at July 2023.

3.3 Planning agreements

Reference to Council's website indicates it has executed 22 planning agreements since 2006, an average of 1 to 2 planning agreements per year.

Planning agreements considered by GLN to be of most relevance to the Norwest Marketown planning proposal are summarised below.

Table 4: Planning agreements relevant to Norwest Marketown

Description	Key details	Comments
Circa Precinct Bella Vista	<p>Executed August 2021 in connection with a planning proposal to enable future development for commercial offices</p> <p>Key terms comprise:</p> <ul style="list-style-type: none"> • Dedication of land to Council valued at \$5.6m • Monetary contribution for park embellishment \$1m • Monetary contribution to Council calculated at 2.1% of the development cost over \$200k • Application of s7.11 and s7.12 contributions excluded 	<p>Relevant to non-residential component of Norwest Marketown planning proposal.</p> <p>The total contribution (including land, works and monetary contribution) appears to be equivalent to approximately 3% of the development cost.</p>
Norwest Quarter 40 Solent Crescent Norwest	<p>Planning agreement executed in February 2020 in connection with a planning proposal to enable future development for approximately 864 residential apartments</p> <p>Relevant Council report indicates this would generate demand for local infrastructure as follows:</p> <ul style="list-style-type: none"> • 43% of a new sports field • 43% of a standard local park • 43% of a netball court • 43% of a tennis court • 17% of a local community centre. <p>Key terms</p> <ul style="list-style-type: none"> • Land 	<p>Relevant to residential component of Norwest Marketown planning proposal.</p> <p>Total equivalent contribution (including land, works and monetary contributions) is approximately \$16.2m.</p> <p>This equates to approximately \$18,700 per dwelling.</p>



Description	Key details	Comments
	<ul style="list-style-type: none"> Min. 2,000 m² urban plaza - public access easement (no value ascribed) Works <ul style="list-style-type: none"> Norwest Lake lighting and security (\$1m) Intersection upgrade – Solent Circle East and Norwest Boulevard (\$1.5m) Monetary contributions towards <u>offsite</u> works: <ul style="list-style-type: none"> \$2.5m towards passive open space \$2.5m towards community facilities \$0.75m towards pedestrian path and cycleway facilities \$5m towards traffic lights at intersection on Norwest Boulevard \$4.515m towards land for new sports field \$0.88m towards works for new sports field Application of s7.11 and s7.12 contributions excluded. 	
25-31 Brookhollow Ave, Norwest	<p>Planning agreement executed between Council and Sydney Metro on 4 November 2021 in connection with a planning proposal to facilitate high density commercial, retail and hotel development comprising 3 main buildings with heights up to 25, 23 and 11 storeys, adjoining Norwest Station.</p> <p>The contribution value under the Agreement is 3% of the future development cost comprising:</p> <ul style="list-style-type: none"> Monetary contribution levied at 2.5% of the development cost (approx. \$5m) Local infrastructure works with a value of \$1.2 million (equating to approximately 0.5% of the development cost). The proposed works comprise embellishment of a 1,000 m² public plaza adjoining the station and traffic works along Brookhollow Avenue involving the relocation of the existing pedestrian crossing and verge to align with the plaza and removal of the existing island verge and replacement with new kerb and pavement. 	<p>Relevant.</p> <p>High density non-residential development adjoining Norwest Station.</p>
55 Coonara Ave, West Pennant Hills	<p>Planning agreement executed in October connection with a development application including staged construction of 417 dwellings.</p> <p>The development also includes the provision of significant passive open space.</p> <p>A social infrastructure study commissioned by the applicant indicates local infrastructure demand generated by the development includes:</p> <ul style="list-style-type: none"> 0.3 playing fields 0.15 courts 0.3 playgrounds 	<p>Somewhat relevant to the residential component of Norwest Marketown.</p> <p>Relevance limited by the fact the planning agreement is in connection with a development application where the site had already been rezoned some years prior (in 2017), constraining developer's potential to</p>

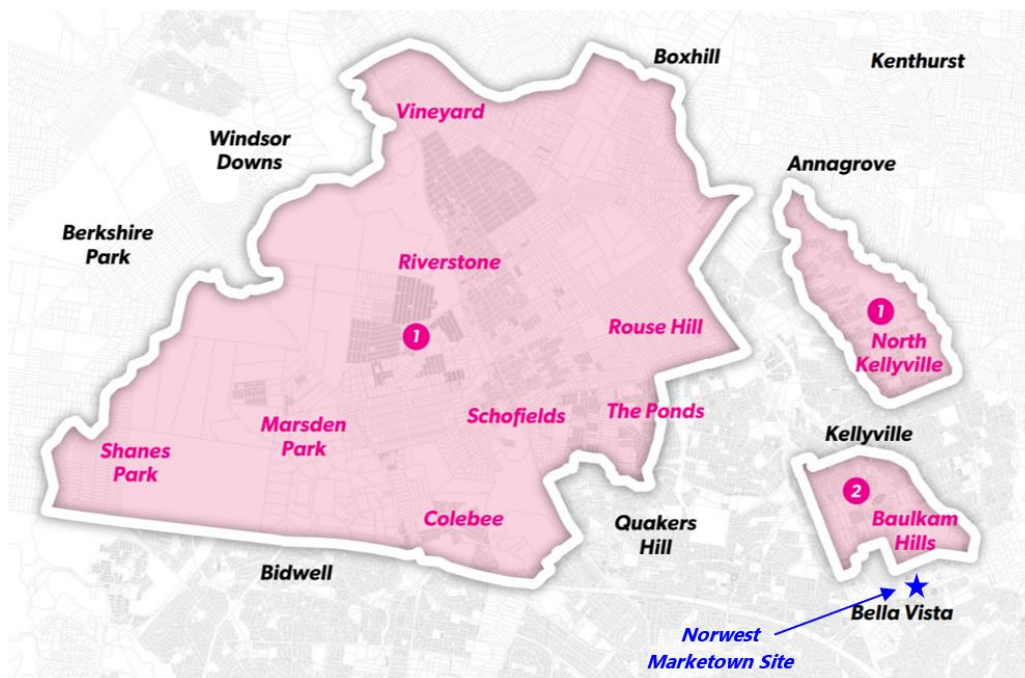


Description	Key details	Comments
	<ul style="list-style-type: none"> 0.1 indoor courts 125sqm of community floor space 190sqm of library floor space. <p>Key terms</p> <ul style="list-style-type: none"> \$2m monetary contribution to Council e.g. to fund the cost of converting one of two existing nearby playing fields to a synthetic playing field (Council's Recreation Strategy indicates the average cost to construct a synthetic playing field is approximately \$1.8m; additionally, by changing the playing surface from grass to synthetic the usage capacity is up to 2.4 times higher than that of a grass field) The planning agreement does not exclude the operation of s7.11 and s7.12 contributions to the site, that is, the \$2m contribution is <u>in addition</u> to the contributions required under Council's applicable s7.12 contributions plan, which requires a contribution calculated at 1% of the development cost 	<p>offer public benefits beyond applicable local infrastructure contributions.</p> <p>Approach to addressing sports field demand is relevant.</p>

3.4 Special Infrastructure Contributions

No existing or draft state or regional contributions currently apply to the subject site. In 2018 the NSW Government exhibited the draft North West Growth Area Special Infrastructure Contribution (SIC), however, the Norwest Marketown site is located outside the special contribution area. The map below shows the location of the site relative to the North West Special Contribution Area.

Figure 7: Location of the site relative to the North West Special Contributions Area



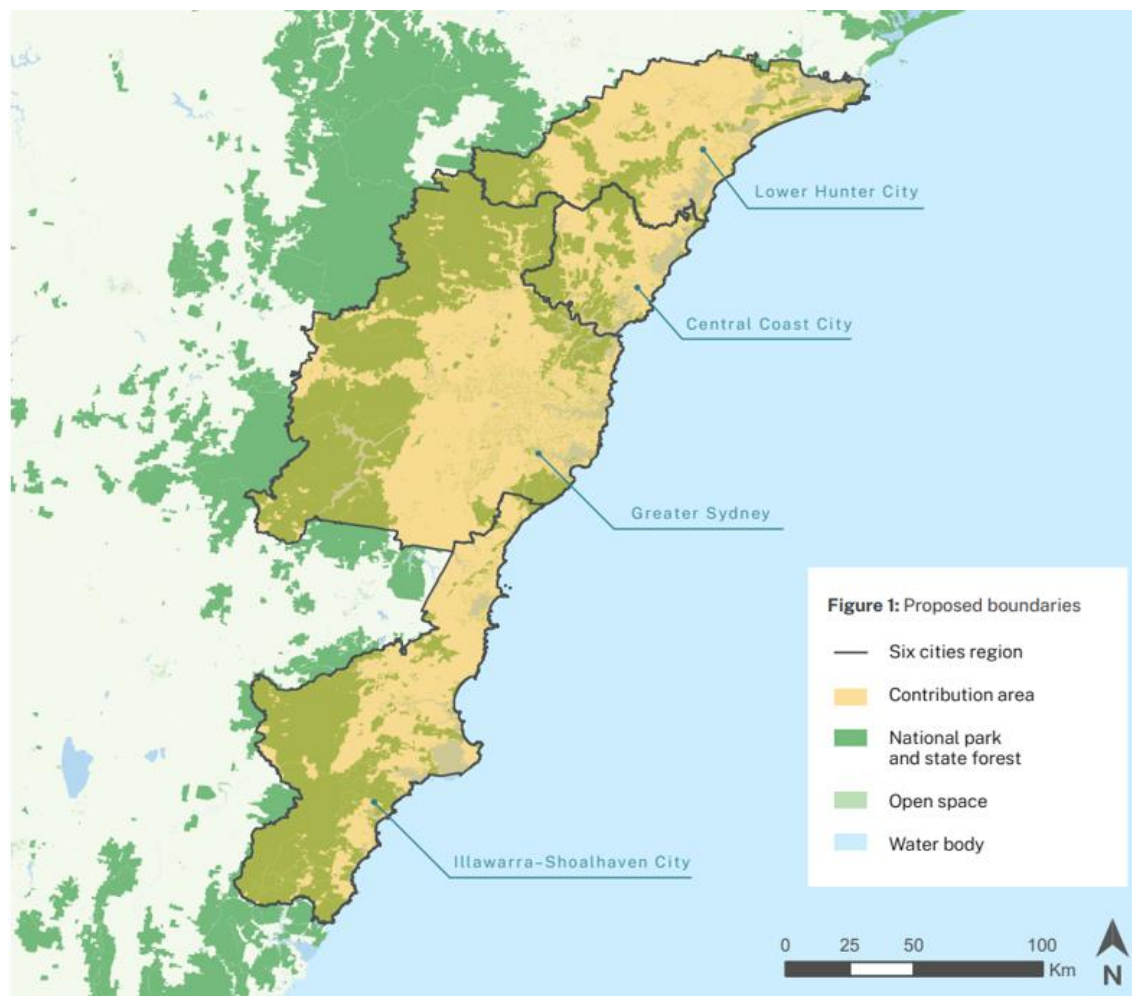
Source: DPE



3.5 Proposed Housing and Productivity Contribution

In May 2023 the NSW Government introduced the *Environmental Planning and Assessment Amendment (Housing and Productivity Contributions) Bill 2023* (the **Bill**) to the NSW Parliament to enable the introduction of a new State infrastructure contribution known as the HPC which is similar to the previously exhibited Regional Infrastructure Contribution (**RIC**) and would apply within the HPC regions shown in **Figure 7** overleaf.

Figure 8: Proposed HPC regions



Source: DPE

On 28 June 2023 the Bill passed through both houses of the NSW Parliament, and subject to assent, will be introduced on 1 October 2023 in all of the HPC regions shown in **Figure 7**, including areas where SICs currently apply but excluding the Western Sydney Growth Area and Western Sydney Aerotropolis SICs. The SICs in these areas (including the Western Sydney Growth Area SIC that applies to the subject site) will initially remain in force and will be replaced by the HPC by 1 July 2026. The Marketown site is not subject to an existing SIC and will therefore be subject to the HPC.

The proposed HPC will be levied on residential and non-residential development at the rates outlined in **Figure 8** (subject to indexation) and will be phased-in over a period of time, with a 50 percent reduction in the charge from 1 October 2023 to June 2024, a 25 percent reduction in from July 2024 to June 2025, and the levying of the full rate from July 2025.



Figure 9: Proposed HPC rates

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

Source: DPE

Contributions will go towards the provision of state and regional infrastructure needed to unlock development and support forecast growth, such as roads, parks, hospitals and schools. Infrastructure investment will align with timeframes for land use planning, rezoning and forecast development. Infrastructure that can be funded includes active transport, transport, Education, Health, Emergency, Justice, open space and conservation. Funds will also be provided to support councils in delivering infrastructure that supports housing and productivity.

An estimate of the HPC contributions that could be required for future development at Norwest Marketown, is shown in the following table.



Table 5: Potential HPC contribution for Norwest Marketown development

Item	Quantity
Residential development component	
Dwellings	854 apartments
Contribution rate (\$/apartment)	\$10,000/apartment
Residential contribution (\$)	\$8,530,000
Non-residential development component	
Commercial / retail floor space (sqm)	117,330 sqm
Contribution rate (\$/sqm)	\$30/sqm
Non-residential contribution (\$)	\$3,519,900
Total	\$12,049,900

The draft HPC 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 Marketown proposal.

The proposed HPC does not identify the application or amount of any proposed Transport Project Contribution (**TPC**) within any of the HPC regions at this time, therefore it is not possible to confirm whether a TPC would be required for the proposal. It is our understanding that any future TPC is intended to apply to specific catchments which benefit directly from planned transport upgrades such as new rail or metro lines.

The site is located approximately 200 metres from the existing Norwest Metro station and benefits from this infrastructure, however the application of the TPC to projects that have already been completed is unknown. There are examples of existing SICs which levy contributions towards future transport infrastructure including the Western Sydney Aerotropolis SIC which levies contributions on development within identified station precincts at 1 percent of the cost of development within the Enterprise zone or 2 percent of the cost of development in the Mixed-Use zone.

3.6 Proposed Sydney Water Development Servicing Plans

The cost of potable water and wastewater infrastructure has historically been met via user fees and through headworks charges imposed on developers under Development Servicing Plans (**DSPs**).

However, in 2008 the NSW Government set Sydney Water and Hunter Water's DSP charges charge to zero in response to low development activity during and immediately following the Global Financial Crisis.

Following a review of infrastructure contributions and recommendations made by the NSW Productivity Commissioner that were adopted by the NSW Government in 2021, Sydney Water and Hunter Water exhibited draft DSPs across Greater Sydney and surrounds from 10 June to 7 July 2023



which propose to reintroduce charges on new development towards the provision of drinking and wastewater infrastructure works.

For water, the Norwest Marketown site is located in the Greater Sydney Drinking Water DSP. For wastewater, it is located in the Norwest Wastewater DSP. Water and wastewater DSP contributions proposed in these catchments, expressed as a contribution per ('Equivalent Tenement') are summarised in the table below.

Table 6: Proposed DSP charges

Type	DSP catchment	Proposed charge (\$/ET)
Water	Greater Sydney Drinking Water	\$5,311
Wastewater	Norwest Wastewater	\$3,522
	Totals	\$8,833

Subject to final adoption by Sydney Water and IPART, the DSP contributions will be gradually reintroduced from 1 July 2024. They will be capped at 25 per cent of the full charge in 2024-25 and 50 per cent in 2025-26, with full contributions from 1 July 2026, in line with a transition plan approved by the NSW Government.

It is currently unclear whether Sydney Water will allow the DSP charges to be reduced or offset through developer-led delivery of upgrades to trunk infrastructure required to support the development. This is expected to be clarified by Sydney Water during or after the public submission period.

An estimate of the potential water and wastewater DSP contribution that could be required for the residential component of the Norwest Marketown development is shown in the table below. The potential contribution for the non-residential component would need to be confirmed. It is understood that the ET rate per employee is much less than the residential rate.

Table 7: Potential DSP contribution for Norwest Marketown (residential component only)

Item	Amount
Contribution rate (\$) per Equivalent Tenement (ET)	\$8,833
ETs per multi-unit dwelling	0.58
Norwest Marketown - proposed dwellings	854
	\$4,375,162



4 Infrastructure demand

4.1 Traffic

Mulpha engaged Gennaoui Consulting Pty Ltd (**Gennaoui**) to prepare a traffic study to consider the traffic implications and parking requirements of the planning proposal and associated access.

The traffic study's key findings are summarised as follows:

- Existing development on the site currently generates about 660 and 1,025 vehicle trips during the morning and afternoon peak hours respectively
- The proposal for the Marketown redevelopment is expected to generate a total of about 1,660 and 2,160 vehicle trips during the morning and afternoon peak hours respectively – this represents a net increase of about 1,010 and 1,040 additional trips during the morning and afternoon peak hours respectively
- The proposed development will only marginally affect the level of service of all major approach roads to the site. The section of Norwest Boulevard between Windsor Road and Columbia Place would operate at level of service "B", the remaining length of this road would continue to operate at a level of service "A".
- The roundabout controlling the intersection of Norwest Boulevard with Columbia Court and Brookhollow Avenue is expected to operate at a good level of service "B". However, the queue likely to be generated along Norwest Boulevard at Windsor Road will be longer (approximately 250 metres) than the distance between Windsor Road and the roundabout (125 metres) thus extending well beyond the roundabout and affecting its operation. To address this issue, the traffic study noted it is understood that TfNSW is planning the replacement of the roundabout with traffic signals with the banning of the right turning movements from Norwest Boulevard
- The signalised intersection of Norwest Boulevard with Brookhollow Avenue and Century Circuit would operate at a very poor level of service "F" in the morning and afternoon peak respectively. The following improvements would improve the operation of this intersection which will result in LoS "D" or better
 - At the signalised intersection of Norwest Boulevard with Brookhollow Avenue and Century Circuit
 - Provision of an additional right turn lane in Norwest Boulevard into Century Circuit (west)
 - Extend a right turn lane from Century Circuit (west) into Norwest Boulevard for a length of 200 metres. This will necessitate the removal of the roundabout at the access of Hillson. Access to Hillson and Century Estate via Norwest Boulevard will be retained for both left and right-hand turning movements. Hillson egress via Century Circuit west will be provided via the proposed extension within the Norwest Marketown site



- Provision of an additional kerbside lane in Brookhollow Drive to cater exclusively for the left turn movement into Norwest Boulevard. The existing two lanes would cater for the through and right turn movements
- Adjustment to the access driveway will be required at Century Circuit (east) at Norwest Boulevard to accommodate articulated vehicle left-hand turning movements

The traffic study also recommended that a Green Travel Plan be prepared to support reduced parking supply of the development, and to encourage the use of the Metro and buses, 'first and last mile' travel, and active transport.

It is understood that Norwest Boulevard is a State road.

In the case of the intersection upgrade to Solent Circuit (East) and Norwest Boulevard, Mulpha advised that traffic signals had been installed a few years ago at the junction of Solent Circuit (East) and Norwest Boulevard. This was negotiated and completed ahead of need. Mulpha carried out the work, that is, engaged contractors to complete works in accordance with plans approved by Transport for NSW.

In the case of Solent Circuit (west) and Norwest Boulevard, Mulpha offered and Council/TfNSW accepted a monetary contribution of \$5 million. A further contribution of \$2.14 million was also offered to TfNSW as part of a State Contribution towards regional roads. This is covered in a planning agreement for The Greens, now referred to Norwest Quarter.

Some of the demand for the upgrade works will be generated by the Norwest Marketown development. Mulpha has indicated it is willing to carry out the following works:

- intersection improvements at Norwest Boulevard and Brookhollow Avenue, in consultation with TfNSW
- Road upgrade to Century Circuit (west), access to and relocate egress from Hillsong, removal of the existing round-about and upgrade works at intersection of Norwest Boulevard and Century Circuit (East) to suit future turning movements.



4.2 Open space and recreation

Mulpha engaged Cred Consulting (**Cred**) to prepare a Community Benefits Analysis (**CBA**) in April 2023 to assess the community benefits that could be delivered through the proposal either on or off site to support a socially sustainable, resilient and connected community and place.

The CBA report provides a detailed assessment of the social infrastructure, open space, and other community and place needs generated by the proposed development (both local and district) and considers the availability and capacity of surrounding infrastructure and services to accommodate the demand created by the forecast population increase and changes.

The CBA report makes recommendations on how the proposal can support a socially community, create its own sense of place, and respect the existing character of the site and surrounding area, and deliver community and place benefits for the incoming and exiting community.

The CBA is informed by recognised approaches for social infrastructure and open space needs analysis. It included a review and analysis of the site and proposal, strategic context review, population context and analysis, and social infrastructure and open space needs analysis. The social infrastructure and open space needs analysis included:

- Audit and mapping of existing social infrastructure and open space within 200m (high density proximity benchmark) 400m and 2km (for regional and district facilities) of the site and implications relating to the proposed development
- Population benchmarking of social infrastructure and open space needs resulting from the proposed development, and broader local social infrastructure and open space needs that could be delivered through the site
- Identification of community benefit needs and opportunities.

Open space and recreation demand from the future development-generated population on the site based on benchmarking analysis is reproduced from Cred's report in the table overleaf.



Table 8: Open space and recreation demand (based on benchmarks)

Facility type	Benchmark	Site demand (1,788 people)
Open space proximity	The Greater Sydney Commission in its District Plans recommends high density areas should access a local park within 200m of high-density dwellings. A local park is usually between 0.3ha and 2ha in size. Any smaller and it is a pocket park.	All dwellings to be within 200m of a local park of between 0.3-2 ha
Open space quantum - site size	15% to 20% of site size including 9% for local/district open space (Recreation and Open Space Guidelines for Local Government & Active Living Hornsby Strategy, 2015)	6,600-8,800 m ² including 3,960 m ² for local/district open space
Active open space (quantum)	1.21 ha per 1,000 people*	2.1 ha
Passive open space (quantum)	1.62 ha per 1,000 people*	2.8 ha
Sports fields (high density benchmark)	1 per 4,000 people (2,000 dwellings)*	0.4 fields
Indoor recreation centre	1 per 30,000 people*	0.1 centre
Skate facilities (neighbourhood)	1 per 5,000-10,000 people*	0.2-0.4 facility
Multipurpose outdoor courts	1 for every 10,000 (Source: Parks and Leisure Australia 2012)	0.2 outdoor court
Outdoor fitness stations	1 for every 10,000 (Source: Parks and Leisure Australia 2012)	0.2 fitness station
Older playground – 5 to 11 years	1 for every 500 children aged 5 to 11 years (Source: Growth Centres Commission 2020)	0.3 playground
Indoor courts	1 for every 20,000 (Source: Parks and Leisure Australia 2012)	0.1 indoor court
Aquatic facility (local)	1 per 30,000 people*	0.1 aquatic facility
Dog off Leash	1 per 8,000 people (Source: Newcastle Dogs in Open Space Plan)	0.2 dog parks

*Source: Norwest Marketown Community Benefits Analysis (Cred Consulting, 2022)



4.3 Community facilities

Cred's Community Benefit Analysis also considered the demand for community facilities that will be generated by the planning proposal. Key findings are summarised below.

Table 9: Community facilities demand (based on benchmarks)

Facility type	Benchmark	Site demand (1,788 people)
Multipurpose community centre	80m ² per 1,000 people (Source: Wollongong, Liverpool, City of Parramatta)	137 m ² multipurpose community centre floor space
Library	State Library of NSW People Places calculator	190 m ² library floor space
Cultural facilities	1 facility per 20,000 to 30,000 people (Source: City of Sydney)	0.1 facilities
Early education and care – Long Day Care	1 place for every 2.48 children aged 0 to 4 years (Source: City of Parramatta)	40 places
Out of School Hours Care	1 place for every 2.7 children aged 5 to 11 years (Source: City of Parramatta)	37 places
Public hospital beds	2.3 -2.7 beds per 1,000 people (Source: Green Square Social Infrastructure Provision Report, 2014)	3.9 – 4.5 beds
Primary school	No benchmark set by NSW Department of Education. Demand based on capacity and opportunity.	NA
High school	No benchmark set by NSW Department of Education. Demand based on capacity and opportunity.	NA

*Source: Norwest Marketown Community Benefits Analysis (Cred Consulting, 2022)



5 Infrastructure delivery plan

5.1 Infrastructure strategy

As noted in the previous section, proposed development at the site will generate demand for a range of infrastructure. This includes road upgrade works, open space and recreation facilities, and community facilities.

Common mechanisms (options) for funding and delivering infrastructure are outlined in **section 3.1** of this report.

The development-generated infrastructure demand for the various types of infrastructure, and the strategy proposed to address the demand for each, is presented in the table below. As shown, and in summary, several mechanisms are proposed to address the infrastructure demand:

- Direct provision of various infrastructure works by Mulpha on the development site, secured via a planning agreement offer (in the case of community floor space), planning controls (for example, the provision of open space and public domain) and the potential for a public access easement over important high quality public open space (for example, Lake Shore Park)
- A monetary contribution by Mulpha to Council, to be secured via a planning agreement, towards offsite local infrastructure works that will not be provided on the subject site and that Council has identified as being a high priority (for example, sports fields / active open space).

Key terms for a potential planning agreement offer – for discussion and consideration with Council – are outlined in the following section of this report.

The single ownership of the site supports a planning agreement approach. The principal alternative to a planning agreement approach would be to prepare a site-specific local infrastructure contribution plan for adoption by Council.

A planning agreement is recommended in preference to preparing a site-specific local infrastructure contribution plan for the following reasons:

- it would enable Mulpha to deliver a community hub on behalf of Council in a strategic location with good accessibility (close to public transport) with high amenity (adjoining new high quality open space) and that serves a wider catchment, beyond the site. The facility would be delivered at no cost to Council and would be provided concurrently with the development.
- There would be several issues and risks (downsides) under the alternative where Council assumes responsibility for delivering the community hub and includes it in a new site-specific local infrastructure contribution plan. First, Council would need to find a similarly well-located site. This is typically challenging, and not cost-efficient (expensive). Second, it is unlikely contributions would fully fund the cost of the facility, under either a section 7.11 and / or section 7.12 approach. Third, Council would be exposed to increased financial risks in the event of unanticipated cost increases. Fourth, it is unlikely Council could deliver the facility sooner than if it is delivered by Mulpha.



- The provision of a monetary contribution to Council via a planning agreement for Council to provide offsite infrastructure to address onsite infrastructure demand provides greater flexibility for Council to address priority infrastructure demands, for example, active open space / sports fields. The description of infrastructure works to be delivered using planning agreement contributions does not need to be as specific as the description of works to be delivered in a contribution plan, especially section 7.11 plans. Also, a monetary contribution under a planning agreement is not constrained by nexus and apportionment requirements that apply to section 7.11 contributions.
- A planning agreement is more administratively efficient than a site-specific contribution plan. The planning agreement can 'switch off' the operation of section 7.11 and 7.12 contributions, subject to Council's agreement. This means a local infrastructure contribution would not need to be imposed on any development enabled by the planning proposal.

Table 10: Proposed infrastructure strategy to address demand

Infrastructure	Demand*	Proposed strategy
Transport		
Norwest Boulevard (State road)	Intersection improvements at Norwest Boulevard and Brookhollow Avenue	Mulpha to undertake the works, in consultation with Transport for NSW. Potential for the cost of these works to be offset against any State infrastructure contribution, such as the proposed Housing and Productivity Contribution.
Century Circuit works (local road)	Road upgrade to Century Circuit (West), access to and relocate egress from Hillson, remove existing round-about and upgrade left-turn works at intersection with Norwest Boulevard and Century Circuit (East).	Mulpha to undertake the works, either as a condition of consent, or via a local planning agreement (subject to Council agreement).
Open space and recreation		
Open space proximity	A local park (usually between 0.3ha and 2ha) within 200m of high-density dwellings	21,160 m ² of high quality public open space proposed on the site, including a 5,700 m ² public park (Lake Shore Park). To be secured via planning controls. Potential public access easement over the Lake Shore Park.



Infrastructure	Demand*	Proposed strategy
Open space quantum - site size	15% to 20% of site size, including 9% for local/district open space. For the site, this equates to 6,600-8,800 m ² , including 3,960 m ² for local/district open space	See above.
Active open space (quantum).	2.1 ha.	Onsite open space including district-level water park and foreshore recreation upgrades, complemented by a planning agreement offer to provide a monetary contribution towards offsite open space (refer next section).
Passive open space (quantum)	2.8 ha	See above. Focus on quality over quantity due to site constraints. Potential for local planning agreement contribution towards offsite open space to supplement onsite provision.
Sports fields	0.4 fields	The site is not large enough to provide a sports field on the site. Monetary contribution towards offsite active open space / sports field, via a local planning agreement offer (refer next section).
Indoor recreation centre	0.1 centre	One gymnasium and recreation centre proposed to be provided on the site.
Skate facilities (neighbourhood)	0.2-0.4 facilities	No skate facilities proposed on the site. One existing skatepark is located within 1,500m of the site (at Crestwood). Potential for monetary contribution (via local planning agreement offer) to be applied towards this.



Infrastructure	Demand*	Proposed strategy
Multipurpose outdoor courts	0.2 courts	No outdoor courts proposed on the site. Two existing multipurpose outdoor courts are located within 1,500m of the site. Potential for monetary contribution (via local planning agreement offer) to be applied towards this.
Outdoor fitness stations	0.2 fitness stations	1 outdoor fitness station is proposed on the site.
Older playground – 5 to 11 years	0.3 playgrounds	A district-level water park / play space proposed on the site. Eight existing playgrounds are located within 1,500m of the site.
Indoor courts	0.1 indoor court	A gymnasium and recreation centre proposed to be provided on the site.
Aquatic facility (local)	0.1 aquatic facility	None required.
Dog park (off leash)	0.2 dog park	None required.
Community facilities		
Multipurpose community centre	137 m ² multipurpose community centre floor space	3,000 m ² community floor space proposed to be provided on the site. Proposed to be dedicated to Council at no cost to Council, via a local planning agreement (see next section).
Library	190 m ² library floor space	See above. Potential for community floor space to be used for library purposes.
Cultural facilities	0.1 facilities	See above. Potential for community floor space to be used for cultural uses.
Early education and care – Long Day Care	40 places	1,000 m ² (to be privately owned and operated) proposed to be provided on the site. Five existing ECEC facilities are located within 800m of the site. This includes one facility located within the site.



Infrastructure	Demand*	Proposed strategy
Out of School Hours Care	37 places	None proposed on the site. Existing OSHC at schools but future schools will require OSHC facility on site.

*Transport demand analysis sourced from transport assessment by Gennaoui consultants (March 2023) transport assessment. Open space and community facilities demand analysis sourced from Cred Consulting (April 2023) Community Benefits Analysis.

5.2 Planning agreement

As noted, a local planning agreement between Mulpha and Council is proposed to enable the provision of certain land and works on the site by Mulpha and the payment of a monetary contribution by Mulpha to Council towards the provision of offsite works by Council.

The potential / suggested key terms of a planning agreement are outlined below, for initial discussion and consideration with Council. Any offer would need to be formalised in a planning agreement letter of offer from Mulpha to Council.

Key terms of the suggested offer include:

- Land (floor space) and works for a community facility (total estimated value \$30 million)
- A monetary contribution of \$2.5 million to be applied towards Council priority infrastructure, such as active open space / playing fields. Principles for the allocation of the funds would need to be discussed and agreed between Mulpha and Council. These may relate to the type of works, location, timing, and distance from the site. Ideally, there would be a relationship the offsite works and the Norwest Marketown development.
- An additional monetary contribution of \$1 million to be applied towards 'first and last mile' travel initiatives, to be discussed and agreed with Council.

The total value of the offer is calculated at \$35 million.

The planning agreement would wholly exclude the operation of section 7.11 and 7.12 per section 7.4(3)(d) of the EP&A Act. Other terms (for example, dispute resolution) would be agreed during drafting of the formal agreement. It is expected these would be generally in accordance with Council's standard requirements and planning agreement template.

Overall, the potential / suggested key terms of the planning agreement as outlined above are considered to be reasonable having regard to the infrastructure demand, feasibility and opportunity at the site. It is also considered to be reasonable having regard to approaches adopted by Council in other recent planning agreements.

For comparison / reference, the total value of the potential / suggested planning agreement contribution as outlined above (\$35 million) is comparable to the amount that would be required if a local infrastructure contribution was imposed on Norwest Marketown development calculated at \$20,000 per dwelling for residential development and 3% of the cost of development for non-residential development. This calculation is outlined below.



Table 11: Equivalent local infrastructure contribution

Development type	Item	Quantity
Residential development	Dwellings	854 dwellings
	Contribution rate (\$/dwelling)	\$20,000/dwelling
	Contribution (\$)	\$17,080,000
Non-residential development	Floor space (sqm)	120,000sqm
	Development cost (\$/sqm)	\$5,000/sqm
	Development cost (\$)	\$600,000,000
	Contribution rate (% of development cost)	3%
	Contribution	\$16,800,000
		\$33,880,000

The above relates to local infrastructure not State infrastructure. As noted, in May 2023 the NSW Government proposed to introduce a new Housing and Productivity Contribution towards State infrastructure costs. It is estimated, an HPC contribution of approximately \$12 million could be required from future development at Norwest Marketown.

Additionally, Sydney Water and Hunter Water exhibited draft DSPs across Greater Sydney and surrounds from June to July 2023 which propose to reintroduce charges on new development towards the provision of drinking and wastewater infrastructure works. It is estimated that a water and wastewater DSP contribution of approximately \$4.4m could be required from future residential development at Norwest Marketown.



Table 12: Potential key terms for a planning agreement offer – for discussion with Council

Item	Description	Quantity	Unit	Rate* (\$/m ²)	Cost (\$)	VPA value** (\$)	Staging***
	Land						
1	Community floor space – land / floorspace (residual value) - dedicated to Council	3,000	sqm	\$1,500	\$4,500,000	\$4,500,000	Stage 3
	Works						
2	Community facility – construction of community facility cold shell (excluding fitout)	3,000	sqm	\$8,500	\$25,500,000	\$25,500,000	Stage 3
3	Open space / public domain – 5,700 m ² of open space works associated with the delivery of Lakeshore Green	5,700	sqm	\$1,000	\$5,700,000	Excluded	Stage 2
4	Open space / public domain – Embellishment of Lakeshore Green and Norwest Lake water quality to establish a District Level Offering including water park, outdoor fitness gym, family bbq facilities, integrated wild landscape play and public art	1	Item	Lump sum	\$1,500,000	\$1,500,000	Stage 2
5	Open space / public domain – The Hills Square (public access easement)	1,770	Sqm	\$2,000	\$3,540,000	Excluded	Stage 1
6	Transport – Century Circuit and Norwest Boulevard works	1	Item	TBA	TBA	Excluded	Stage 1
	Money						
7	Open space / active recreation – works / principles to be agreed e.g. location, timing, distance from site etc. Potential opportunity for discussion includes active recreation upgrades to Bella Vista Farm.	1	item	Lump sum	\$2,500,000	\$2,500,000	Stage 3
8	Transport – 'First and last mile' initiative – to be agreed with Council e.g. minibus	1	item	Lump sum	\$1,000,000	\$1,000,000	Stage 3
	Total value of offer					\$35,000,000	
	Total value including State Contributions****					\$51,400,000	

*Unit rates (\$/m²) as advised by Mulpha; **Values as at October 2023 -values to be indexed for inflation in accordance with an agreed index e.g. quarterly CPI (All Groups) for Sydney as published by the ABS; ***Per development staging in section 2.5 of this report; ****Assumes \$12m Housing and Productivity Contribution (HPC) and \$4.4m Sydney Water DSP contribution.



5.3 Next steps

This Infrastructure Delivery Plan will be provided to Council as part of the broader planning proposal package.

The planning proposal will enable future development that will generate demand for a range of infrastructure including transport, open space and recreation and community facilities.

This Infrastructure Delivery Plan summarises the infrastructure demand that will be generated and sets out a strategy to meet this demand.

A range of infrastructure is proposed to be provided on the site including local roads, streetscaping, public domain, open space and community facilities.

It is recommended that discussions be commenced with Council about the potential for a planning agreement to be used to secure the delivery of infrastructure on the site and provide a for monetary contributions towards offsite infrastructure such as active open space and sports fields.

A planning agreement letter of offer would need to be prepared and submitted to Council. Subject to Council's support, a draft planning agreement would need to be prepared and publicly exhibited with the planning proposal.

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