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URBIS

INFRASTRUCTURE DELIVERY PLAN

Aland Leppington
Civic Centre

Prepared for
ALAND
15 September 2023

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1. INTRODUCTION

This Infrastructure Delivery Summary has been prepared by Urbis Pty Ltd (**Urbis**) on behalf of Aland (**the proponent**) to support the Planning Proposal for the 'Civic Centre'.

The purpose of this summary document is to:

- Set out a preliminary framework for funding and delivery of infrastructure, associated with the planning proposal for the Civic Centre.
- Set out how the requirements of the DPE Plan Making Guidelines for infrastructure planning have been addressed to a level of detail appropriate for a Planning Proposal
- Set out how the proposal also relates to the existing and evolving policy context, with respect to infrastructure contributions – including for example S7.11, SIC and Housing and Productivity Contribution (HPC).
- Set out in summary form the infrastructure delivery that will be needed to support the vision for the Civic Centre Master Plan, with infrastructure delivered in an efficient and effective manner.

1.1. RELEVANT TECHNICAL DOCUMENTS

This summary document has been informed by a number of relevant technical documents, as set out in Table 1 below. This report should be read in conjunction these technical studies.

Table 1 Relevant Technical Documents

Technical Input	Consultant
Planning Proposal Document	Urbis
Masterplan report	DKO
Landscape design	Landform
Strategic Transport Assessment	Urbis
Social Infrastructure and Open Space Assessment	Urbis
Utilities Servicing, Flooding and Stormwater Strategy	Infrastructure and Development Consulting (IDC)
Economic assessment	Macroplan

2. THE PROPOSAL – CIVIC CENTRE

2.1. THE SITE AND SURROUNDS

The land to which this proposal relates is 173-183 Rickard Road, Leppington. The site is accessed via Rickard Road and is located within the Leppington Town Centre. Leppington Town Centre extends across both the Camden and Liverpool LGA; however, the site is located entirely within the Camden LGA portion of the town centre.

Figure 1 Site Location



Source: Urbis

2.2. CIVIC CENTRE MASTER PLAN VISION

The Civic Centre Master Plan is a potential 'catalyst project' that would complement the delivery of the wider Leppington Town Centre plan proposed by Camden Council. The proposal leverages the unique opportunity offered by the site's strategic location within the town centre and its close proximity to transport infrastructure, by rezoning the site to enable transit-oriented development (TOD) within a town centre, and increasing building height and floor space ratio (FSR) development standards to enable additional housing supply and diversity, and a mixed use hub.

Figure 2 Civic Centre Master Plan – 3D Render



Source: DKO

Figure 3 Civic Centre Master Plan



Source: DKO

2.3. ANTICIPATED DEVELOPMENT AND POPULATION

2.3.1. Land Use Distribution

The Civic Centre Master Plan comprises of high-density residential buildings supported by a commercial/retail podium which will provide activation along the streetscape and within the ground plane. The Civic Centre site is anchored along a central north-south green spine which will provide direct access from Leppington Railway Station, into the heart of the Leppington Town Centre.

2.3.2. Population/Land Use Mix

Table 2 Proposed dwelling yield and anticipated population

Expected dwelling yield	1,554 dwellings
Occupancy rate	2.2
Expected population	3,420

2.4. DEVELOPMENT STAGING

The development of this precinct is expected to take place over a period of approximately 7-10 years, with construction from 2025/2026 – allowing time for relevant approvals to be secured with the Planning Proposal, Development Applications and construction. Aland is essentially ready to go. Subject to the above first residents may be expected to take residence in 2027/2028.

In broad terms, the precinct is expected to be delivery in 4 stages – delivering around 300-400 apartments with each stage. Based on 18-24 months per stage, completion of the precinct is expected around 2034/2035. This is indicative staging only at this time, remains subject to change and relevant approvals. It is set out to provide useful context for the consideration of infrastructure delivery.

3. INFRASTRUCTURE OVERVIEW

In order to see the effective realisation of the Civic Centre Master Plan, the following infrastructure shall be required:

- An effectively movement network – roads, intersection, pedestrian and cycle networks.
- A variety of open space areas, to meet the needs of the future recreational needs of the population.
- Water cycle management infrastructure
- Community infrastructure – community centres, libraries and other spaces.
- Schools and hospitals.

At a high-level, the expected movement and access network for the precinct is illustrated in the figure below. Further detail is provided later in this report.

Figure 4 Movement and Access



Source: DKO

Figure 5 Open Space Network



Source: DKO

4. INFRASTRUCTURE PLANNING CONTEXT

4.1. INFRASTRUCTURE DELIVERY MECHANISMS

In NSW, there is a wide range of different mechanisms available to facilitate infrastructure delivery. These are broadly set out in Table 3 below.

Table 3 Potential Mechanisms

Mechanism	General description and purpose
Direct developer provision – through	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. For example: in-street drainage and upgrades of street adjoining their development.
Section 7.11 Contributions	A contribution of money or land imposed as a condition on a development consent or complying development certificate. The contribution cannot be more than an amount that reflects the relationship (or nexus) between the particular development and the infrastructure the subject of the contribution.
Section 7.12 Fixed Rate 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. NB: For the Leppington area, with operative S7.11 CPs, a S7.12 CP is not expected to apply)
Section 7.24 Special Infrastructure Contributions (SIC)	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.
Housing and Productivity Contributions (HPCs)	Now coming into operation from 1 October. The existing Western Sydney Growth Area SIC shall remain operative until 2026 – at which time, the SIC shall transition across to HPC.
Planning Agreements (State and local)	An agreement voluntarily negotiated between a developer and the one or more planning authorities in which the developer commits to providing contributions of land, works or money for public purposes.
Works-in-kind agreements	Developers may offer to enter into works-in-kind agreements with Council to carry out works listed in the contributions plan in lieu of paying development contributions. This is generally encouraged, as it brings forward the delivery of infrastructure.
Other mechanisms	There a wide range of other opportunities available over time, including but not limited to Council rates, Special Rate Variations, local area rates, user fees and charges, HPC local government grants, other state and commonwealth government grants, NSW government low cost loan initiatives.

In summary, there are a broad range of effective mechanisms available – as needed. A series of preliminary recommendations specific for this precinct is set out later in this report, with respect to specific infrastructure items.

5. EXISTING LOCAL (S7.11) CONTRIBUTION FRAMEWORK

There is an existing S7.11 CP in place that has been established, Camden Growth Areas Contributions Plan – Amendment 3, and remains operative to this day. Continues to be used for the determination of development proposals. It is also relevant to note that the CP was the subject of IPART review in 2017 – enabling Council to collect contributions above the historical ‘contribution caps’.

The existence and operation of the CP satisfies obligations under the regulations for a CP to be in place – allowing development consents to be granted. This section sets out in summary form the key relevant extracts from the operative CP.

In summary, there is an existing operative CP.

Table 4 Indicative residential contribution rates – Leppington North (\$Dec2016)

Table 1.3 Indicative residential contribution rates – Leppington North (\$Dec2016)

Type of development	Density (dwellings per ha)	Occupancy rate per dwelling	Contribution amount in plan	Contribution amount – IPART assessed reasonable cost
Low density dwelling	25	3.4	47,681	46,527
Secondary dwelling >60m ² GFA	25	3.4	47,681	46,527
Medium Density dwelling	25	2.6	40,788	39,826
Secondary dwelling <=60m ² GFA	25	2.6	40,788	39,826
High density dwelling	40	1.8	27,000	26,357
Seniors living dwelling	25	1.5	31,309	30,611

Source: Camden Council

A copy of full report from IPART can be found at <https://www.ipart.nsw.gov.au/sites/default/files/documents/assessment-of-camden-growth-areas-contributions-plan-camden-council-may-2018.pdf>

From the S7.11 Contribution plan, there are a range of summary contribution rates established – as set out in the tables below.

Table 5 Summary of contribution rates: Leppington North Precinct

Summary of Contribution Rates: LEPPINGTON NORTH PRECINCT

ESSENTIAL INFRASTRUCTURE MONETARY CONTRIBUTION RATES		RESIDENTIAL DEVELOPMENT					NON RESIDENTIAL DEVELOPMENT LOCATED IN THE B3, B4, B5 AND B7 ZONES	ALL DEVELOPMENT
Item	Item Total Cost	\$ per additional resident	\$ per Low Density Dwelling or residential lot; \$ per Secondary Dwelling > 60m ² GFA	\$ per Medium Density Dwelling; \$ per 2 bed Secondary Dwelling <= 60m ² GFA	\$ per High Density Dwelling	\$ per Seniors Living Dwelling	\$ per 100m ² of Non Residential GFA	\$ per hectare of NDA
Open Space								
Land	\$45,947,996	\$6,298	\$21,413	\$16,375	\$11,337	\$9,447.09	\$2,157	
Works	\$19,183,516	\$2,629	\$8,940	\$6,837	\$4,733	\$3,944.21	\$901	
Subtotal	\$65,131,512	\$8,928	\$30,354	\$23,212	\$16,070	\$13,391	\$3,058	-
Community Facilities								
Land	\$1,346,920	\$280	\$951	\$727	\$503	\$420		
Subtotal	\$1,346,920	\$280	\$951	\$727	\$503	\$420	-	-
Roads								
Land	\$30,676,188	See right hand column	See right hand column	See right hand column	See right hand column	See right hand column	See right hand column	\$136,478
Works	\$35,822,130							\$159,372
Subtotal	\$66,498,318							\$295,851
Drainage								
Land	\$29,275,360	See right hand column	See right hand column	See right hand column	See right hand column	See right hand column	See right hand column	\$129,772
Works	\$18,178,396							\$80,582
Subtotal	\$47,453,756							\$210,354
Plan Administration								
Allowance	\$1,097,761	See right hand column	See right hand column	See right hand column	See right hand column	See right hand column	See right hand column	\$4,884
Subtotal	\$1,097,761							\$4,884
TOTAL	\$181,528,269							

Summary of Contribution Rates: LEPPINGTON NORTH PRECINCT

NON ESSENTIAL INFRASTRUCTURE MONETARY CONTRIBUTION RATES		RESIDENTIAL DEVELOPMENT					NON RESIDENTIAL DEVELOPMENT LOCATED IN THE B3, B4, B5 AND B7 ZONES	ALL DEVELOPMENT
Item	Item Total Cost	\$ per additional resident	\$ per Low Density Dwelling or residential lot; \$ per Secondary Dwelling > 60m ² GFA	\$ per Medium Density Dwelling; \$ per 2 bed Secondary Dwelling <= 60m ² GFA	\$ per High Density Dwelling	\$ per Seniors Living Dwelling	\$ per 100m ² of Non Residential Accommodation GFA	\$ per hectare of NDA
Community Facilities								
Works	\$6,829,198	\$1,418	\$4,821	\$3,687	\$2,552	\$2,127		
Subtotal	\$6,829,198	\$1,418	\$4,821	\$3,687	\$2,552	\$2,127	-	-
Open Space								
Works	\$1,176,939	\$244.38	\$831	\$635	\$440	\$367	\$55	
Subtotal	\$1,176,939	\$244	\$831	\$635	\$440	\$367	\$55	
TOTAL	\$8,006,137	\$1,662	\$5,652	\$4,322	\$2,992	\$2,494	\$55	

Summary of Contribution Rates: LEPPINGTON NORTH PRECINCT

LAND CONTRIBUTION RATES		RESIDENTIAL DEVELOPMENT					NON RESIDENTIAL DEVELOPMENT LOCATED IN THE B3, B4, B5 AND B7 ZONES	ALL DEVELOPMENT
Item	Item Total Area (m ²)	m ² per additional resident	m ² per Low Density Dwelling or residential lot; \$ per Secondary Dwelling > 60m ² GFA	m ² per Medium Density Dwelling; \$ per 2 bed Secondary Dwelling <= 60m ² GFA	m ² per High Density Dwelling	m ² per Seniors Living dwelling	m ² per 100m ² of Non Residential GFA	m ² per hectare of NDA
Open Space								
Land	193,972	26.59	90.40	69.13	47.86	39.88	9.11	
Community Facilities								
Land	3,436	0.71	2.43	1.86	1.28	1.07		
Roads								
Land	91,392	see right hand column	see right hand column	see right hand column	see right hand column	see right hand column	see right hand column	406.60
Drainage								
Land	151,112	see right hand column	see right hand column	see right hand column	see right hand column	see right hand column	see right hand column	672.30
TOTAL	439,912							

Source: Camden Council

The CP seeks to facilitate the collection of funds and delivery of infrastructure for the Leppington Town Centre. The following figures illustrate what is currently planned.

Planned road hierarchy and intersection treatments (combined local and state infrastructure)

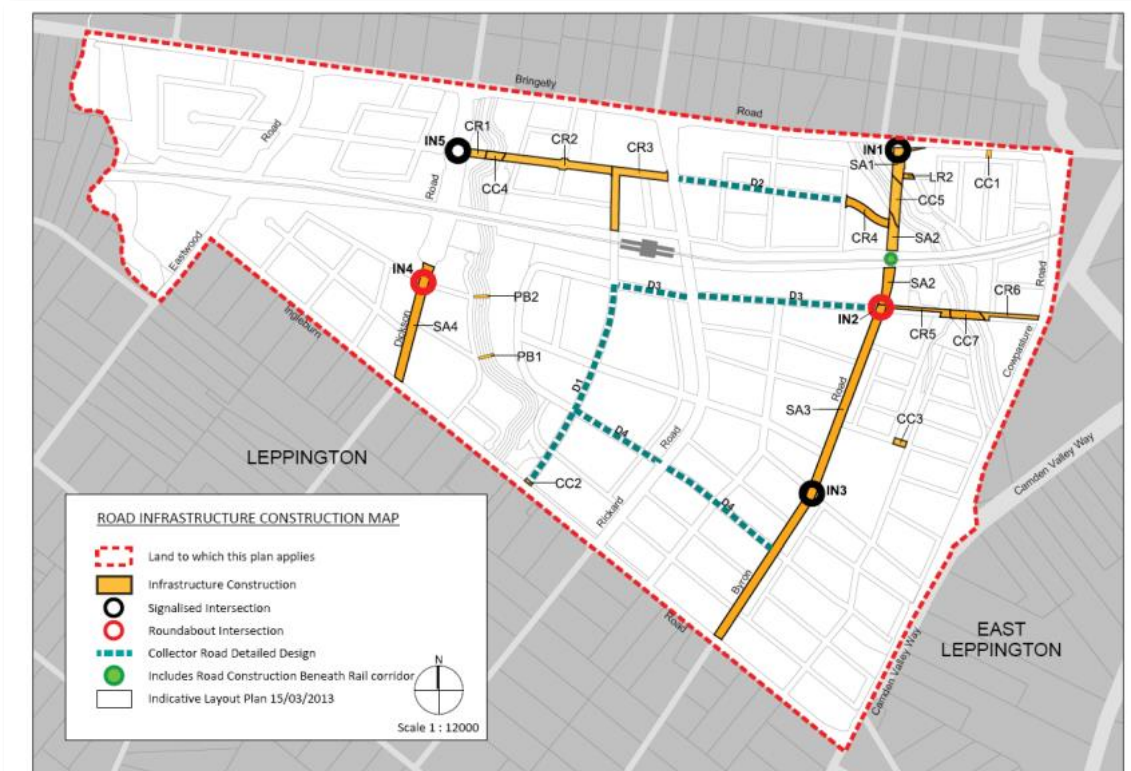
Figure 6 Planned road hierarchy and intersection treatments (combined local and state infrastructure)



Source: Camden Growth Areas Contribution Plan – Amendment 3, technical document

Planned road hierarchy and intersection treatments (S7.11 CP)

Figure 7 Planned road hierarchy and intersection treatments (S7.11 CP)



Source: Camden Growth Areas Contribution Plan – Amendment 3, technical document

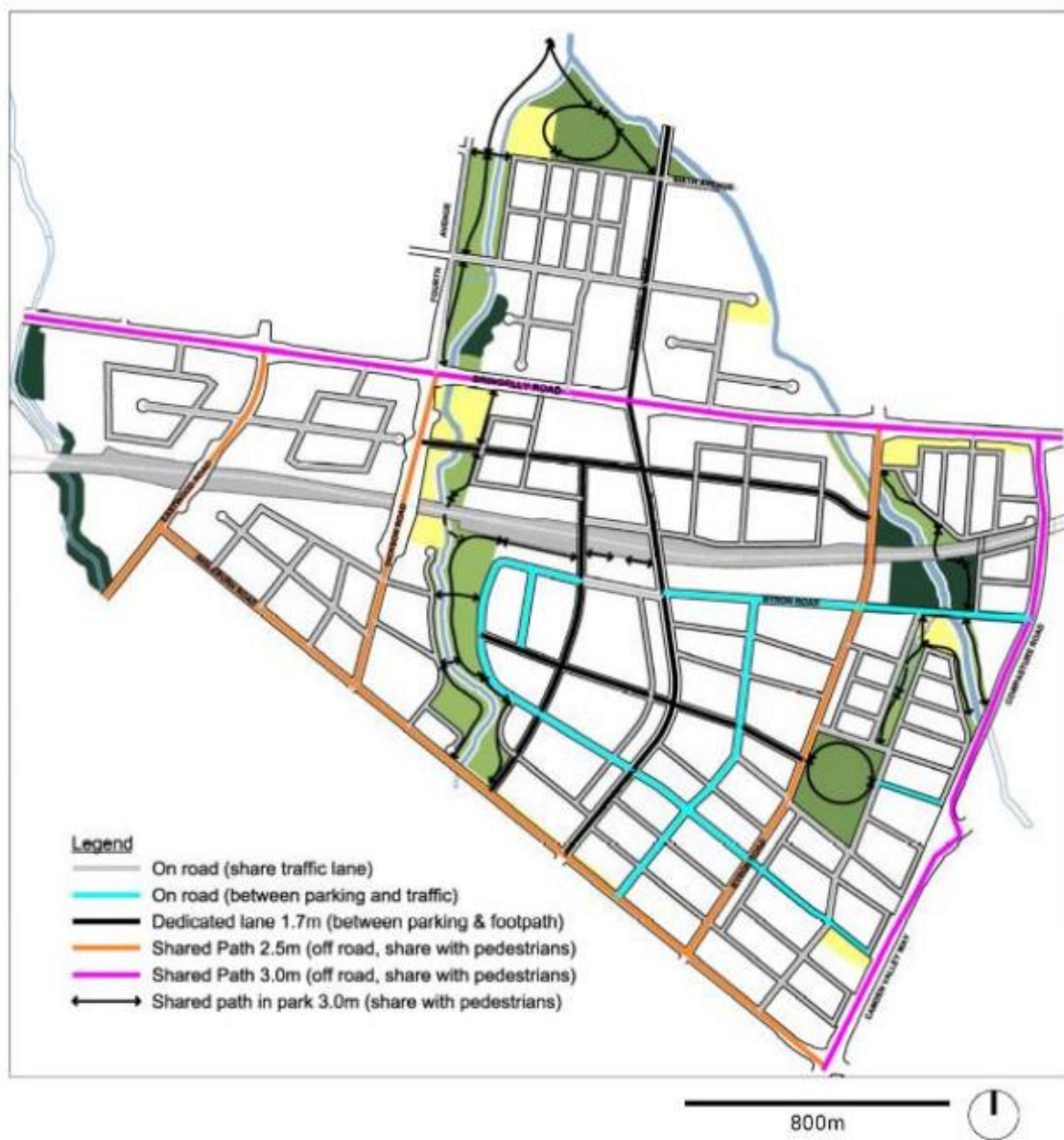
Figure 8 Land Acquisition for Road Infrastructure



Planned pedestrian and cycle network

There is also extensive pedestrian and cycle network that has been planned for the precinct, as illustrated in the figure below.

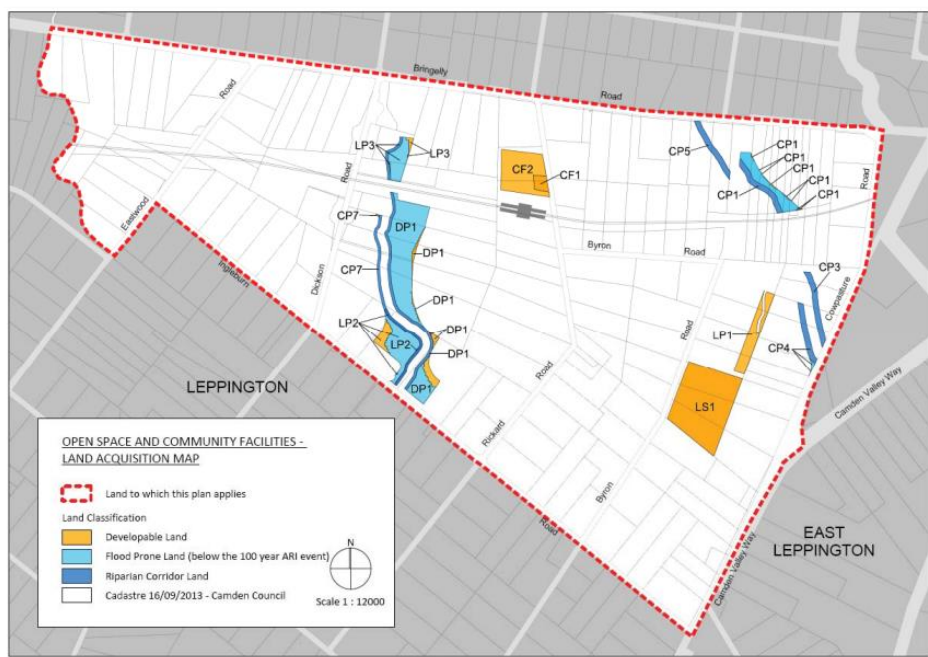
Figure 9 Planned pedestrian and cycle network



Source: Camden Growth Areas Contribution Plan – Amendment 3, technical document

Planned open space network

Figure 10 Planned pedestrian and cycle network



Source: Camden Growth Areas Contribution Plan – Amendment 3, technical document

In addition to the infrastructure (land and works) set out in the preceding figures, the contribution plan has also been established to collect funds toward the delivery of:

- An effective transport/movement network.
- Open space and recreation works.
- Community and cultural land.
- Water cycle management land and works.

The existing contribution plan was the subject of detailed review and assessment by IPART. This includes specific consideration against a number of established criteria, including:

- Criterion 1 - Consistency with the established 'essential works list';
- Criterion 2 – Nexus, between the demand raising from new development and the amenities/services to be provided;
- Criterion 3 – the reasonableness of contribution rates, based on the costs of land and works for each item;
- Criterion 4 – the timeframes for delivery of infrastructure;
- Criterion 5 – the approach take to the apportionment of costs;
- Criterion 6 – community consultation;
- Criterion 7 – other relevant matters.

Based on the detailed assessment, a total of 34 specific recommendations were established in respect of the contribution plan that have informed the finalisation and the arrangement and its operation today.

In summary, the existing Contribution Plan for the area has been well established and remains operative at this time – already seeking to deliver considerable infrastructure for the Leppington Town Centre.

6. EXISTING STATE AND REGIONAL CONTRIBUTIONS FRAMEWORK

In parallel with the Local S7.11 CP, there is an established framework for State/Regional Contributions – through the ‘Western Sydney Growth Area Special Infrastructure Contribution (SIC)’. The SIC framework is of relevance in two aspects:

1. It provides a framework for the collection of contributions from development, toward the state/regional level infrastructure generally;
2. There is specific infrastructure that is already planned for this area, in the form of Rickard Road.

An extract from the existing SIC is provided below.

Figure 11 SIC Extract

South West Sector -Major Roads				100% ATTRIBUTABLE COST
Identifier	Description	Section		
R1	Camden Valley Way Pt 1	Cowpasture Road to Bernera Road		74,375,000
R2	Camden Valley Way Pt 2	Narellan Road to Cowpasture Road		334,724,000
R3	Cowpasture Road	M7 to Geen Valley Road		106,696,000
R4	Bringelly Road Pt 1	Fourth Avenue to Camden Valley Way		61,357,000
R5	Bringelly Road Pt 2	Fourth Avenue to Western Road		57,968,000
R6	Bringelly Road Pt 3	Western Road to The Northern Road		64,911,000
R7	Hoxton Park Road	Cowpasture Road to Joadja Road		71,806,000
R8	Fifteenth Avenue Pt 1	Cowpasture Road to Kempe Creek		96,248,000
R9	Fifteenth Avenue Pt 2	Kempe Creek to Western Road		32,208,000
R10	Denham Court Road	Camden Valley Way to Campbelltown Road		6,202,000
R11	Raby Road	Camden Valley Way to Thunderbolt Drive		38,238,000
R12	Badgally Road	Camden Valley Way to Eagle Vale Road		46,493,000
R13	Campbelltown Road	M5 to St Andrews Road		146,034,000
R14	Narellan Road	Camden Valley Way to M5		41,780,000
R15	Narellan Road Extension			24,238,000
R16	The Northern Road Pt 1	Fairwater Drive to Oran Park Link Road		36,124,000
R17	The Northern Road Pt 2	Oran Park Link Road to Marylands Estate		42,148,000
R18	The Northern Road Pt 3	Marylands Estate to Bringelly Road		46,438,000
R19	Elizabeth Drive Pt 1	M7 to Edmondson Avenue		34,777,000
R20	Elizabeth Drive Pt 2	Edmondson Avenue to Western Road		64,712,000
R21	Elizabeth Drive Pt 3	Western Road to Badgerys Creek		42,944,000
R22	Edmondson Avenue Pt 1	Bringelly Road to Fifteenth Avenue		44,668,000
R23	Edmondson Avenue Pt 2	Fifteenth Avenue to Elizabeth Drive		56,973,000
R24	Western Road Pt 1	Elizabeth Drive to Watts Road		38,905,000
R25	Western Road Pt 2	Watts Road to Bringelly Road		61,946,000
R26	Rickard Road Pt 1	Bringelly Road to Heath Road		31,040,000
R27	Rickard Road Pt 2	Heath Road to Oran Park Link Road		81,142,000
R28	Eastwood Road	Eastwood Road to south of Bringelly Road		39,136,000
R29	Ingleburn Road	Camden Valley Way to Eastwood Road		33,406,000
R30	Oran Park Link Road	The Northern Road to Camden Valley Way		61,263,000
R31	Bringelly Link Road Pt 1	Oran Park Link Road to Greenway Estate		40,069,000
R32	Bringelly Link Road Pt 2	Greenway Estate to Bringelly Road		41,284,000
R33	Brooks Road	Campbelltown Road to M5		3,979,000
Miscellaneous and Offsite Works				339,649,000
Roads and Transport attributable to former I T L Areas				151,549,000
LESS Funding from other sources (Direct Gov't, S 94, VPAs)				-353,222,000
TOTAL				2,142,406,000
Land Component				303,478,000
Other				1,838,928,000

Source: NSW Government

The planning proposal does not seek to alter the already effective operation of the Western Sydney Growth Area SIC. Similarly, the planning proposal does not impact the ability for a State Planning Agreement and/or Works-in-Kind Agreement to be established over time – should this be agreed between the respective parties to facilitate the timely and effective delivery of infrastructure.

To the extent of infrastructure that is necessary and overlapping between the development and the SIC (principally for Rickard Road) a Planning Agreement can reasonably be expected to be progressed in parallel with the Planning Proposal.

The adequacy of the existing arrangement for the planning proposal phase I is also confirmed through Council's planning proposal documentation (2023) for the town centre – relevant extract below.

Figure 12 Council Leppington Town Centre Planning Proposal - Extract

3.4 Section D – State and Commonwealth Interests

Q10. Is there adequate public infrastructure for the planning proposal?

Existing transport infrastructure

In 2018, TfNSW completed the Bringelly Road widening through Leppington Town Centre from 2 to 6 lanes, including construction of 4 new traffic light intersections. Bringelly Road transects the North of the site, along the Camden and Liverpool LGA boundary and provides connections to Liverpool and the Western Sydney Airport (WSA). To the East, Cowpasture Road and Camden Valley Way provide connections from Bringelly Road to Narellan and Campbelltown. To the South, Ingleburn Road separates Leppington Town Centre from Leppington release area stages 1-5.

Source: Camden Council

7. POLICY AND PLANNING FRAMEWORK – RECENT UPDATES AND EXPECTED CHANGES ON THE HORIZON PLANNING FRAMEWORK

Any planning proposal (and future development application) is required to be formally considered relative to the planning framework at that time. To aid the consideration of the proposal and to provide broader context, it is also useful to consider both recently announced policy changes and updates that can be reasonably expected.

7.1. LOCAL ENVIRONMENTAL PLAN MAKING GUIDELINE (AUGUST 2023)

This updated Guideline has been released by the Department of Planning and Environment, in order to guide the LEP making environmental plan making process. An aim of the guidelines is to ensure that planning proposals provide an appropriate level of information to explain the proposal and the likely impacts against government policy, legislation and other guidelines.

Of particular relevance to this planning proposal and this infrastructure summary document:

- It is relevant and necessary to consider infrastructure at the pre-lodgement and assessment phases – including the need and capacity for local and regional infrastructure resulting from the proposal.
- In the consideration of site-specific merit, it is necessary to have regard to services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed final arrangements for infrastructure provision.
- Post-gateway – it is necessary to finalise infrastructure schedules and/or development contribution plans. It is expected that infrastructure arrangements will be finalised at this stage to allow for concurrent exhibition with a planning proposal.

The planning proposal submission of August 2023 for this project (including the suite of accompany technical assessments) has been prepared in accordance with the LEP making guideline.

7.2. CONTRIBUTION REFORM IN NSW, INCLUDING THE INTRODUCTION OF HOUSING AND PRODUCTIVITY CONTRIBUTIONS IN NSW

A series of 29 recommendations have been established by the Productivity Commission for the reform of infrastructure contributions in NSW. These are progressively considered by the NSW Government, through the introduction of new legislation, guidelines and similar.

Following the passing of the *Environmental Planning and Assessment Amendment (Housing and Productivity Contributions) Bill 2023* through the NSW Parliament, there is the planned introduction of 'Housing and Productivity Contributions' (HPCs) from 1 October 2023. The reform suite has included:

- The updates to the Act through the Bill.
- A new guideline titled 'Housing and Productivity Contribution' (DPE, May 2023).
- A new 'Housing and Productivity Contribution – Implementation Guideline' (DPE, August 2023).
- A draft Ministerial Order – Housing and Productivity Contributions (August 2023).

The above suite has confirmed that the existing 'Western Sydney Growth Area Special Infrastructure Contribution' shall remain operative until 1 July 2026. Furthermore, there are no changes to the way that Council's levy local contributions.

In short, the planning proposal is neither dependent upon nor prejudicial to the recent announced and planned reforms.

7.3. COUNCIL POLICY UPDATES – CONTRIBUTIONS PLANNING, PLANNING AGREEMENTS AND WORKS-IN-KIND AGREEMENTS

At the time of this report being prepared, Camden Council had sought to progress its policy framework and inviting public comment until 16 September 2023 on draft policies – as set out below:

Contributions Planning Policy – P4.0298.1

The key changes identified in the policy update are as follows:

- Changing it from a Category 3 – Operational Policy to a Category 2 – Strategic Policy;
- Expanding the variety of constraints on land to include:
 - engineering constraints (for example, land that may require additional engineering solutions due to geotechnical risks);
 - the presence of endangered species on environmentally sensitive land; and
 - land required for the delivery of public infrastructure.
- Adding a definition for ILP (Indicative Layout Plan); and
- Correcting grammatical and formatting errors or inconsistencies

No direct impact on planning proposal.

Planning Agreement Policy – P4.0243.1

Key amendments proposed to the Draft Planning Agreements Policy include:

- Changing it from a Category 3 – Operational Policy to a Category 2 – Strategic Policy;
- Removing references to the reforms to developer contributions proposed in 2020 by the Department of Planning and Environment, which have not proceeded; and
- Correcting grammatical and formatting errors or inconsistencies.

No direct impact on planning proposal

Works-In-Kind Policy P4.0058.2

Key amendments to the Draft Works-In-Kind Policy include:

- Changing how Council administers surplus credits generated through a WIKA or land dedication from repayment at the end of the life of the Contributions Plan to when land has been dedicated or works have been awarded practical completion; and
- Correcting grammatical and formatting errors or inconsistencies.

No direct impact on planning proposal

Of relevance to the current planning proposal and based on the information made available for public exhibition, the proposed administrative updates to the above-mentioned policies shall:

- 1. Continue allowing for the S7.11 CP for Leppington to remain operative.**
- 2. Continue to allow for a Planning Agreement to be established under the Act.**
- 3. Continue to allow for a Works-in-kind agreement to be established under the Act.**

7.4. POTENTIAL UPDATES TO THE EXISTING S7.11 CP (LOCAL/CAMDEN)

Camden Council has flagged an intention to make updates the existing S7.11 Contribution Plan for Leppington Town Centre, in parallel its updating of the planning framework for the Leppington Town Centre. This was, for example, referenced in the report to Council of 8 November 2022 – as an action. It remains understood that the matter will be formally actioned, considered and publicly released, once ‘Gateway Determination’ has been achieved for Council’s Leppington Town Centre Planning Proposal.

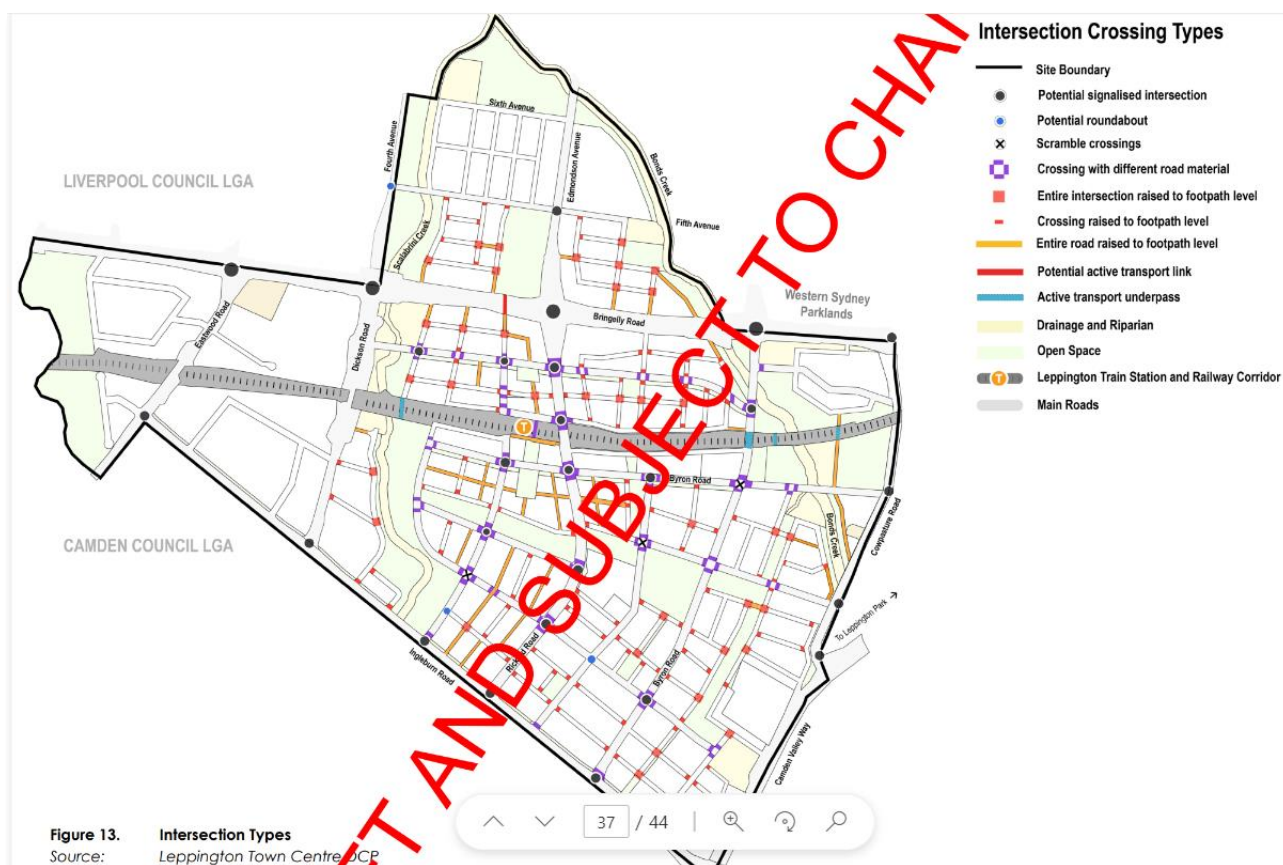
The existing Contribution Plan is expected to be updated to align with Council’s proposed updates to the SEPP mapping and DCP, with additional areas of open space, updated road alignments etc.

With respect to the provision of open space, the documentation that is available (per Mecone, Sept 2022) indicates the following key directions:

- The delivery of open space areas for Leppington Town Centre, as a concentrated population centre continues to be best achieved through higher intensive uses of public spaces, through higher levels of embellishment of public domain and passive open space areas.
- There remains recognising that the provision of active open space, such as playing fields, is most appropriately achieved away from urban centres, on the basis of both practicality and viability.

For completeness and ease of reference, the following maps from the Camden Council Leppington Town Centre Planning Proposal package illustrate the intentions.

Figure 13 Council Leppington Town Centre Planning Proposal – Extract – Intersection Crossing Type



Source: Camden Council

Funding for Schools planning

There are already suitable arrangements in place and operation for the effective planning and delivery of school – through both Special Infrastructure Contributions and direct state government funding allocations, through annual budget processes.

Figure 14 Council Leppington Town Centre Planning Proposal – Extract – Land Reservation Acquisition



Source: Camden Council

Of relevance to the current planning proposal for the Civic Centre Master Plan, the following is relevant to note:

- The current S7.11 CP remains operative at this time and for the foreseeable future, with associated considerable planned provision of roads, open space areas etc.
- There are statutory requirements for any update to a CP, including public exhibition, adoption. These will need to be followed.
- Any future obligation under a S7.11 CP will still need to satisfy the requirements of the Act, including the requirement that may only extent toward requirement a reasonable contribution towards recoupment of the cost concerns and that there is a clear nexus between the development being levied and the need for public infrastructure.

For the movement network proposed with the planning proposal, compared to both the existing CP and potential updates with the Town Centre

- There are some refinements to exact alignments, for example to better align with the property boundaries and achieve the underlying strategic objectives for the planning of an effective strategic centre.
- Such refinements for delivery can reasonably be handled through normal assessment processes, and to the extent necessary a planning agreement under S7.4 of the Act.

For the open space network proposed with the planning proposal, compared to both the existing CP and potential updates with the Town Centre

- There is an additional area of open space proposed to be included in the RE1 zone – immediately south of the train station and extending into the subject land.
- An area of comparable scale and functionality is also proposed to be provide with this Civic Centre Planning Proposal, albeit of more refined design/location to better integrate from an urban design perspective.
- Such refinements in exact design/delivery can reasonably be handled through normal assessment processes, and to the extent necessary a planning agreement under S7.4 of the Act.

Based on the information currently available, the Civic Centre Planning Proposal (the subject of this document) is neither dependent upon nor prejudicial to the potential updating of the CP by Council in due course.

The area of additional public open space proposed to be delivered as part of the Civic Centre Planning Proposal is at least 4,068m². In addition, an area of at least 1,589m² is required to be provided as additional private open space.

8. INFRASTRUCTURE SERVICING REQUIREMENTS

Beyond the matters set out in this report thus far, it is relevant and necessary to consider infrastructure service availability and arrangements. A more detailed analysis has been prepared by IDC (August 2023). For completeness and ease of reference, a summary of key finds is set out below.

Sewer infrastructure

A 225mm diameter gravity main will be required to support the proposed development. This main will be constructed from the site low point at the western boundary and connect to the existing 225mm main draining to the Bringelly Creek Carrier. 225mm mains will also extend throughout the site to provide connections to each development parcel. The proposed infrastructure required to support the development is shown in the figure below.

Figure 15 Sewer Infrastructure Mapping



Source: IDC

Power

Based on the assumption that a single 11kV feeder can supply approximately 4-5MVA, the proposed development would likely require 1-2 feeders over time. There may be some capacity in the existing feeders within the vicinity of the site to supply initial stages of development. The availability of spare capacity will be confirmed with Endeavour Energy. After existing capacity is exhausted, new feeders would be constructed from the North Leppington ZS to the site

Telecommunications

NBN Co. are the wholesale provider for new broadband connections. NBN Co. provides services on its local access network on equivalent terms to retail phone and internet providers, to provision for end users.

The site is serviced via fixed line technology, where a physical line connects to each property to provide a connection. Future uses on the site will be able to connect to this fixed line network to receive telecommunications servicing. New infrastructure will be extended along all new roads within the site boundary.

Rollout of Telstra's 5G network has commenced across Western Sydney. The site has blanket existing Telstra 5G network coverage and future land uses will be able to use this network without augmentation or extension of the existing infrastructure.

Water Quantity

Council's Section 7.11 Plan highlights the future, permanent infrastructure required for water management. Presently, none of this infrastructure has been provided and thus temporary/interim infrastructure must be provided as part of this proposal to protect adjacent and downstream properties.

DRAINS modelling has highlighted the required OSD volumes for the 1% AEP flood event and confirmed no increase in discharges from the pre-development to post-development scenarios can be practically achieved at future detailed design phases.

Water Quality

Due to the fact that no regional drainage infrastructure shown above in Figure 11 has been delivered to date, temporary infrastructure will be required to meet the water quality requirements for pollution removal. However, due to the nature of the proposed WSUD infrastructure being integrated into the streetscape and public domain, we expect that it may remain in perpetuity.

Just like the water quantity situation, this development will need to provide temporary/interim infrastructure to protect downstream waterways from excessive gross pollutants, sediment, phosphorous and nitrogen.

The above MUSIC modelling shows that the proposed urban design layout and implementation of green rooves, along with the street tree pits, gross pollutant trap and central raingarden bioretention ensure that Council's minimum Water Quality requirements have been exceeded.

Flooding

Council's flood modelling and mapping show that the site is considerably higher than the PMF flood event and no flood related controls need apply to the development.

There are existing funding and infrastructure delivery mechanisms that can suitably take care of the above.

9. INFRASTRUCTURE DELIVERY - PRELIMINARY RECOMMENDATIONS FOR MECHANISMS

The following summary sets out preliminary recommendations for the delivery of local infrastructure within the Civic Centre Precinct/Planning Proposal Area. These are preliminary recommendations – the formalisation of planning agreements (local and state) requires the agreement of parties. This generally progresses in parallel with a PP, including for example agreement and concurrent exhibition.

Table 6 Local infrastructure delivery mechanisms

Description	Mechanism for delivery (as of September 2023)	Comment
Local/internal road network	Through DA (subdivision) – plans and conditions of consent. Through a PA and/or WIK for offset under existing S7.11 CP – to the extent already allowed for (Existing CP items D1 and D3)	There is the potential for additional parts of the road network to form part of planning agreement <i>Effective delivery is not dependent on this.</i>
Path network	Through DA (subdivision) – plans and conditions of consent. Through a PA and/or WIK for offset under existing S7.11 CP – to the extent already allowed for.	Potential for additional parts of the path work to form part of planning agreement. <i>Effective delivery is not dependent on this.</i>
Additional open area - land	PP will confirm area to be set side. Through DA – as part of approved plans, condition of consent.	There is the potential for this to form part of planning agreement. <i>May be recognised under future 7.11 CP by council.</i> <i>Effective delivery is not dependent on this.</i>
Additional open area – improvements/embellishment	PP will confirm area to be improved. Through DA – as part of approved plans, condition of consent.	There is the potential for this to form part of planning agreement. <i>May be recognised under future 7.11 CP by council.</i> <i>Effective delivery is not dependent on this.</i>

Table 7 State and Regional Delivery Mechanism

Description	Mechanism for delivery (as of August 2023)	Comment
Rickard Road carriageway upgrade	SIC	Potential remains for SVPA and/or WIK – should this facilitate more timely delivery. Remains an option, thought PP not dependent on this.
Rickard Road intersection provision/upgrades	SIC (in part) Existing S7.11 (in part) Through DAs (as condition of consent)	Potential remains for SVPA and/or WIK – should this facilitate more timely delivery. Remains an option, thought PP not dependent on this.
School and health services provision/upgrades in the area	SIC	Remains unchanged.

10. SUMMARY OF FINDINGS AND CONCLUSION

From the information set out in this report, a series of key findings:

- **The PP is supported by a range of suitable technical studies** – that addresses the various requirements (e.g. LEP making guidelines)
- **There is an existing operative CP** – this remains in place for the time being.
- **There are a range of existing mechanisms available for** the effective delivery of infrastructure to support the needs of the precinct.
- **The level of infrastructure provision is consistent with the expected demands of the future population.**
- **There remains the potential for a local planning agreement to entered into** – in parallel with the planning proposal, in accordance with guidance available at both local and state levels (e.g. planning agreement practice note – Feb 2022)
- **Council may look to update the CP in the future** – the PP is not dependent on this.
- **Recent changes to policy framework** - have no impact on the planning proposal. An appropriate level of detailed resolution achieved at this time, for seeing the PP request lodged and assessed.
- **Expected/foreshadowed changes to policy framework** – not expected to have any impact on the planning proposal. An appropriate level of detailed resolution achieved at this time, for seeing the PP request lodged and assessed.

On the basis of the above, it is considered that the planning proposal is suitably resolved, considered and addresses the relevant requirements at this stage in the planning process – for PP lodgement and assessment.

DISCLAIMER

This report is dated 15 September 2023 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Aland (**Instructing Party**) for the purpose of Infrastructure Delivery Summary (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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APPENDIX A

RELEVANT DCP MAPS FROM PLANNING PROPOSAL PACKAGE

To assist with both assessment processes and inform the preparation of both local/state planning agreements moving forward, a range of summary maps have been prepared.

Movement network



Source: DKO

Open space network



Source: DKO




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