

The logo for URBIS, featuring the word "URBIS" in a bold, white, sans-serif font. The letters are partially enclosed by a white square frame that is open on the right side.

**URBIS**

# **INFRASTRUCTURE DELIVERY PLAN**

Aland Leppington  
Residential Core

Prepared for  
**ALAND**  
15 September 2023

**URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:**

Director	Stephen White
Associate Director	Simon Wilkes, Anthony Kong
Consultant	Sebastian Aguilar
Project Code	P40609
Report Number	V3 – Final

---

**Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.**

**We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.**

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

© Urbis Pty Ltd  
50 105 256 228

All Rights Reserved. No material may be reproduced without prior permission.

You must read the important disclaimer appearing within the body of this report.

**[urbis.com.au](http://urbis.com.au)**

# CONTENTS

<b>1.</b>	<b>Introduction .....</b>	<b>1</b>
1.1.	Relevant Technical Documents .....	1
<b>2.</b>	<b>The Proposal – Residential Core .....</b>	<b>2</b>
2.1.	The Site and Surrounds .....	2
2.2.	Aland Master Plan Vision .....	2
2.3.	Anticipated Development and Population .....	5
2.3.1.	Land Use Distribution .....	5
2.3.2.	Population/Land Use Mix. ....	5
2.4.	Development Staging.....	5
<b>3.</b>	<b>Infrastructure Overview .....</b>	<b>6</b>
<b>4.</b>	<b>Infrastructure Planning Context .....</b>	<b>8</b>
4.1.	Infrastructure Delivery Mechanisms .....	8
<b>5.</b>	<b>Existing Local (S7.11) Contribution Framework .....</b>	<b>9</b>
<b>6.</b>	<b>Existing State and Regional Contributions Framework.....</b>	<b>15</b>
<b>7.</b>	<b>Policy and Planning Framework – Recent updates and expected changes on the horizon planning framework .....</b>	<b>17</b>
7.1.	Local Environmental Plan Making Guideline (August 2023) .....	17
7.2.	Contribution reform in NSW, including the introduction of Housing and Productivity Contributions in NSW.....	17
7.3.	Council Policy Updates – contributions planning, planning agreements and works-in-kind agreements .....	18
7.4.	potential updates to the existing S7.11 CP (local/camden) .....	19
<b>8.</b>	<b>Infrastructure Servicing Requirements.....</b>	<b>22</b>
<b>9.</b>	<b>Infrastructure delivery – Preliminary Recommendations for Mechanism.....</b>	<b>24</b>
<b>10.</b>	<b>Summary of Findings and Conclusion .....</b>	<b>26</b>
	<b>Disclaimer .....</b>	<b>27</b>

## Appendix A Relevant DCP Maps From Planning Proposal Package

### FIGURES

Figure 1 Site Aerial .....	2
Figure 2 Leppington Residential Core – Concept Master Plan .....	3
Figure 3 Leppington Residential Core – 3D Render .....	4
Figure 4 Development Staging .....	5
Figure 5 Movement and Access .....	6
Figure 6 Open Space Network .....	7
Figure 7 Planned road hierarchy and intersection treatments (combined local and state infrastructure) .....	11
Figure 8 Planned road hierarchy and intersection treatments (S7.11 CP).....	11
Figure 9 Land Acquisition for Road Infrastructure .....	12
Figure 10 Planned pedestrian and cycle network .....	13
Figure 11 Planned pedestrian and cycle network .....	14
Figure 12 SIC Extract .....	15
Figure 13 Council Leppington Town Centre Planning Proposal - Extract .....	16

Figure 14 Council Leppington Town Centre Planning Proposal – Extract – Intersection Crossing Type .....	19
Figure 15 Council Leppington Town Centre Planning Proposal – Extract – Land Reservation Acquisition .....	20
Figure 16 Sewer Infrastructure Mapping .....	22

## **TABLES**

Table 1 Relevant Technical Documents .....	1
Table 2 Proposed dwelling yield and anticipated population.....	5
Table 3 Potential Mechanisms .....	8
Table 4 Indicative residential contribution rates – Leppington North (\$Dec2016).....	9
Table 5 Summary of contribution rates: Leppington North Precinct.....	10
Table 6 Local infrastructure delivery mechanisms .....	24
Table 7 State and Regional Delivery Mechanism .....	25

# 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 'Residential Core'.

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 Residential Core.
- 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 HPC.
- Set out in summary form the infrastructure delivery that will be needed to support the vision for the Residential Core 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 with these technical studies.

Table 1 Relevant Technical Documents

Technical Input	Consultant
Planning Proposal Document	Urbis
Masterplan report	Woods Bagot
Landscape design	McGregor Coxall
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 – RESIDENTIAL CORE

### 2.1. THE SITE AND SURROUNDS

The land to which this proposal relates is 156-166 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. The site is more broadly situated in the SWGA.

Refer to **Figure 1** for an aerial view of the site.

Figure 1 Site Aerial



Source: Urbis

### 2.2. RESIDENTIAL CORE MASTER PLAN VISION

The Residential Core Master Plan for the site has been prepared by Woods Bagot and informs the proposed planning provisions under the Parkland City SEPP.

The Residential Core Master Plan reflects the vision to create the Residential Core that responds to the needs of the future residential community and is celebrated for:

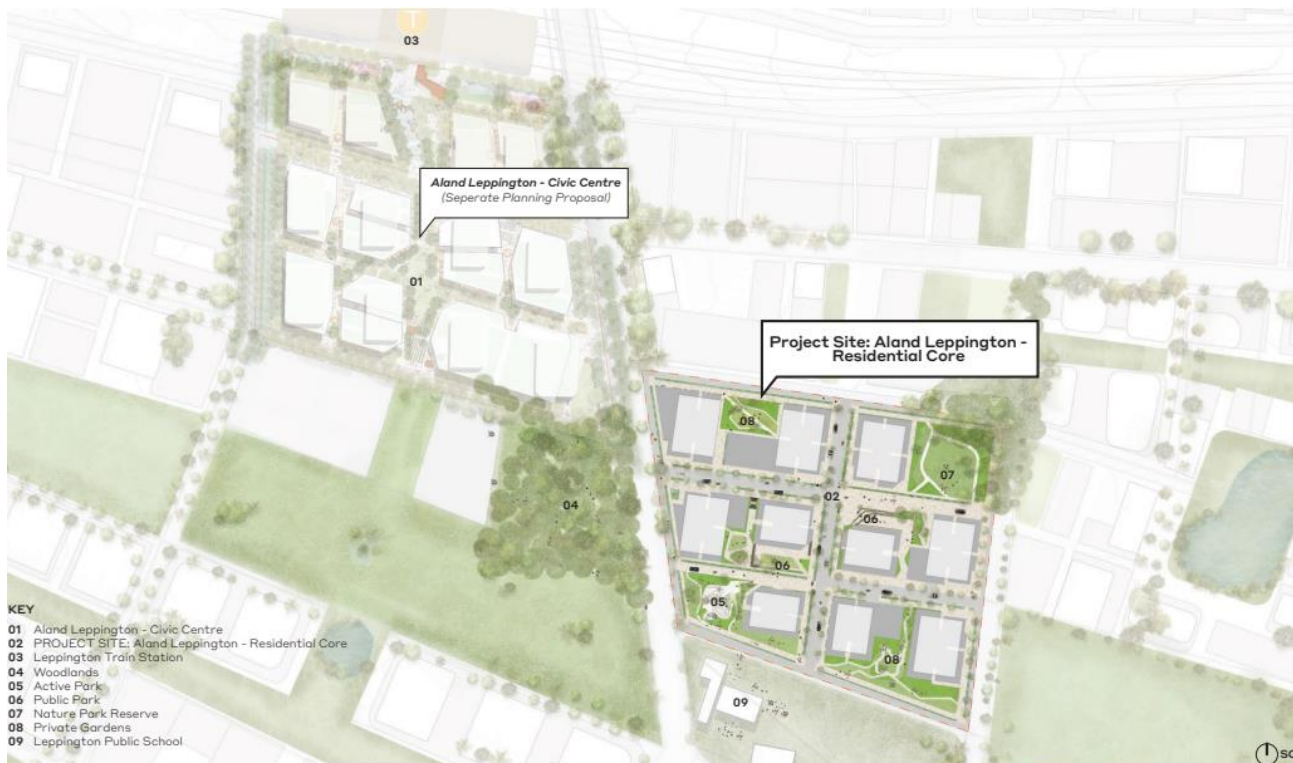
- Its transformation into a lively, green mixed neighbourhood that supports the growth and urban life of Leppington Town Centre and adjoining Civic Centre precinct to the west.
- Its considered response to the public domain which connects the residential and retail offerings through engagement with open space.
- Retail floorspace at ground floor to support the activation of the precinct and provide retail offerings and jobs.



- A series of high-quality attractive, green open spaces that retains the existing character of Leppington and supports healthy lifestyles and social engagement.
- Creating a safe, active transport network that is well integrated with surrounding sites such as the Public School and Leppington Town Centre.

The vision for the site is to create a Residential Core precinct that leverages its natural and built assets to supports the transformation of Leppington. The site will unlock the land adjacent to Leppington Public School and provide high quality housing in a key location serviced by public and active transport. The vision for the site is consistent with the SWGA Structure Plan 2022, as it creates a new green and networked community with improved access to housing, retail offerings, active and public transport which will leverage off its strategic proximity to the WSI and Aerotropolis.

Figure 2 Leppington Residential Core – Concept Master Plan



Source: Woods Bagot

As signified by the precinct's name, the Residential Core will provide housing stock through various typologies to address all forms of housing needs of the community. Housing choice is improved by delivering a diversity of medium-high density dwelling typologies that will support Leppington's development towards higher density housing stock. The residential blocks will be a multi-level mixed use building, with retail premises at the ground floor, and a residential component above, or a townhouse with similar retail offerings. The proposal's emphasis on high density living, will effectively add to the diversity of housing stock available in Camden and the SWGA, which is aligned with the state governments policy directions to address current housing crisis. The proposed housing will also be extremely well connected to public transport, community services and open space, which will elevate the quality and standard of housing choice in the SWGA.

The apartments and townhouses are to be well connected by a series of green, open spaces. These vary from gardens, public and semi-private parks, and linear parks. This network of open space will be anchored by a comprehensive public domain that encourages formal and informal activities to ensure residents and visitors can connect to the natural environment. In addition, this rich, vibrant public domain supports the active transport network as it is integrated into a green and lively streetscape. Pedestrians are prioritised to ensure walkability and accessibility is paramount. This is critical to the site's connectivity to the adjacent public school and Leppington Train Station, as these links are to be safe and accessed with ease.

The site is a highly urban capable landholding, that is free of many of the traditional encumbrances and ecological constraints of other greenfield sites throughout the SWGA. Therefore, it presents a unique

opportunity to develop a holistically designed and planned precinct, that is not held back by constraints on the site. As a result the Concept Masterplan has been able to support a considerable amount of amenity, in particular an improved biodiversity outcome, through a diversity of open spaces tree canopy and mature tree retention in the north east and south west of the site. Coupled with Water Sensitive Urban Design, the Residential Core will be able to develop in a sustainable and healthy community, which is able to mitigate the impacts of climate change induced urban heat.

An ancillary part of the vision for the Residential Core Planning Proposal, is to also acknowledge the adjoining Aland landholding that exists to the immediate northwest of the site. This adjoining site is being nominally referred to as the 'Civic Centre'. It's intended that the Residential Core and Civic Centre will have a distinct relationship. As a result, the design response of the Concept Masterplan has also sought to meaningfully integrate and connect the site with the civic centre.

Figure 3 Leppington Residential Core – 3D Render



Source: Woods Bagot



## 2.3. ANTICIPATED DEVELOPMENT AND POPULATION

### 2.3.1. Land Use Distribution

The Residential Core Precinct 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 Residential Core 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

<b>Expected dwelling yield</b>	<b>1,305 dwellings</b>
Occupancy rate	2.2
Expected population	2,870

## 2.4. DEVELOPMENT STAGING

In broad terms, the precinct is expected to be delivered 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 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.

Figure 4 Development Staging



Source: Woods Bagot

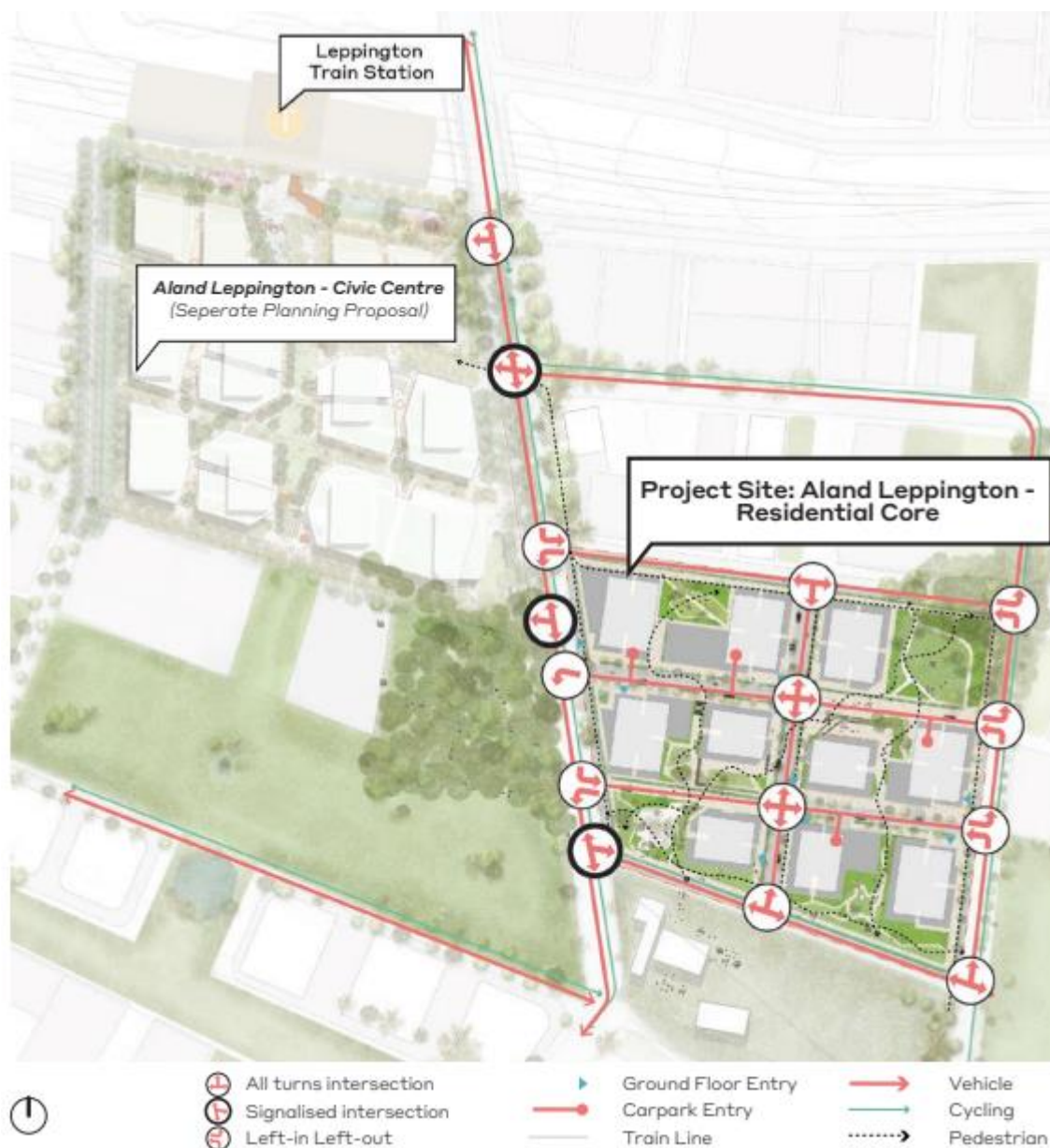
### 3. INFRASTRUCTURE OVERVIEW

In order to see the effective realisation of the Residential Core 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.

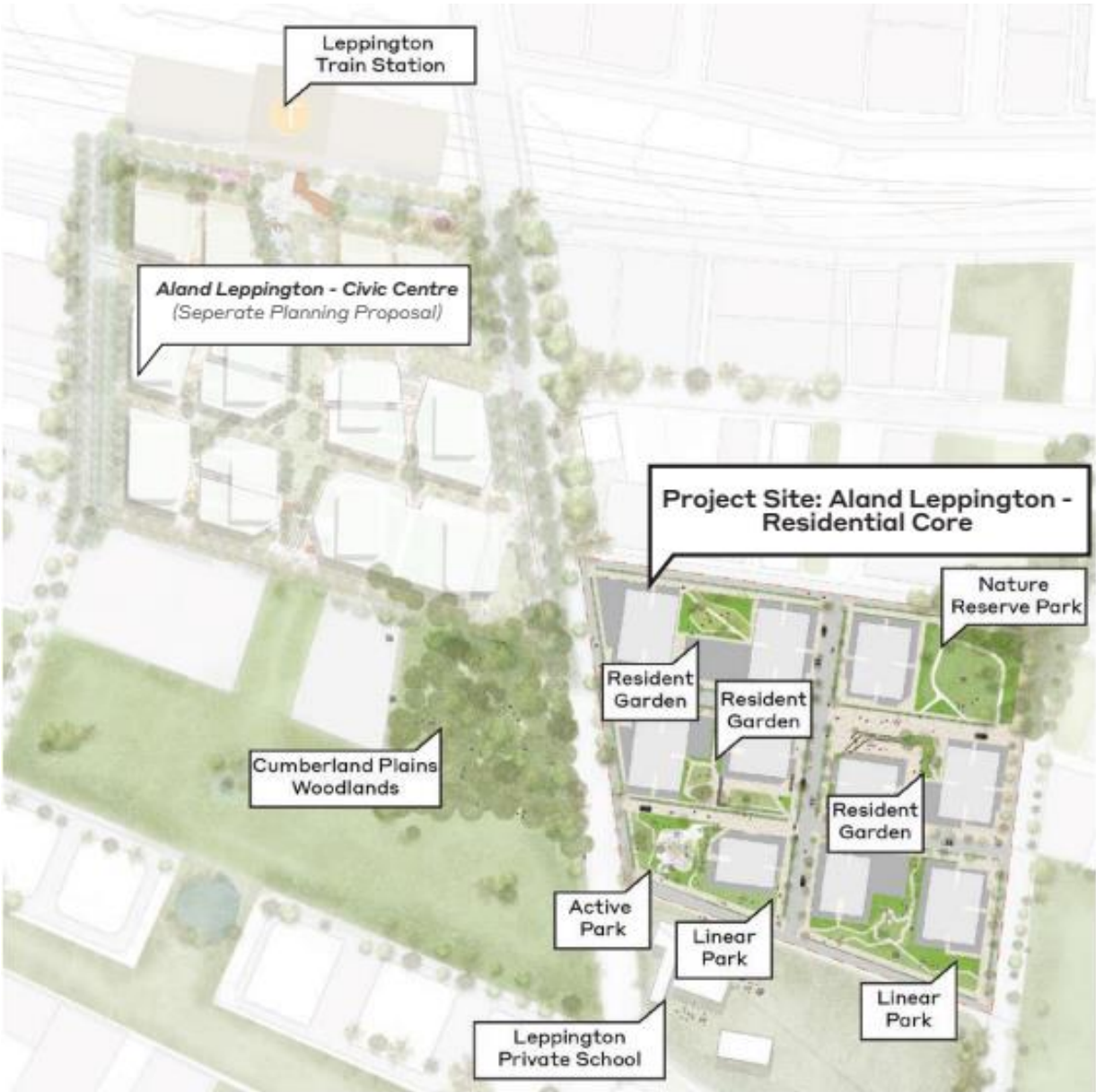
At a high-level, the expected movement and access network for the precinct is illustrated in the figure below. Further detail is provided later in this report.

Figure 5 Movement and Access



Source: Woods Bagot

Figure 6 Open Space Network



Source: Woods Bagot

## 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
<b>Direct developer provision – through</b>	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.
<b>Section 7.11 Contributions</b>	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.
<b>Section 7.12 Fixed Rate Levies</b>	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)
<b>Section 7.24 Special Infrastructure Contributions (SIC)</b>	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.
<b>Housing and Productivity Contributions (HPCs)</b>	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.
<b>Planning Agreements (State and local)</b>	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.
<b>Works-in-kind agreements</b>	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.
<b>Other mechanisms</b>	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 <sup>2</sup> GFA	25	3.4	47,681	46,527
Medium Density dwelling	25	2.6	40,788	39,826
Secondary dwelling <=60m <sup>2</sup> 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 <sup>2</sup> GFA	\$ per Medium Density Dwelling: \$ per 2 bed Secondary Dwelling <= 60m <sup>2</sup> GFA	\$ per High Density Dwelling	\$ per Seniors Living Dwelling	\$ per 100m <sup>2</sup> 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	
<b>Subtotal</b>	<b>\$65,131,512</b>	<b>\$8,928</b>	<b>\$30,354</b>	<b>\$23,212</b>	<b>\$16,070</b>	<b>\$13,391</b>	<b>\$3,058</b>	-
Community Facilities								
Land	\$1,346,920	\$280	\$951	\$727	\$503	\$420		
<b>Subtotal</b>	<b>\$1,346,920</b>	<b>\$280</b>	<b>\$951</b>	<b>\$727</b>	<b>\$503</b>	<b>\$420</b>	-	-
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
<b>Subtotal</b>	<b>\$66,498,318</b>							<b>\$295,851</b>
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
<b>Subtotal</b>	<b>\$47,453,756</b>							<b>\$210,354</b>
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
<b>Subtotal</b>	<b>\$1,097,761</b>							<b>\$4,884</b>
<b>TOTAL</b>	<b>\$181,528,269</b>							

**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 <sup>2</sup> GFA	\$ per Medium Density Dwelling: \$ per 2 bed Secondary Dwelling <= 60m <sup>2</sup> GFA	\$ per High Density Dwelling	\$ per Seniors Living Dwelling	\$ per 100m <sup>2</sup> 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		
<b>Subtotal</b>	<b>\$6,829,198</b>	<b>\$1,418</b>	<b>\$4,821</b>	<b>\$3,687</b>	<b>\$2,552</b>	<b>\$2,127</b>	-	-
Open Space								
Works	\$1,176,939	\$244.38	\$831	\$635	\$440	\$367	\$55	
<b>Subtotal</b>	<b>\$1,176,939</b>	<b>\$244</b>	<b>\$831</b>	<b>\$635</b>	<b>\$440</b>	<b>\$367</b>	<b>\$55</b>	
<b>TOTAL</b>	<b>\$8,006,137</b>	<b>\$1,662</b>	<b>\$5,652</b>	<b>\$4,322</b>	<b>\$2,992</b>	<b>\$2,494</b>	<b>\$55</b>	

**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 <sup>2</sup> )	m <sup>2</sup> per additional resident	m <sup>2</sup> per Low Density Dwelling or residential lot; \$ per Secondary Dwelling > 60m <sup>2</sup> GFA	m <sup>2</sup> per Medium Density Dwelling: \$ per 2 bed Secondary Dwelling <= 60m <sup>2</sup> GFA	m <sup>2</sup> per High Density Dwelling	m <sup>2</sup> per Seniors Living dwelling	m <sup>2</sup> per 100m <sup>2</sup> of Non Residential GFA	m <sup>2</sup> 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
<b>TOTAL</b>	<b>439,912</b>							

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)

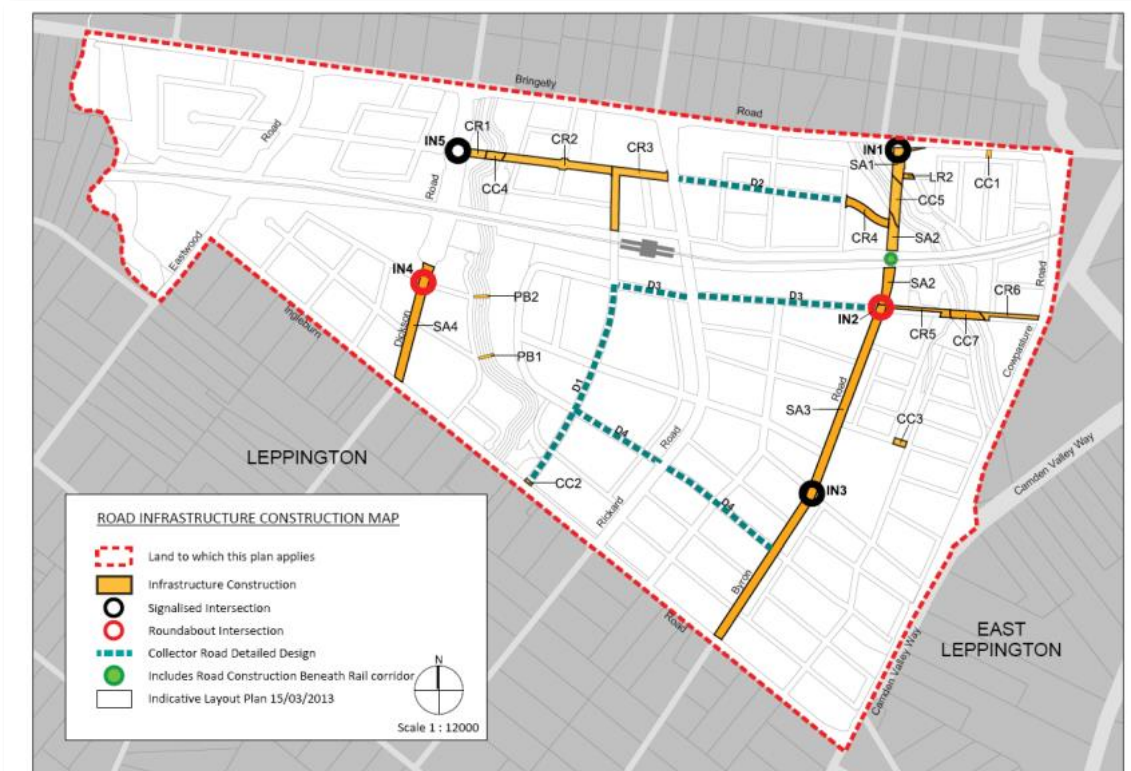
Figure 7 Planned road hierarchy and intersection treatments (combined local and state infrastructure)



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

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

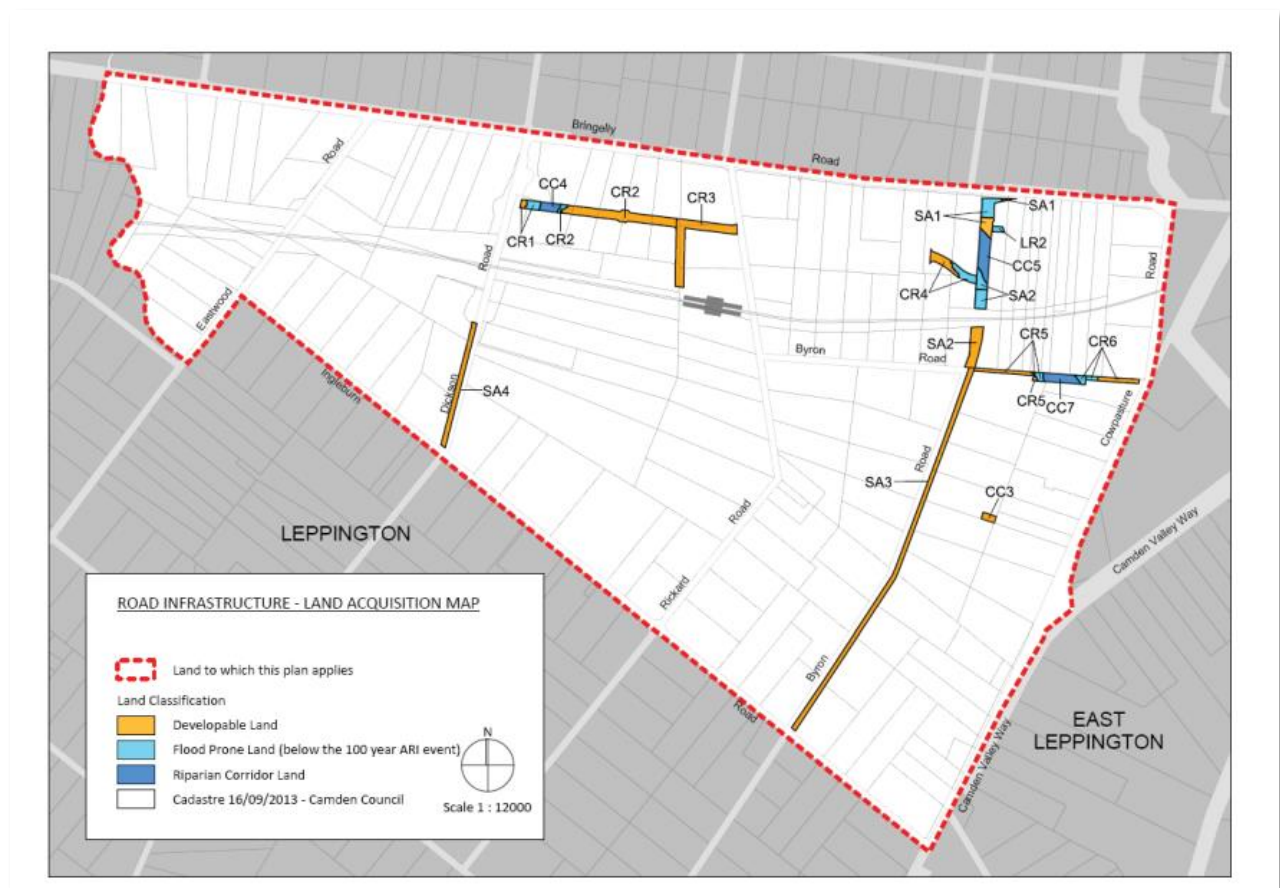
Figure 8 Planned road hierarchy and intersection treatments (S7.11 CP)



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

Land Acquisition for Road Infrastructure

Figure 9 Land Acquisition for Road Infrastructure

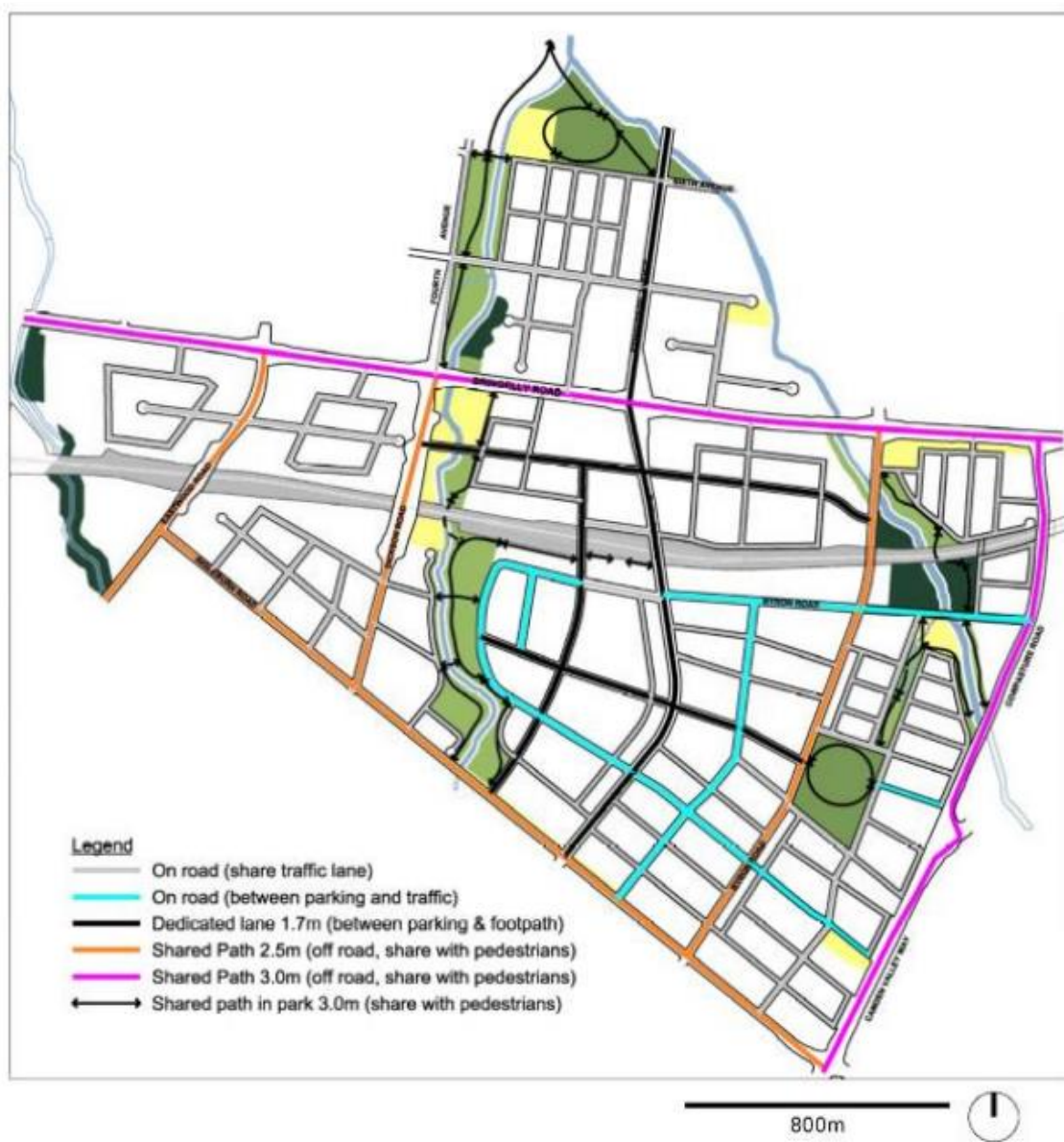


Source: Camden Growth Areas Contribution Plan – Amendment 3, technical document



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

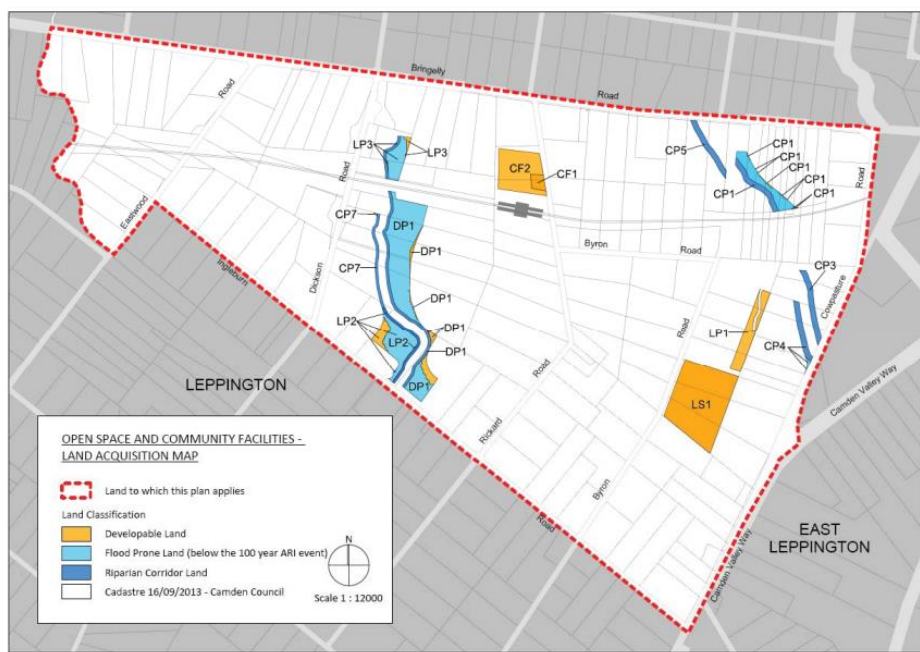
Figure 10 Planned pedestrian and cycle network



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

## Planned open space network

Figure 11 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 12 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 13 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 September 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.

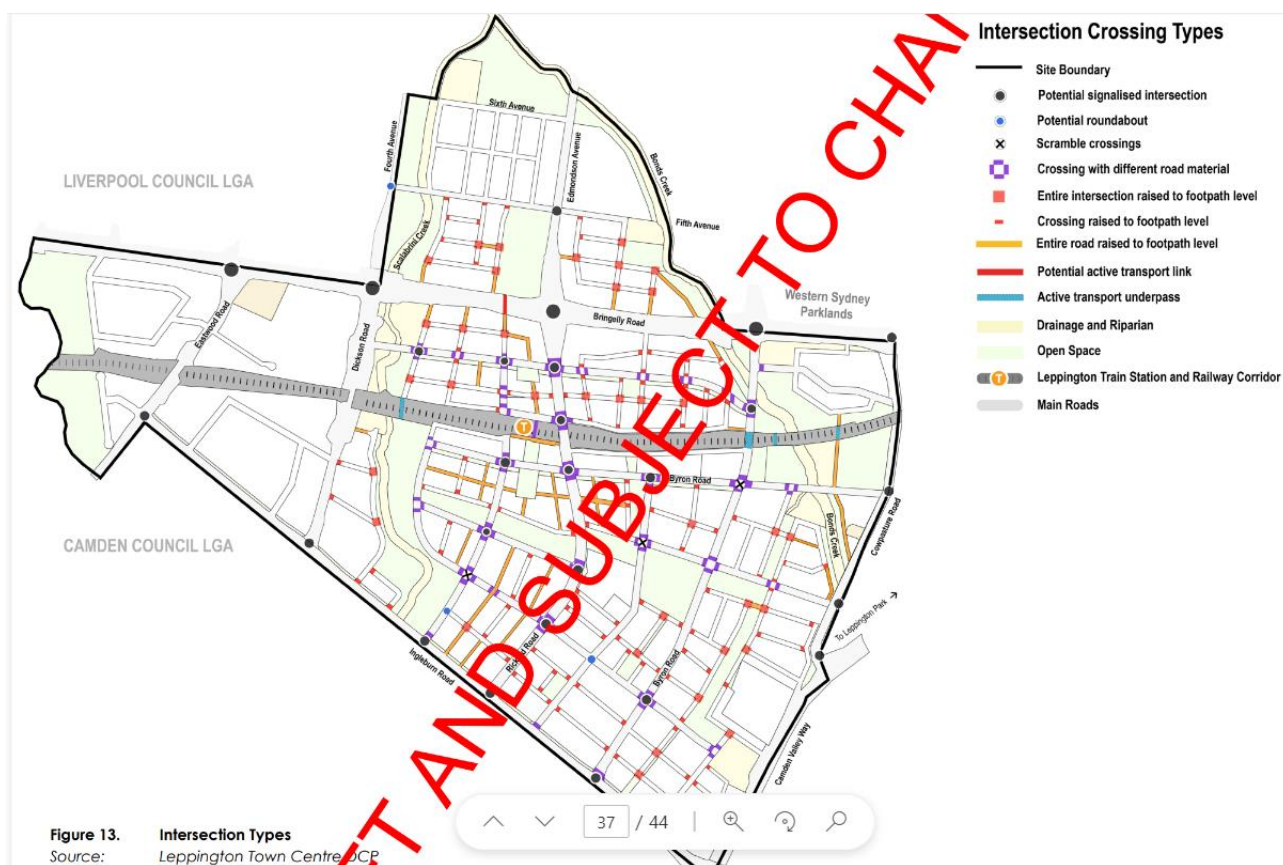
The existing Contribution Plan is expected to be updated to align with Council’s proposed updates to the SEPP mapping and DCP, with additional areas of open space, updated road alignments etc.

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 14 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. As noted in this report, there is the potential for the Residential Core



Planning Proposal to assist with the effective planning and delivery of the road network along the northern boundary of the expanded primary school.

Figure 15 Council Leppington Town Centre Planning Proposal – Extract – Land Reservation Acquisition



Source: Camden Council

Of relevance to the current planning proposal for the Residential Core 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 extend 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 by Council**

- 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 by Council**

- There are additional areas of open space proposed to be set aside as public open space – both within the development and adjacent to the Southern boundary.
- 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 Residential Core 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 involved is 6,974m<sup>2</sup>, including both land and embellishment. This is in addition to an area of at least 3,437m<sup>2</sup> additional private open space.

The open space areas that are within the proposed Residential Core Precinct Planning Proposal are 'right sized' to meet the identified functional needs – being more refined and appropriate than that identified in Camden Council's town centre review/planning proposal.

## 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 16 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 completed 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 MECHANISM

The following summary sets out preliminary recommendations for the delivery of local infrastructure within the Residential Core 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 – moving forward.
<b>Local/internal road network</b>	Through DA (subdivision) – plans and conditions of consent.  There is also potential for the road network to be recognised and effectively delivered under works-in-kind agreements.	<b>There is the potential for additional parts of the road network to form part of planning agreement – particularly with respect to the road that forms the Northern boundary of the proposed primary school expansion.</b>  <i>Effective delivery is not dependent on this.</i>
<b>Path network</b>	Through DA (subdivision) – plans and conditions of consent.  There is also potential for the road network to be recognised and effectively delivered under works-in-kind agreements.	<b>There is the potential for additional parts of the path work to form part of planning agreement.</b>  <i>Effective delivery is not dependent on this.</i>
<b>Additional open area - land</b>	The planning proposal seeks to formalise the minimum open space areas area required.  Through DA – as part of approved plans, condition of consent.	<b>Potential to form part of planning agreement.</b>  It may be recognised under future 7.11 CP by council.  <i>Effective delivery is not dependent on this.</i>
<b>Additional open area – improvements/embellishment</b>	The planning proposal seeks to formalise the minimum open space areas area required  Through DA – as part of approved plans, condition of consent.	<b>There is the potential for this to form part of planning agreement.</b>  <i>May be recognised under future 7.11 CP by council.</i>  <i>Effective delivery is not dependent on either of the above.</i>



Table 7 State and Regional Delivery Mechanism

<b>Description</b>	<b>Mechanism for delivery (as of September 2023)</b>	<b>Comment</b>
<b>Rickard Road carriageway upgrade</b>	SIC	Potential remains for SVPA and/or WIK – should this facilitate more timely delivery. Remains an option, thought PP not dependent on this.
<b>Rickard Road intersection provision/upgrades</b>	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.
<b>School and health services provision/upgrades in the area</b>	SIC	<b>Remains unchanged.</b> <b>Road network adjacent to proposed primary school expansion could form part of a state VPA.</b>

## 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 (eg 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).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

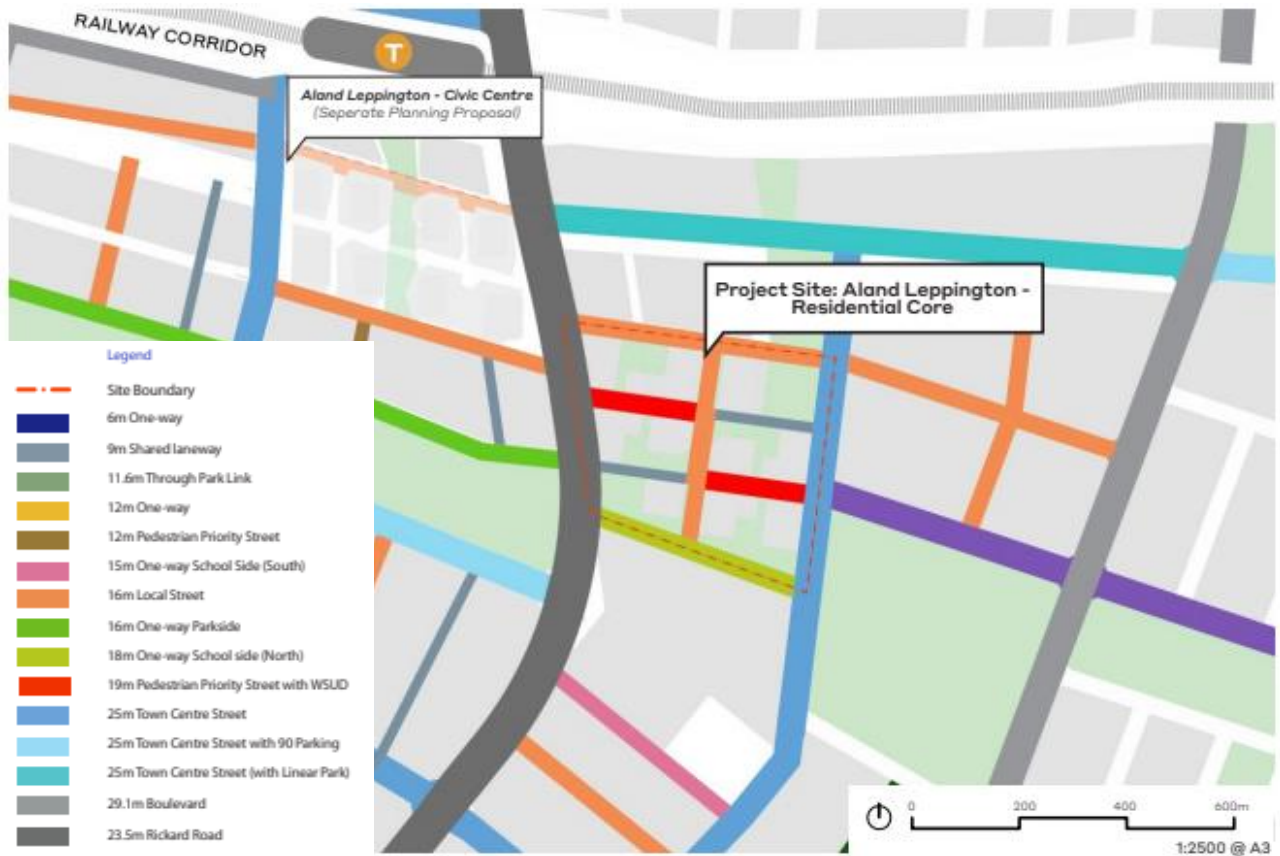
This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

# APPENDIX A

# RELEVANT DCP MAPS FROM PLANNING PROPOSAL PACKAGE

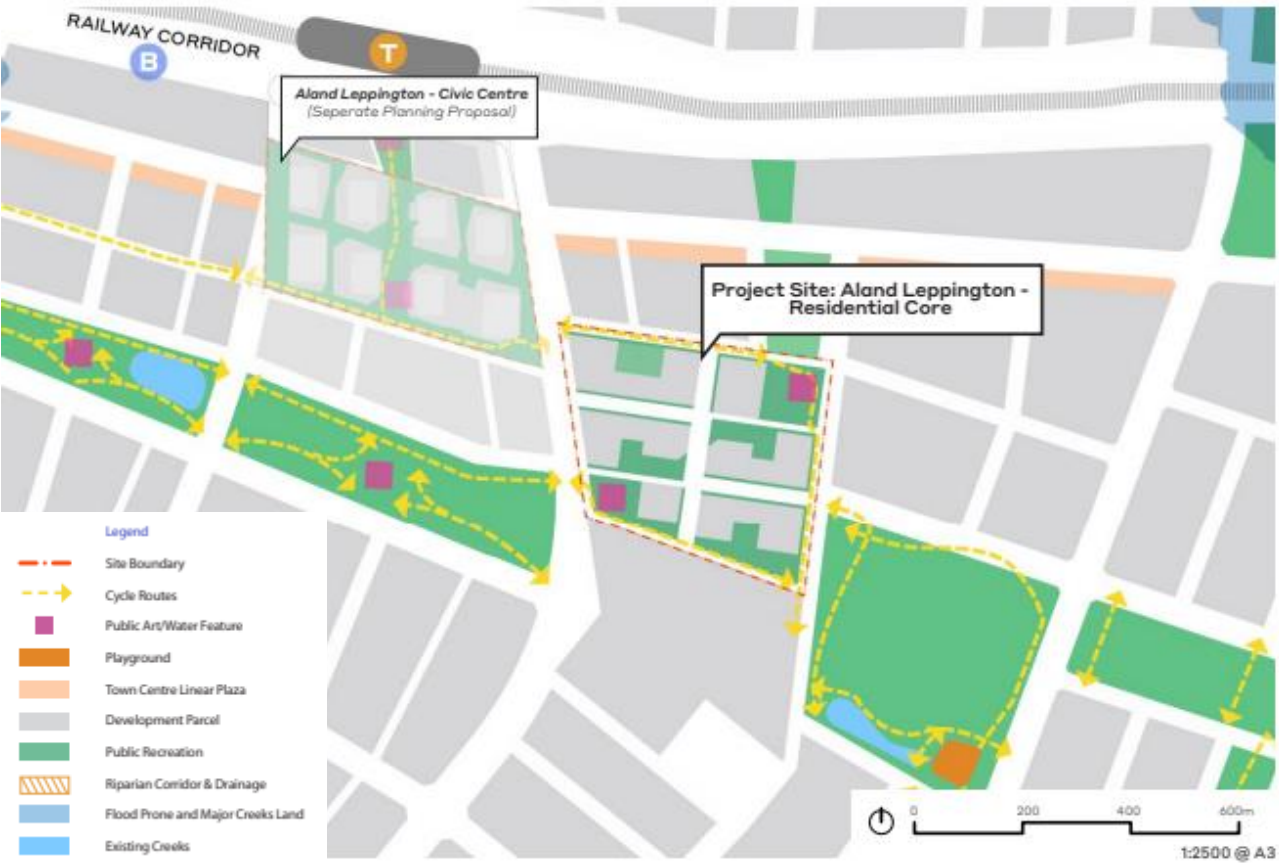
To assist with both assessment processes and inform the preparation of both local/state planning agreements moving forward, a range of summary maps have been prepared.

## Movement network



Source: Woods Bagot

Open space network



Source: Woods Bagot

