

# **COUNCIL AGENDA ADDENDUM**

**ORDINARY COUNCIL MEETING**

**22 November 2023**

**BOOK 5**

## ADDENDUM ITEMS

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## PLAN 09

**Adoption of Liverpool City Council Section 7.11  
Austral and Leppington North Contribution Plan  
2021**

<b>Strategic Objective</b>	Visionary, Leading, Responsible Ensure Council is accountable and financially sustainable through the strategic management of assets and resources
<b>File Ref</b>	386366.2023
<b>Report By</b>	Claire Scott - Coordinator Contributions Planning
<b>Approved By</b>	Lina Kakish - Director Planning & Compliance

**EXECUTIVE SUMMARY**

On 28 July 2023 the Independent Pricing and Regulatory Tribunal (IPART) completed their review of the Draft Austral and Leppington North Contributions Plan and a final report with their recommendations, **Attachment 3**, was forwarded to Minister for Planning and Public Spaces, Department of Planning and Environment (DPE) for consideration.

In October 2023, the nominee of the Minister of Planning and Public Spaces wrote to Council regarding the *draft Austral and Leppington North Contribution Plan 2021*, **Attachment 2**. Following review by the IPART, the Minister's nominee has advised that the Plan can now be adopted by Council provided that only the recommended changes are incorporated into the document.

The purpose of this report is for Council to adopt the amended Austral and Leppington North Contribution Plan 2021 (Plan), in accordance with Minister's nominee recommendations. In responding to changes recommended by IPART, the Plan has satisfied all its requirements and once adopted is deemed to be an "IPART-reviewed Contributions Plan" as authorised under clause 5(3) of the Environmental Planning and Assessment (Local Infrastructure Contributions) Directions (2012) - further amendment direction 2020.

A planning circular issued by DPE on 12 February 2021 (PS-21-002) advised councils that the Environmental Planning and Assessment Regulation provides no formal legal obligation to re-exhibit IPART-reviewed contributions plans following receipt of advice by the Minister or the Minister's nominee.

Council can now adopt an IPART-reviewed plan following receipt of and compliance with the Minister (or Minister's Nominee) advice without the need to re-exhibit the plan.

## **RECOMMENDATION**

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That Council:

1. Adopt the revised Section 7.11 Contributions Plan for Austral and Leppington North as shown in **Attachment 1**.
2. Advises the Department of Planning and Environment that the Minister's nominee's changes have been made as shown in **Attachment 2**.
3. Publish the Liverpool City Council Section 7.11 Austral and Leppington North Contribution Plan 2021 on Council's website with immediate effect on all future determinations, including modifications to which the plan applies.
4. Acknowledge that this version of the Plan repeals all previous versions in accordance with Environmental Planning and Assessment Regulation 2021 cl 215(2)(a)
5. Acknowledge the Minister's nominee advice to regularly review the Plan, and comprehensively review all works costs
6. Acknowledge editorial changes in the Plan as recommended by IPART (Table 4.20 Attachment 3) without the need for a further review by IPART.

## **REPORT**

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In April 2021, Council submitted a draft Austral Leppington North Contributions Plan to IPART for assessment. IPART assessed the draft Plan against the Department of Planning and Environment Practice Note as well as IPART's 'essential works' criteria. The draft plan was required to be reviewed by IPART as Council sought to remove the Ministerial Direction cap of \$30,000 per lot or dwelling in the Austral and Leppington North greenfield development areas, which currently applies to the Plan.

IPART's final assessment of Contributions Plan Austral and Lepping North was finalized in July 2023 along with their recommendation to the Minister, Planning and Public Spaces (Attachment 3). Their report demonstrates that Council's Contribution plan complies with the criteria of practice note, with consideration to their recommendations.

Their Report, along with their recommendations is submitted to the Minister Planning and Public Spaces. The Minister's nominee assess the IPART report and recommendations, and it is the final notice of satisfactory arrangements from the Minister's nominee that must be implemented into the Plan, prior to the Council adopting this amended version.

The Planning Circular (PS 21-002) acknowledges that Council has no legal obligation to re-exhibit the IPART Review plan post Ministerial recommended changes. Council does, however, have an obligation to inform the Minister and place the adopted Plan on the Council Website making the Plan public, within 28 days of Council resolution.



**IPART and Minister's Nominee Recommendations:**

The Plan has been amended to include a foreword acknowledging the letter and recommendation of the Minister's nominee, as well as a reference to the IPART report and Council report. The following recommendations from IPART and Minister Nominee are detailed with additional information on the background of the recommendation and Council's proposed actions / amendment to the Plan.

**Recommendation 1 and 2 – Stormwater Strategy**

<b>IPART</b>	<b>Minister Nominee</b>	<b>Minister comments</b>
<p><i>The stormwater strategy should be comprehensively reviewed within two years of the contributions plan becoming an IPART reviewed contributions plan to consider:</i></p> <ul style="list-style-type: none"> <li><i>a) Safety and performance viability of the stormwater strategy</i></li> <li><i>b) Changes to design standards</i></li> <li><i>c) Concerns raised during IPART's consultations process.</i></li> <li><i>d) Actual performance data of infrastructure already delivered</i></li> </ul>	<p><b>Recommendation accepted with amendment</b>  <i>Liverpool Council should comprehensively review the stormwater strategy to consider:</i></p> <ul style="list-style-type: none"> <li><i>a. Safety and performance viability of the stormwater strategy</i></li> <li><i>b. Changes to design standards</i></li> <li><i>c. Concerns raised during IPART's consultation process</i></li> <li><i>d. Actual performance data of infrastructure already delivered</i></li> </ul>	<p>This recommendation is for advice only and does not require immediate action to amend the contributions plan. Any changes to costs in the Plan because of a future review must be further considered by IPART.</p>
<p><i>Adjustment to the strategy should be made based on the findings of the review</i></p>	<p><b>Recommendation accepted as part of recommendation 1</b></p>	

The first section of the report focused on the strategies prepared for the Plan. IPART engaged civil engineers to review the Stormwater works schedule and the nexus. Their engagement also included a technical review of the stormwater and detail design studies. Council did not support the engagement of a consultant to undertake a technical review of the stormwater strategy and consider that the specifics within the technical review and recommendation is beyond the terms of IPART role as 'economic regulator'. It is considered that their engagement of a consultant, quantified an opinion based on limited information and via a desktop review, with minimal data modelling information, connection with existing technical studies and consideration of overarching land use principles that underpin the design, performance and function of the stormwater strategy.

**Action:** Council accepts the recommendation to review the strategy at a later stage and that any amendments identified to the Plan will require an IPART process.

### Recommendation 3 – Land Values

IPART	Minister Nominee	Minister comments
<i>The LVI should only apply to the value of land not yet purchased at the time the contributions plan is adopted. Any future reviews of the plan should revised the value of land not yet purchased to be indexed by the LVI</i>	<b>Recommendation accepted with amendment</b> <i>Liverpool Council must ensure that the Land Value Index (LVI) only apply to the value of land not yet purchased, at the time the contributions plan is adopted.</i>	Land that has been purchased should only be indexed by Consumer Price Index (CPI). Refer to page 30 of IPART's final report for additional information. Any future review of the plan must revise the value of land that has been purchased and ensures it is indexed by CPI. Any changes to costs in the Plan because of this review must be further considered by IPART.

The recommendation will increase the administration management and calculation formulas to the Plan. As a result, the ability to calculate a per dwelling rate will change as a result of the multiple variables and may be difficult for landowners to ascertain their development calculation when it is due. This will especially apply to Complying Development Certificates, and again will increase demand on Council limited resources. Effectively the Plan calculations will change at any time during Land value reviews, acquisitions, dedications, land transfers and application of CPI.

As a result of the above variables with land values indexation, and CPI, Council may require augmentation to the software application utilised by Council development and accounting teams. Council officers will monitor the process to ensure that rates are calculated in accordance with the Plan.

#### **Action:**

Council amended the Plan as per Minister's nominee recommendation. Council also reviewed page 30 of the IPART report and amended the calculations and administration tables to reflect the recommended changes.

#### **Recommendation 4 – Works Costs**

<b>IPART</b>	<b>Minister Nominee</b>	<b>Minister comments</b>
<p><i>Liverpool Council should comprehensively review all works costs in the LAN contributions plans within the next 2 years. The review should include:</i></p> <ul style="list-style-type: none"> <li><i>a. Any changes to the assumptions or strategies within the plan.</i></li> <li><i>b. Actual costs of delivering land and works within or near the precinct (where available)</i></li> <li><i>c. Site specific estimates, recent benchmarks or other relevant sources</i></li> </ul>	<p><b>Recommendation accepted with amendment</b></p> <p><i>Liverpool Council should undertake a comprehensive review of all works costs in the ALN contributions plan. This review should include:</i></p> <ul style="list-style-type: none"> <li><i>a. Any changes to the assumptions or strategies within the plan.</i></li> <li><i>b. Actual costs of delivering land and works within or near the precinct (where available)</i></li> <li><i>c. Site specific estimates, recent benchmarks or other relevant sources</i></li> </ul>	<p>This recommendation is for advice only with no immediate action to amend the contributions plan required. Any changes to costs in the plan because of this review must be further considered by IPART.</p>

This comment is reflective on the assessment period of the Plan. Between the preparation of the Plan and the IPART review it has been more than 2 years. At the time the cost of works were collated, building costs and works had not escalated. This is demonstrated by the last recommendation where the plan has a cost of the plan (as at March 2021) of a medium rate of \$55,384 per residential dwelling. On comparison the medium rate per residential dwelling today would be \$79,305.

As the Plan was prepared in March 2021, the Plan costs of works table apply a CPI rate as at March 2021. The Plan cost of works, once adopted, will be indexed to the current CPI rate. The CPI cost adjustment is permissible under the Plan and will address some of the concerns raised by IPART and DPE.

**Action:** Council acknowledges the advice to review the assumptions, costs and estimates and will program this work as part of its Delivery Plan.

### Recommendation 5 – Contributions Plan Review

IPART	Minister Nominee	Minister comments
<i>Following the review of the ALN contributions plan, Liverpool Council should submit the plan to IPART for assessment within 3 years from the date that this plan becomes an IPART reviewed contributions plan within the meaning of the Ministers 2019 Direction.</i>	<b>Recommendation accepted with amendment</b> <i>Liverpool Council should regularly review the contributions plan to ensure that development occurs as expected and that the infrastructure identified, and its costs remain appropriate.</i>	This recommendation is for advice only with no immediate action to amend the contributions plan required. Any changes to costs in the plan because of this review must be further considered by IPART.

The recommendation to review the Plan within 3 years is advisory only with no changes required to the current Plan. However, taking into consideration the current Planning Proposal for Leppington Town Centre and population density for the town centre has not be captured in this Plan, the need to review and amend the Plan should be made a priority of Council, ensuring that all development contributes to the need and demand of infrastructure.

There are also additional legislative amendments being considered by the Department, which may also require the facilitation of additional local infrastructure that has not been captured within the precinct. Any review should also align with all Strategic Planning Land Use changes being proposed.

**Action:** Council to identify and program the review of the Plan and development of an amended Austral Leppington North Contributions Plan in its 2024 – 2026 Delivery Plan.

### Recommendation 6 – Open Space

IPART	Minister Nominee	Minister comments
<i>Liverpool Council should explore the recommended options to increase open space provision to meet industry standards and internal benchmarks prior to future resubmission of the Plan to IPART</i>	<b>Recommendation accepted with amendment</b> <i>Liverpool Council should assess whether open space provision in the precinct is appropriate to meet the needs of the community.</i>	This recommendation is for advice only with no immediate action to amend the contributions plan required. Any changes to costs in the plan because of changes to open space provision must be further considered by IPART.

Table 4.19 (page 36) of the IPART report highlighted the shortfall in open space proposed in the ALN plan. The suggestion that Council to explore options ‘to increase open space provision to meet industry standards’ is an acceptable comment. However, it is noted that the Austral Leppington North precincts land use zones and land acquisition map is governed by a State Environmental Planning Policy. The ability for Council to identify additional recreation land and acquisition will require a planning proposal process via an LEP amendment to be undertaken by Council, with authorization by Department. Council may acquire developable

land to provide infrastructure, but it is currently not identified in the Plan and the acquisition and provision will need to be funded from alternate sources.

**Action:** Council to identify an Open Space Strategy for the ALN precinct, including LTC, in the Delivery Program 2024 – 2026. Actions arising from the strategy to be considered in an LEP amendment and that this work also to be included in the Delivery Program 2024 - 2026.

**Recommendation 7 – Monetary Contribution Rate table (1.2.1)**

IPART	Minister Nominee	Minister comments
<i>Liverpool Council should amend its 'monetary contributions rate' table currently in section 1.2.1 of the ALN contributions plan in line with Table 4.20 in IPART's final report.</i>	<p><b>Recommendation accepted with amendment</b></p> <p><i>Liverpool Council must review the monetary contribution rates tables in section 1.2.1 of the contributions plan:</i></p> <ul style="list-style-type: none"> <li>a. Council must amend the contributions rates for road costs in line with Table 4.20 in IPART's final report.</li> <li>b. Council should consider other suggested changes in table 4.20 in IPART's final report and determine any editorial amendments that are appropriate.</li> </ul>	<p>Part (a) of the recommendation corrects a minor rounding error and must be completed prior to the adoption of the plan. Part (b) of the recommendation is advice for council to review the other table amendments as suggested by IPART. If appropriate, Council can make the changes prior to adoption of the plan. These amendments do not require further review by IPART.</p>

IPART identified a minor error in the calculation of monetary contributions rates presented in the table in section 1.2.1 of the Plan. The error was in the order of a 0.3% for one category of population-based charges for the 'Roads' category of infrastructure. The new rate has been identified in the table 4.20 of the report and forms part of the recommendation. An additional administration editorial amendment to the Plan now identifies the CPI rate as at March 2021.

The column descriptions are also amended, and now include a variation with the calculation of dual occupancies. A different calculation for dual occupancies will apply where there is a single title (detached / subdivision of land) to a Strata title (attached – two properties on one title).

**Action:** Council has made the amendment to the table as per the recommendation.

With the minor changes made to the Plan, Council has met its obligation under the Ministerial Direction. Based on the table of 4.20, the medium rate per residential lot for a dwelling house is \$55,384 (as at March 2021). However, on adoption of the Plan, Council will immediately update the land value for non-acquired land, in accordance with the Plan, and apply CPI to works and acquired land. This will significantly increase the per lot rate, for the reason that land values have risen since March 2021, so too the CPI against works.

As mentioned above and as a result of land acquisition, the rate will consistently change. Council officers will continually maintain a live sheet of rates which will be available on the Council's website.

### **FINANCIAL IMPLICATIONS**

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Costs associated with this recommendation have been included in Council's budget for the current year and long-term financial plan.

The future strategic planning work and review recommended by IPART and supported as advice by DPE are to future funded from the Plan via the administration levy calculated. It is also anticipated that further staff resources will be funded via the administration levy to assist with the implementation and administration of the Plan.

<b>Economic</b>	<p>Deliver and maintain a range of transport related infrastructure such as footpaths, bus shelters and bikeways.</p> <p>Facilitate economic development.</p>
<b>Environment</b>	<p>Manage the environmental health of waterways.</p> <p>Manage air, water, noise and chemical pollution.</p> <p>Protect, enhance and maintain areas of endangered ecological communities and high quality bushland as part of an attractive mix of land uses.</p> <p>Promote an integrated and user friendly public transport service.</p> <p>Support the delivery of a range of transport options.</p>
<b>Social</b>	<p>Provide cultural centres and activities for the enjoyment of the arts.</p> <p>Support policies and plans that prevent crime.</p> <p>Preserve and maintain heritage, both landscape and cultural as urban development takes place.</p> <p>Regulate for a mix of housing types that responds to different population groups such as young families and older people.</p> <p>Support access and services for people with a disability.</p> <p>Deliver high quality services for children and their families.</p>
<b>Civic Leadership</b>	<p>Act as an environmental leader in the community.</p> <p>Undertake communication practices with the community and stakeholders across a range of media.</p> <p>Foster neighbourhood pride and a sense of responsibility.</p> <p>Encourage the community to engage in Council initiatives and actions.</p> <p>Operate a well-developed governance system that demonstrates accountability, transparency and ethical conduct.</p> <p>Actively advocate for federal and state government support, funding and services.</p>
<b>Legislative</b>	<p>Environmental Planning and Assessment Act 1979 – Part 7</p> <p>Environmental Planning and Assessment regulations 2021 – Part 9</p> <p>Environmental Planning and Assessment (Local Infrastructure Contributions) Direction 2012 and amendments</p> <p>Practice Note - Local Infrastructure Contributions- Review by IPART January 2019</p>

	<b>Risk</b>	There is no risk associated with this report.
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## **ATTACHMENTS**

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1. Attachment 1 - Liverpool Section 7.11 Contributions Plan 2021 - Austral and Leppington North - March 2021
2. Attachment 2 - Letter to Minister
3. Attachment 3 - IPART Final Report Assessment of Liverpool City Council s ALN Contributions Plan July 2023





## LIVERPOOL CITY COUNCIL SECTION 7.11 -

## AUSTRAL AND LEPPINGTON NORTH CONTRIBUTIONS PLAN 2021



Adopted: at Ordinary Meeting held 22 November 2023  
Content Manager: TBC



## FOREWARD

Liverpool City Council submitted in March 2021, the draft Liverpool Contributions Plan 2021 - Austral and Leppington North to the Independent Pricing and Regulatory Tribunal (IPART), for review. In July 2023, IPART completed their review of the draft Plan and a final report with their recommendation was forwarded to Minister Planning and Public Spaces, Department of Planning and Environment.

October 2023 the nominee of the Minister Planning and Public Spaces wrote to Council regarding the draft Austral and Leppington North Contribution Plan 2021. Following review by IPART, the Minister's nominee advised Council that the Plan can be adopted by Council provided that the recommended changes were incorporated into the document.

In responding to changes recommended by IPART, the Plan has satisfied all its requirement and once adopted is deemed to be an "IPART-reviewed Contributions Plan" as authorised under clause 5(3) of the *Environmental Planning and Assessment (Local Infrastructure Contributions) Directions (2012) – further amendment direction 2020*.

Council made the recommended amendments to the Plan, and at Councils Ordinary Meeting held 22 November 2023, adopted the **Liverpool City Council Section 7.11 – Austral and Leppington North Contributions Plan 2021**.

Council resolved the following:

That Council;

1. Adopt the revised section 7.11 Contributions Plan for Austral and Leppington North as shown in attachment 1
2. Advises the Department of Planning and Environment that the Minister's Nominees changes have been made as shown in Attachment 2
3. Publish the Liverpool City Council Section 7.11 Austral and Leppington North Contributions Plan 2021 on Council's website with immediate effect on all future determinations, including modifications to which the Plan applies
4. Acknowledge that this version of the Plan repeals all previous versions in accordance with Environmental Planning and Assessment Regulation 2021 cl215(2) (a)
5. Acknowledge the Minister's nominee advice to regularly review the Plan, and comprehensively review all works costs
6. Acknowledge editorial changes in the Plan as recommended by IPART (table 4.20 attachment 3) without the need for further review by IPART.

The Plan was then published on the Council website, 23 November 2023 and by doing so, this Plan repeals all previous versions in accordance with *Environmental Planning and Assessment Regulation 2021* clause 215(2)(a). Planning circular issued by DPE on 12 February 2021 (PS 21-002) advised councils that the *Environmental Planning and Assessment Regulation* provides no formal legal obligations to re-exhibit IPART-reviewed contributions plans following receipt of advice by the Minister or the Minister's nominee.

All development within the Austral and Leppington precinct is subject to the Plan and contributions are calculated in accordance with the Plan. At the time the cost of works were calculated and considered by IPART (March 2021), the CPI was indexed at 118.5. The CPI 118.5 is the starting CPI baseline that applies to the Plan.

## Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021

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**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021**

## 1 Summary of Plan

### 1.1 Preamble

The Austral and Leppington North Precincts are urban release areas in Sydney's South West Growth Area. Although the Austral Precinct is solely within the Liverpool LGA, the Leppington North Precinct straddles the Liverpool and Camden LGAs.

A range of new and augmented infrastructure needs to be planned, programmed, funded and delivered in order to support this planned development.

The infrastructure will be delivered or coordinated by a number of parties including State Government public authorities, State-owned corporations, councils, developers and private providers.

Councils typically fund the provision of local infrastructure through a combination of general revenue (from rates and other charges), development contributions under the *Environmental Planning and Assessment Act 1979*, and grants from the State or Commonwealth government. Much of the capital cost of local infrastructure in new urban areas is funded by development ('section 7.11') contributions as there is often a clear relationship between the need for new or upgraded infrastructure and population growth attributable to the new development.

This Plan addresses the provision in the Precincts of those public amenities and public services - or local infrastructure - to be delivered by or on behalf of Liverpool City Council. The provision of local infrastructure in the Plan is estimated to cost approximately \$1 billion (as March 2021) and includes:

- Land and Works - open space and recreation facilities, such as sports fields, sports courts, playgrounds, walking trails and bike paths;
- Land for community and cultural facilities, such as multi-purpose community centres;
- Land and Works - water cycle management facilities, such as detention basins stormwater channels and streetscape raingardens; and
- Land and Works - traffic and transport management facilities, such as upgrades to existing roads, new roads and intersections.

This Plan amends the original version of the contributions plan that was adopted by Council in November 2014. The most recent updates to the Plan account for changes to State Government policy and legislation and other necessary adjustments which ensure that the proposed infrastructure provision is efficient and appropriate for the needs of the development, the contributions are cost reflective.

### 1.2 Summary of contribution rates and local infrastructure costs

The tables on the following pages show the contribution rates for essential infrastructure applicable to development (which is the subject of this Plan) and the total value of works required to cater for the needs of the new development, including non-essential infrastructure. All costs in this Plan are expressed in December 2020 dollars. Contributions for non-essential infrastructure do not apply under this Plan.

Contributions as land areas are only shown below to indicate the shares of land represented by the monetary contributions, and are not additional to monetary contributions.

Example contribution rate calculations are also shown for residential and non-residential development scenarios.

## Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021

## 1.2.1 Monetary Contribution Rates

Essential Infrastructure		Population based residential rates (\$ / Lot or residential dwelling by development type)						NDA based residential and non-residential rates		
Item	Item apportioned to Austral Leppington North Development	Cost to North	\$ additional person #	For detached dwelling (each dwelling) Assumed occupancy 3.4 persons	For subdivided lots, house, terrace, attached dual occupancy (each dwelling) Assumed occupancy 2.6 persons	For flat, unit, apartment, secondary dwellings. Assumed occupancy 1.8 persons	Seniors Living dwellings. Assumed occupancy 1.5 persons	In all residential accommodation Assumed occupancy 2.6 persons	\$ per hectare of equivalent NDA	
Open Space										
Land	\$314,141,561		\$5,704	\$19,392	\$14,829	\$10,266	\$8555	\$14,829	Not applicable to commercial development. See population calculations for Residential Developments	
Works	\$128,559,170		\$2,334	\$7,936	\$6,069	\$4,201	\$3501	\$6,069		
Subtotal**	\$442,700,731		\$8,038	\$27,328	\$20,898	\$14,468	\$12,057	\$20,898		
Community Facilities										
Land	\$7,359,828		\$134	\$454	\$347	\$241	\$200	\$347	Not applicable to commercial development. See population calculations for Residential Developments	
Subtotal**	\$7,359,828		\$134	\$454	\$347	\$241	\$200	\$347		
Roads										
Land	\$26,394,265		\$445	\$1,512	\$1,156	\$801	\$667	\$1,156	\$21,697*	
Works	\$87,641,540		\$1,477	\$5,021	\$3,840	\$2,658	\$2,215	\$3,840	\$72,043*	
Subtotal**	\$114,035,805		\$1,922	\$6,534	\$4,996	\$3,459	\$2,882	\$4,996	\$93,740*	
Drainage										
Land	\$144,195,081		Residential development pays drainage and plan administration contributions calculated on an NDA basis							\$118,532
Works	\$290,496,427									\$238,795
Subtotal**	\$434,691,508									\$357,327
Plan Administration										
Allowance	\$7,600,457		Residential development pays drainage and plan administration contributions calculated on an NDA basis							\$6,248
Subtotal	\$7,600,457									\$6,248

\* NDA rates for roads apply to non-residential development only. \*\* Baseline CPI rate 118.5 as at March 2021 #population total 55078

## Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021

NON-ESSENTIAL INFRASTRUCTURE		RESIDENTIAL DEVELOPMENT						
Item	Item Cost apportioned to Austral and Leppington North Development	\$ per additional person	For detached dwelling occupancy (each dwelling) Assumed occupancy 3.4 persons	For subdivided lots, dwelling, dual occupancy (each dwelling) Assumed occupancy 2.6 persons	For semi-detached town house, terrace, attached dual occupancy (each dwelling) Assumed occupancy 2.6 persons	For flat, unit, apartment, secondary dwellings. Assumed occupancy 1.8 persons	Seniors Living dwellings. Assumed occupancy 1.5 persons	In all other residential accommodation. Assumed occupancy 2.6 persons
<b>Community Facilities</b>								
Local Facilities Works	\$20,104,171	\$365	\$1,241	\$949	\$657		\$547	\$949
Regional Facility Works	\$39,838,087	\$723	\$2,459	\$1,881	\$1,302		\$1,085	\$1,881
<b>TOTAL</b>	<b>\$59,942,258</b>	<b>\$1,088</b>	<b>\$3,700</b>	<b>\$2,830</b>	<b>\$1,959</b>		<b>\$1,632</b>	<b>\$2,830</b>

## 1.2.2 Land contribution rates

ESSENTIAL INFRASTRUCTURE		RESIDENTIAL DEVELOPMENT*					ALL DEVELOPMENT
Item	Item Total Area apportioned to Austral and Leppington North Development (m2)	m <sup>2</sup> per additional person	m2 - For subdivided lots, detached dwelling, detached dual occupancy (each dwelling) Assumed occupancy 3.4 persons	m2 - For subdivided town house, terrace, attached dual occupancy (each dwelling) Assumed occupancy 2.6 persons	m2 - For flat, unit, apartment, secondary dwellings. Assumed occupancy 1.8 persons	m2 - Seniors Living dwellings. Assumed occupancy 1.5 persons	m2 - In all other residential accommodation. Assumed occupancy 2.6 persons
<b>Open Space</b>							
Land	1,066,399	19.36	65.83	50.34	34.85	29.04	50.34
<b>Community Facilities</b>							
Land	14,341	0.26	0.89	0.68	0.47	0.39	0.68
<b>Roads</b>							
Land	56,568	0.96	3.25	2.49	1.72	1.43	2.49
<b>Drainage</b>							
Land	726,049						46.50**
<b>TOTAL</b>	<b>1,863,357</b>	<b>20.58</b>	<b>69.96</b>	<b>53.50</b>	<b>37.04</b>	<b>30.87</b>	<b>53.50</b>
							596.83*
							643.33

\*Residential development also pays drainage (calculated on an NDA basis).

\*\* NDA rates for roads apply to non-residential development only.



## Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021

## 1.2.3 Example contribution calculations

The **residential contribution** (for essential infrastructure) equals the sum of:

- The open space contribution per dwelling,
- The community facilities contribution per dwelling,
- The transport contribution per dwelling,
- The stormwater infrastructure contribution per hectare of NDA, and
- The plan preparation and administration contribution per hectare of NDA.

Contributions for open space, community facilities and transport infrastructure are levied based on the number of people expected to reside in the new dwelling, while contributions for stormwater infrastructure and plan administration are levied by the area (NDA) of the development.

This approach best aligns the contribution payable by a development to its estimated share of the demand for the different kinds of infrastructure in the Plan.

Below is an example of how to calculate the contribution payable by development.

Consider a scenario where a developer has 0.3 hectares (NDA) and applies to develop 5 low density dwelling houses on this land.

The total contribution under this Plan =  $(27328 \times 5) + (454 \times 5) + (6543 \times 5) + (357327 \times 0.3) + (6248 \times 0.3)$   
= \$280,652

This equals a contribution of \$56,147 per dwelling, on average, for this development (as at March 2021 - note that these sums are the baseline rates and do not reflect current indexation or valuations).

The non-residential contribution equals the sum of:

- The transport contribution per NDA,
- The stormwater infrastructure contribution per NDA, and
- The plan preparation and administration contribution per NDA.

Below is an example of how to calculate the contribution payable by development.

Consider a scenario where a developer applies to develop a 0.5 hectare (NDA) site for commercial offices.

The total contribution using the calculations in this Plan (as at March 2021 – note that these sums are the baseline rates and do not reflect the current indexation or valuations). =

$(\$93,740 \times 0.5) + (\$357,327 \times 0.5) + (6,248 \times 0.5) = (\$457,315 \times 0.5) = \$228,658$

## 1.3 Overview and structure of Plan

Section 7.11 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) allows a consent authority responsible for determining a development application to grant consent to the proposed

**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021**

development subject to a condition requiring the payment of a monetary contribution, or the dedication of land free of cost, or a combination of them, towards the provision of public amenities and public services to meet the development.

Where the consent authority is a council or an accredited certifier, such a contribution may be imposed on a development only if it is of a kind allowed by and determined in accordance with a contributions plan, such as this Plan.

This Plan has been prepared to authorise the imposition of development contributions on development expected to occur in the Austral Precinct and that part of the Leppington North Precinct that is situated in the Liverpool LGA.

This Plan has been prepared:

- in accordance with the EP&A Act and Environmental Planning and Assessment Regulation 2021 (EP&A Regulation)
- In accordance with the Environmental Planning and Assessment (Local Infrastructure Contributions) Directions 2012; and
- having regard to the latest Practice Notes issued by the NSW Department of Planning, and Environment (DPE).

There are minimum requirements for development contributions plans set out in the EP&A Regulation. Each requirement, and reference to the clause or Part of this document that deals with that requirement, are listed below:

The purpose of the plan	Clause 2.4
The land to which the plan applies	Clause 2.3
The relationship or nexus between the expected development in the area and the community infrastructure that is required to meet the demands of that development	Part 3
The formulas to be used for determining the reasonable contributions required from expected development for different types of community infrastructure;	Clauses 4.2.2, 4.3.2, 4.4.2, 4.5.2, 4.6.2
The contribution rates for the anticipated types of development in the area;	Clause 1.2
The council's policy concerning the timing of the payment of monetary development contributions, and the imposition of development conditions that allow deferred or periodic payment,	Clause 2.9
Maps showing the specific public amenities and services proposed to be provided by the council, supported by a works schedule that contains an estimate of their cost and staging (whether by reference to dates or thresholds)	Part 5
If the plan authorizes monetary development contributions or section 7.12 levies paid for different purposes to be pooled and applied progressively for those purposes, the priorities for the expenditure of the contributions or levies, particularised by reference to the works schedule.	Part 5

## Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021

## 2 Administration and operation of the Plan

### 2.1 Definitions used in this Plan

Except where indicated in this clause, the definitions of terms used in this Plan are the definitions included in the EP&A Act, EP&A Regulation and the *State Environmental Planning Policy (Sydney Region Growth Centres) 2006*, are adopted by this Plan.

In this clause, 'existing' means at the date on which this Plan came into effect.

In this Plan, the following words and phrases have the following meanings:

**Bank Guarantee** means an irrevocable and unconditional undertaking without any expiry or end date in favour of the Council to pay an amount or amounts of money to the Council on demand issued by an Australian bank, non-bank financial institution, or insurance company subject to prudential supervision by the Australian Prudential Regulatory Authority and has a credit rating of 'A' or above (as assessed by Standard and Poors) or 'A2' or above (as assessed by Moody's Investors Service) or 'A' or above (as assessed by FitchRatings).

**Council** means Liverpool City Council.

**CPI** means the *Consumer Price Index (All Groups - Sydney)* published by the Australian Bureau of Statistics.

**EP&A Act** means the Environmental Planning and Assessment Act 1979.

**EP&A Regulation** means the Environmental Planning and Assessment Regulation 2021.

**ILP** means the Austral and Leppington North Precincts Indicative Layout Plan.

**LGA** means local government area.

**Precincts** means the area of land shown in Figure 2.1 of this Plan.

**Net Developable Area** means the area of land to which a development application relates and includes the area of any land that the development consent authorises, or requires, to be used as a road, or reserved or dedicated as a public road but excludes:

- (a) existing roads to be used as part of the proposed road network;
- (b) existing educational establishments (as defined in the Standard Instrument);
- (c) any part of the land that is below the level of a 1:100 ARI flood event, if that part of the land is unsuitable for development by virtue of it being at or below that level;
- (d) any land that the development consent authorizes, or requires, to be reserved, dedicated or otherwise set aside as, or for the purpose of, any of the following:
  - (i) a government school (within the meaning of the *Education Act 1990*);
  - (ii) a tertiary institution, including a university or TAFE establishment, that provides formal education and is constituted by or under an Act.
  - (iii) an emergency services facility;
  - (iv) a health services facility owned and operated by a public authority;

**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021**

- (v) a golf course;
- (vi) a passenger transport facility;
- (vii) a public reserve or a drainage reserve (within the meaning of the *Local Government Act 1993*);
- (viii) a public transport corridor (other than a road corridor);
- (ix) a public utility undertaking;
- (x) roads or other public amenities or public services, in connection with which development contributions have been imposed under section 7.11 or section 7.12 of the Act or may be imposed in accordance with a contributions plan approved under section 7.18 of the EP&A Act;
- (xi) roads or other infrastructure in connection with which Special Infrastructure Contributions have been, or may be, imposed in accordance with section 7.24 of the EP&A Act.

**Planning Agreement** means a Voluntary Planning Agreement referred to in section 7.4 of the EP&A Act.

**Residential Accommodation** has the same meaning as in the State Environmental Planning Policy (Sydney Region Growth Centres) 2006.

**Social Infrastructure Assessment** means the report titled, *Austral and Leppington North Precincts - Demographic and Social Infrastructure Assessment*, prepared by Elton Consulting, July 2011.

**Special Infrastructure Contribution** means a contribution referred to in section 7.24 of the EP&A Act.

**State Environmental Planning Policy (Precinct – Western Parkland City) 2021 – Chapter 3** means the State Environmental Planning Policy amended from time to time.

**Transport Assessment** means the Austral and Leppington North (ALN) Precincts Transport Assessment prepared by AECOM, July 2011.

**Works In Kind** means the undertaking of a work or provision of a facility by an applicant which is already nominated in the works schedule of a contributions plan as a means of either fully or partly satisfying a condition of consent requiring development contributions to be made.

**Works Schedule** means the schedule of the specific public amenities and public services for which contributions may be required as set out in Part 5 of this Plan.

## 2.2 Name of Plan

This Plan is called Liverpool City Council Section 7.11 – Austral and Leppington North Contributions Plan 2021 (the Plan).

## 2.3 Land to which Plan applies

This Plan applies to the Austral and Leppington North Precincts within the Liverpool LGA (i.e., the Precincts), as illustrated in Figure 2.1 over page.

## Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021



Figure 2.1 Land to which this Plan applies

**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021****2.4 Purposes of Plan**

The purposes of the Plan are to:

- Provide an administrative framework under which specific public amenities and services strategies to serve the Precincts may be implemented and coordinated.
- Ensure that adequate public amenities and services are provided for as part of any new development in the Precincts.
- To authorise the Council or accredited certifiers to impose conditions under section 7.11 of the EP&A Act when granting consent to development on land to which this Plan applies.
- Provide a comprehensive strategy for the assessment, collection, expenditure accounting and review of development contributions relating to the Precincts on an equitable basis.
- Ensure that the existing community is not burdened by the provision of public amenities and services required as a result of future development in the Precincts.
- Enable the Council to be both publicly and financially accountable in its assessment and administration of the Plan.

**2.5 Adoption of Plan**

This Plan was adopted by Council at Ordinary Meeting held on 22 November 2023 and came into effect on 23 November 2023.

The previous version of the Plan was first adopted by Council on 26 November 2014. Amended versions were adopted on 26 May 2015 and 10 June 2020 (the latter amendments to implement the COVID-19 response for the Plan).

This Plan applies to development applications determined or modified from the date on which the Plan came into effect.

**2.6 Relationship to other plans**

This Plan repeals Liverpool Contributions Plan 2014 - Austral and Leppington North Precincts.

The land to which this Plan applies is not otherwise subject to any contributions plans made under Subdivision 3 of Division 7.1 of Part 7 of the EP&A Act.

This Plan does not limit or otherwise affect any requirements for the payment of Special Infrastructure Contributions pursuant to Subdivision 4 of Division 7.1 of Part 7 of the EP&A Act.

This Plan addresses development contributions in respect to development expected to take place in the Austral and Leppington North, Liverpool LGA component of the South West Growth Centre Precincts identified in the SEPP.

**2.7 Types of development to be levied**

Except as provided for by this clause, this Plan applies to:

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- Residential Accommodation development, insofar as the Plan authorises the imposition of a requirement for a development contribution for the types of public amenities and public services described in clauses 4.2 to 4.6 of this Plan; and
- All other development, insofar as the Plan authorises the imposition of a requirement for a development contribution for the types of public amenities and public services described in clauses 4.4 to 4.6 of this Plan.

This Plan does not apply to development:

- for the sole purpose of affordable housing;
- for the sole purpose of the adaptive reuse of an item of environmental heritage;
- for the purposes of public infrastructure provided by or on behalf of State Government or the Council;
- for the purposes of public amenities or public services under this Plan or another contributions plan prepared under section 7.13 of the EP&A Act;
- for works to be carried out by Sydney Water, Endeavour Energy or equivalent water, sewer or energy provider; or
- that in the opinion of Council does not increase the demand for the categories of public amenities or public services addressed by this Plan.

## 2.8 Authority to require contributions

### 2.8.1 Monetary contributions

This Plan authorises the certifying authority, when granting consent to an application to carry out development to which this Plan applies, must impose a condition under section 7.11 of the EP&A Act requiring the payment of a monetary contribution to the Council towards:

- the provision of public amenities and public services as specified in the Works Schedule to meet the demands of the development; and / or
- the recoupment of the cost of public amenities and public services previously provided in advance of development within the area.

This Plan requires the Council or an accredited certifier, when determining an application for a complying development certificate relating to development to which this Plan applies, to impose a condition under section 7.11 of the EP&A Act requiring the payment of a monetary contribution towards:

- the provision of public amenities and public services as specified in the Works Schedule to meet the demands of the development; and / or
- the recoupment of the cost of public amenities and public services previously provided in advance of development within the area.

### 2.8.2 Land contributions

This Plan authorises the Council, by imposition of a condition of development consent, to require in connection with any development on land to which this Plan applies (and in addition to any monetary



**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021**

contribution that may be sought) the dedication to the Council of any part of the development site that is land that is to be acquired under this Plan.

This Plan authorises the Council, by imposition of a condition of development consent, to require in connection with any development on land that creates a public road caused by a plan of subdivision, the dedication of the road at no cost to Council.

All land to be dedicated must be fit for purpose and free of any and all encumbrances and contamination, unless otherwise agreed to by an authorised person of Council.

**2.8.3 IPART-Reviewed Plan and Ministers Nominee Advice**

The Independent Pricing and Regulatory Tribunal (IPART) has assessed this contributions plan and published its findings on its website. The Minister for Planning and Public Spaces nominee has considered IPART's recommendation and advised Council in writing dated 5 October 2023, to amend and adopt this contributions plan.

Council has accordingly amended and adopted this plan and it is now an IPART reviewed contributions plan in accordance with Clause 5(3) of the Environmental Planning and Assessment (Local Infrastructure Contributions) Amendment Direction 2020.

Therefore, the full rate calculated under the plan applies to all future determined development and modification applications, in accordance with this Plan.

**2.8.4 Complying Development and the Obligations of Accredited Certifiers**

In relation to an application made to an accredited certifier for a complying development certificate and in accordance with 7.21 of the EP&A Act:

- the accredited certifier must, if a complying development certificate is issued, impose a condition requiring a development contribution, if such a contribution is authorised by this Plan; and
- any such contribution may only be a monetary contribution required under this Plan; and
- the amount of the monetary contribution that the accredited certifier must so impose is the amount determined in accordance with this Plan in respect of the development.

It is the responsibility of the principal certifying authority to accurately calculate in accordance with this Plan and apply the local infrastructure contribution conditions to complying development certificates. Deferred payments of contributions required by a condition of a complying development certificate will not be accepted.

It is the responsibility of an accredited certifier issuing a construction certificate to certify that the contributions have been paid to Council prior to the issue of the certificate. The accredited certifier must ensure that the applicant provides a receipt (or receipts) confirming that contributions have been fully paid and copies of such receipts must be included with copies of the certified plans provided to the Council in accordance with clause 156(2) of the EP&A Regulation. Failure to follow this procedure may render such a certificate invalid and expose the certifier to legal action.

**2.9 Payment of contributions****2.9.1 Timing of payment**

Council requires contributions to be satisfied in full, as follows:



**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021****Development applications involving subdivision only**

Prior to the release of the 'Linen Plan' of subdivision.

**Development applications involving building work only**

Prior to release of the Building Permit / Construction Certificate

**Development applications involving subdivision and building work (for example, dual occupancy and integrated housing)**

Prior to the release of the construction certificate or subdivision certificate, whichever occurs first, whether by Council or an accredited certifier.

**Development applications where no building works are proposed**

Prior to occupation.

**2.9.2 Deferred payments**

Council will allow payment of contributions to be deferred in the following cases only:

- where the applicant has the intention and ability to dedicate land or provide a material public benefit in part or full satisfaction of a condition imposed by development consent, and that offer of land or material public benefit has been agreed and deed executed prior to contributions paid, as per 2.9.1; or
- in other circumstances, to be outlined in writing by the applicant and determined formally by Council on the merits of the case and prior to the determination of the application .

In the circumstances where deferred payments are accepted, the debtor must lodge with Council an unconditional bank guarantee. Bank guarantees will be accepted on the following conditions:

- The guarantee must carry specific wording outlining the purpose for which those contributions were due, for example, "drainage contributions for Stage 3".
- The guarantee will be for the contribution amount plus the estimated amount of compound interest foregone by Council for the anticipated period of deferral (Refer to formula in clause 2.9.4 below).
- Where deferred payment is approved by Council the period of time for deferring payment will generally be limited to 12 months. The period of deferral may be extended submit to providing a further bank guarantee.

Council may call up the guarantee at any time without reference to the applicant, however, the guarantee will generally be called up only when cash payment has not been received, and land is not dedicated or material public benefit not provided by the end of the period of deferral.

Council will discharge the bank guarantee when payment is made in full by cash payment, land transfer or by completion of Works In Kind.

Council may, at a later date, prepare a LGA wide deferral policy, work in kind policy or land acquisition and transfer policy that may repeal this section of the Plan. The most recent adopted policy or plan applies.

**Formula for bank guarantee amounts**

The following formula to be applied to all bank guarantees for contributions is:

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$$\text{Guarantee Amount} = P + P (CI \times Y)$$

Where

P = Contribution due;

CI = Compound interest rate comprised of Council's estimate over the period plus 3 percent allowance for fluctuations); and

Y = Period of deferral (years). (note: Generally limited to 12 months)

**2.9.3 Methods of Payments**

Contributions may be made by one or a combination of the methods described below.

**Monetary contribution**

A monetary contribution is the most common method of settling contribution requirements. When development consent is issued that involves the payment of s7.11 contribution, it contains a condition outlining the amount payable in monetary terms subject to indexation (consumer price and land value).

**Dedication of land**

An applicant may transfer land to Council in part or in full satisfaction of a contribution requirement. The land may be for open space, community facilities, drainage or roads and must be land, which is included in this Plan's Works Schedule (Part 5 of this Plan). The value of the land will be determined by an independent valuer appointed by Council.

When submitting a development application, land to be dedicated must be shown on a 'Plan of Subdivision'. A formal deed must be executed before the plan will be released. Council will not retrospectively enter into a deed for acquisition, where contributions have been paid. Council will not refund contributions for the acquisition of land.

Land will also not form part of any Work In Kind Agreements. Contributions will be adjusted according to the value identified in an executed deed or agreement only.

The acquisition of land is undertaken in accordance with the Land Acquisition (Just Terms Compensation) Act 1991. All fees and charges associated with the acquisition resulting from a conditions of consent, including but not limited to consultants, legal, disbursement, survey, land registration, is to be borne by the applicant.

Local roads or other lands for services not identified by this Plan cannot be funded by local contributions. All other land to be dedicated at no cost to Council, is only by Council resolution or via a consent authority.

**Works In Kind**

Council may accept the construction of any works listed in the schedules to this plan to offset the monetary contributions payable. The applicant will need to initiate this request by providing Council with full details of the work proposed to be undertaken. Council will then consider the request and advise the applicant accordingly. The works must be listed and identified in the part 5 of this plan.

The request must be received prior to determination of the application. The agreement must be executed prior to the issuing of a construction certificate or subdivision works certificate and the works must be completed prior to release of any linen plan.

**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021**

The applicant will need to provide Council with suitable financial guarantees, by way of a bank guarantee. Upon completion of the works to Council's satisfaction the guarantee will be discharged. A replacement guarantee to the value of 50% of the works value will be held by Council, during a 12 months defects / maintenance period. Any failure of works, Council retains the right to draw upon guarantee post first option for developer to repair or replace.

Council will only consider a monetary offset for the works against the contribution payable, where the works value has not exceeded the value listed in the Plan (apportioned accordingly). Fees and charges for a WKA process are applicable and are listed in Council's fees and charges policy and are non-refundable.

Further information is available in Council's Works-In-Kind Policy noting that this Plan prevails over the policy.

**2.9.4 Goods and Services Tax**

No Goods and Services Tax (GST) is applicable to the payment of contributions made under section 7.11 of the EP&A Act. This exemption applies to both cash contributions and land or works in lieu of contributions.

**2.10 Contributions demand credits for existing development**

Monetary contributions determined under this Plan will be calculated according to the estimated net increase in demand for the particular public amenities and public services that are included in this Plan and that a particular development is projected to generate.

The Plan addresses the provision of:

- roads, transport, and drainage facilities (being 'economic infrastructure'); and
- open space, recreation, community and cultural facilities (being 'social infrastructure'),

that have been designed to meet the needs of the urban development of the Precincts.

The planned economic infrastructure is to facilitate the conversion of the area from semi-rural development context to an urban development context. It is the wholesale re-development of the land for urban purposes (particularly through land subdivisions) that necessitates the provision of the economic infrastructure. The economic infrastructure currently available does not meet the needs of the planned urban development and whole new road and drainage networks have to be designed and built to meet those needs. No credit will therefore be given in the calculation of contributions for the demand for economic infrastructure attributable to development that existed at the time this Plan was prepared.

The planned social infrastructure is also to facilitate that same conversion, however there are people already living in the area that demand and use social infrastructure. It is also likely that current populations will, to some extent, demand the recreation and community facilities that will be provided under this Plan.

Consistent with the above, in calculating contributions under this Plan a credit will be given in the calculation of contributions only for the demand for social infrastructure attributable to development that existed at the time this Plan was prepared. That is, a contribution for social infrastructure will only be due to any net increase in population relating to the proposed development.

To determine the net increase in demand for social infrastructure requires that an assessment be made of:

- in the case of the first urban development of the land - the existing residential population on the site when the first version of the Plan came in to effect in 2014, or

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- in the case of any subsequent urban development on the land - the assumed residential population on the site at the date of lodgement of the application,

whichever is relevant.

The information included in Appendix A of this Plan will be used to calculate the estimated net increase in residential population in the case of the first urban development of the land.

A precise population attributable to each existing residential development is not available. Instead, this Plan assesses existing population on the basis of average dwelling occupancy figures for the Austral and Leppington North Precincts.

The assumed household occupancy rate for the purpose of determining net increase in demand for social infrastructure and the calculation of open space and recreation, and community and cultural facilities contributions under this Plan is 3.4 persons per dwelling.

## **2.11 Adjustment to contribution rates and contribution amounts**

### **2.11.1 Overview**

The purpose of this clause is to ensure that the monetary contribution rates imposed at the time of development consent reflect the current costs of provision of the facilities included in this Plan.

To convert the cost of facilities included in the Plan to a current cost, the monetary contribution rates shown in Part 1 of this Plan are to be adjusted in accordance with the provisions set out below:

- at the time of imposing a condition on a development consent requiring payment of the monetary contribution;
- at the time of CPI and LVI variations are applied (monthly, quarterly and annually) and again
- at the time that the monetary contribution is to be paid pursuant to the condition imposed on that same development consent.

The adjusted contribution rates will also be published when amended on the Council's website [www.liverpool.nsw.gov.au](http://www.liverpool.nsw.gov.au).

### **2.11.2 Adjustment methods**

The Consumer Price Index (CPI) is the most commonly used index for adjusting contribution rates, and for simplicity, is applied to contribution rates levied on development under this Plan. However, it is not the most suitable index for escalating capital works costs or contributions relating to land that has been acquired.

Land prices do not correlate with movements in the prices of goods and services, especially in urban release areas. As a result, Council prepares and regularly publishes a customised Land Value Index (LVI), generally consistent with in the contributions management arrangements it applies to other land release areas within the Liverpool LGA.

In accordance with the provisions of clause 207 of the EP&A Regulation, Council, without the necessity of preparing a new or amending contributions plan, will adjust the monetary development contribution rates set out in this Plan to reflect quarterly changes to both:

- the CPI for all Works Schedule items identified in this Plan;

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- the CPI for all land identified in this plan and acquired by council; and
- the customised LVI for land yet to be acquired by Council.

**2.11.3 Works Schedule items other than land**

The monetary contributions rates for Works Schedule items as set out in Part 5 of this Plan, and land acquired by Council, will be adjusted to reflect quarterly variations in the Consumer Price Index (All Groups - Sydney) from the date that the works items were prepared for this Plan (March 2021) (CPI-118.5).

The adjustments shall be made at the time of granting development consent so as to determine the appropriate contribution to be included on any relevant consent. A further adjustment will be made at the time of payment to reflect any further changes between the date of consent and payment of contribution.

**Contribution at time of development consent**

$$C_2 = \frac{C_1 \times \text{CPI}_2}{\text{CPI}_1}$$

**Contribution at time of payment**

$$C_3 = \frac{C_2 \times \text{CPI}_3}{\text{CPI}_2}$$

Where:

- $C_1$  = Contribution of rate for works as shown in this Plan or Contribution cost for land acquire
- $C_2$  = Contribution rate for works and land acquired as included or to be included in the conditions imposed on the development consent
- $C_3$  = Contribution rate for works and land acquired at the time that the contribution is to be paid
- $\text{CPI}_1$  = *Consumer Price Index (All Groups - Sydney)* result at the time that the Plan was prepared – March 2021 (118.5)
- $\text{CPI}_2$  = *Consumer Price Index (All Groups - Sydney)* result for the quarter immediately prior to the date of granting the relevant development consent
- $\text{CPI}_3$  = *Consumer Price Index (All Groups - Sydney)* result for the quarter immediately prior to the date that the contribution is to be paid

**2.11.4 Land**

The cost of land in this plan is based on two costing approaches for land, applied consistently for each infrastructure category:

1. For land already acquired, the actual amount for which the land was acquired (including all other acquisition costs) indexed by the CPI is applied (see 2.11.3)

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2. For land yet to be acquired Council applies the average underlying englobo rates provided by the independent valuer to the individual parcels of land yet to be acquired. The monetary contributions rates will be adjusted in accordance to reflect quarterly variations in the Land Value Index (published on the Liverpool City Council website) from the date that the Plan came into effect.

Both approaches are used to calculate the total cost of land, which will be levied on development under this Plan. Once land is acquired by Council, the below formula no longer applies to the land.

Adjustments shall be made at the time of granting development consent so as to determine the appropriate contribution to be included on any relevant consent. A further adjustment will be made at the time of payment to reflect any further changes between the date of consent and payment of contribution.

**Contribution at time of development consent**

$$C_2 = \frac{C_1 \times LVI_2}{LVI_1}$$

**Contribution at time of payment**

$$C_3 = \frac{\frac{C_2 \times LVI_3}{LVI_2}}{LVI_2}$$

Where:

- $C_1$  = Land component of contributions as shown in this Plan
- $C_2$  = Land component of contributions subject of the conditions imposed on the development consent
- $C_3$  = Land component of contributions at the time that the contribution is to be paid
- $LVI_1$  = Land Value Index at the time that the Plan was prepared - i.e. December quarter 2020 = 100
- $LVI_2$  = Land Value Index at the time of granting the relevant development consent
- $LVI_3$  = The latest Land Value Index at time that the contribution is to be paid

**2.11.5 Calculation of Land Value Index**

The Land Value Index is a measure to reflect the changes in land values during the life of the Plan from the date of the adoption of the Plan.

The land costs included in the Works Schedule in Part 5 of this Plan are based on estimates provided in the report prepared on 1 July 2019, and then indexed by the prevailing LVI.

The values are shown in Table 2.1.

**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021****Table 2.1 Assumed land values for various classifications**

Land classification	Base assumed land cost (per sqm)	Land cost (per sqm) 07/2019
Riparian corridors (constrained land and land below the 20-year Annual Recurrence Interval (ARI) event)	\$35	\$40
Residential land between the 20-year and 100-year ARI events	\$135	\$155
Low density residential prime land (R2) above the 100-year ARI event	\$340	\$389
Medium density residential prime land (R3) above the 100-year ARI event	\$430	\$493
Commercial/ Neighbourhood Business (B1) prime land within the town centre and above the 100 -year ARI event	\$400	\$458
Commercial/ Business Development prime land (B5) within the town centre and above the 100-year ARI event	\$450	\$515
Employment lands/ Industrial	\$370	\$424

**2.12 Review of Plan and contribution rates**

Council will review this Plan on a regular basis.

The review process will canvass, as a minimum, the following issues (where data is available):

- development activity in terms of latest information on net additional dwellings and populations;
- likely total development activity to be experienced during the remainder of the Precincts development;
- progress in the delivery of public amenities and services identified in Part 5 of this Plan;
- modification of facility concepts, changes in anticipated facility costs, facility timing and land values;
- annual contributions received and expenditure information; and
- any other factors likely to affect the delivery of works identified in this Plan.

Pursuant to clause 215 of the EP&A Regulation, Council may make only minor adjustments or amendments to the Plan without prior public exhibition and adoption by Council. Minor adjustments could include minor typographical corrections and amendments to rates resulting from changes in the indexes adopted by this Plan.

Amendments beyond those authorised under clause 216 of the EP&A Regulation require the preparation of a new draft plan which in turn must meet the requirements of the EP&A Act and EP&A Regulation (including public exhibition of the draft plan for a period of at least 28 days). The nature of the proposed amendments and reasons for same would be clearly outlined as part of the exhibition.

Amendments requiring public exhibition would include adjustments to contribution rates taking account of more recent information and, where relevant, the following:

- actual costs of completed works;
- reviewed costs of yet to be completed works and land acquisition;
- adjustment in projected project management and contingency costs associated with works; and

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- plan management and administration costs.

Plan reviews of the type described above will not affect any development contributions obligation required under any consent that is granted under this Plan.

**2.13 Pooling of funds**

Council's ability to forward fund services and amenities identified in this Plan is very limited. Consequently their provision is largely contingent upon the availability of contributions funds.

To provide a strategy for the orderly delivery of the public services and amenities, this Plan authorises monetary contributions paid for different purposes in accordance with the conditions of various development consents authorised by this Plan and any other contributions plan approved by the Council to be pooled and applied progressively for those purposes.

The priorities for the expenditure of pooled monetary contributions under this Plan are the priorities for works as set out in the Works Schedule in Part 5.

In any case of the Council deciding whether to pool and progressively apply contributions funds, the Council will have to first be satisfied that such action will not unreasonably prejudice the carrying into effect, within a reasonable time, of the purposes for which the money was originally paid.



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### **3 Demand for public amenities and public services**

#### **3.1 Summary of this Part**

The Austral and Leppington North Precincts are part of the South West Growth Area, as planned by the State Government.

The Austral Precinct and a portion of the Leppington North Precinct are in the Liverpool LGA and so Liverpool City Council will serve as a consent authority for much of the development. Council will also be the manager of most of the new public infrastructure that will be required to be delivered in its jurisdiction.

Planning for housing and other development requires the parallel planning for public infrastructure to support the development and the incoming population.

The incoming population is directly related to the expected number and type of residential dwellings and extent of non-residential development floor space in an area.

The extent of public amenities and services required for the future development of an area is usually based on standards or benchmarks rates (e.g. per capita provision).

The application of the provision standards to the estimate of expected development enables a list of infrastructure requirements to meet that development to be compiled.

This connection between expected development, infrastructure standards, and the resultant infrastructure list directly informs the contribution requirements in this Plan.

A range of infrastructure studies have been prepared to inform the infrastructure list (or Works Schedule). Part 4 of this Plan provides more detail on the servicing requirements expressed in these studies.

#### **3.2 Development and infrastructure planning context**

##### **3.2.1 Growth Areas Structure Planning**

The land affected by this Plan is within the Austral and Leppington North Precincts in Sydney's South West Growth Area.

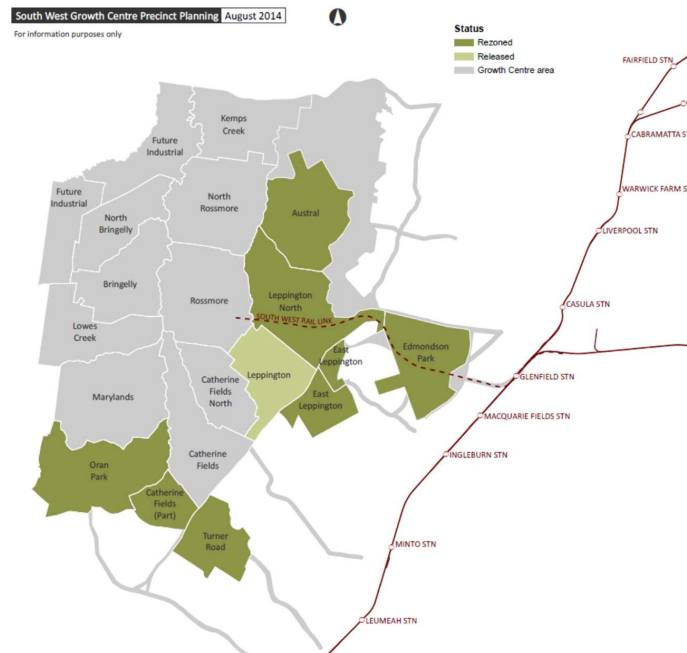
To facilitate planning and orderly development of the South West Growth Area, this area has been divided into seventeen precincts. The locations of the early release precincts, including Austral and Leppington North Precincts, are shown in Figure 3.1 over page.

The Austral and Leppington North Precincts were released for precinct planning purposes by the Minister for Planning in October 2009. The Austral Precinct is wholly located in the Liverpool LGA, while the Leppington North Precinct is located partly in the Liverpool LGA and partly in the Camden LGA. This contributions plan relates to the Austral Precinct and that part of the Leppington North Precincts that is within the Liverpool LGA.

A structure plan has been prepared for the Growth Area (formerly referred to as the Growth Centre), a copy of which is included as Figure 3.2 over page. Apart from local neighbourhood centres, the structure plan proposes ten (10) new town or village centres. The largest of these is the planned Major Town Centre at Leppington that will be located in the Leppington North Precinct in the adjoining Camden LGA, immediately adjacent to the southern boundary of the land affected by this Plan. The Western Sydney Parkland forms the northern and eastern boundaries of the Precincts.

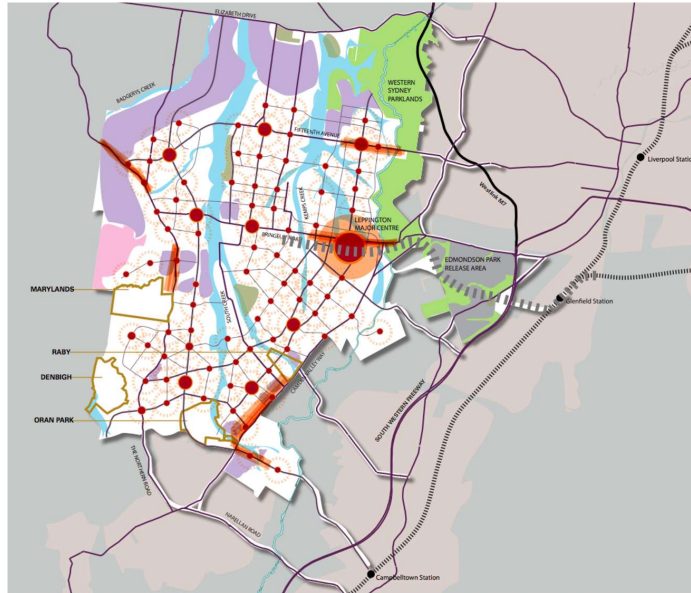
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The Leppington Major Centre will be a major service provider for properties in the Precincts and some of the regional facilities of the centre will be located within the land affected by this Plan. Other infrastructure investment is underway to support the future Leppington Major Centre, including a new rail line from Glenfield via Edmondson Park.



Source: Department of Planning and Environment, 2014 (DPE).

**Figure 3.1 South West Growth Area early release precincts**

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Source: South West Growth Centres Structure Plan Edition 3, prepared by Department of Planning and Environment

**Figure 3.2 South West Growth Area Structure Plan**

Table 3.1 provides a context for the area the subject of this Plan in terms of the planned dwellings and population illustrating that the majority of housing and population in the Austral and Leppington North Precincts will be located in the Liverpool LGA.

**Table 3.1 Estimated dwelling and populations**

District	Area (ha)	Projected dwellings	Projected population
South West Growth Area (17 Precincts)	17,000	110,000	300,000
Austral and Leppington North Precincts		16,981*	57,737*

Sources: Growth Centres Commission (Structure Plan Explanatory Note); DPE and Liverpool City Council

\*Gross estimated dwellings and population (existing development (782 dwellings) results in 16,199 net additional dwellings and 55,078 net additional people included in this Plan)

### 3.2.2 Precinct Planning

A package of information on anticipated development and required infrastructure has been prepared for the Austral and Leppington North Precincts, including:

- Indicative Layout Plan (ILP) to guide planning and assessment of the precincts.
- An amendment to *State Environmental Planning Policy (Sydney Growth Centres) 2006* to facilitate the formal rezoning of the land to enable urban development.
- Development Control Plan.
- Contributions plans prepared by Camden Council and Liverpool City Council (this Plan).

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- Infrastructure Delivery Plan (IDP).

Key information sources that have underpinned infrastructure planning and costing in this Plan are listed included in Table 3.2.

**Table 3.2 Studies supporting infrastructure planning and costing**

Public amenity or service	Studies informing infrastructure need and cost
Land acquisition for public amenities or services	MJ Davis Valuations Pty Ltd, <i>Austral and Leppington North Precincts</i> , 2014  CivicMJD, <i>Valuation Report - Various Residential and Industrial Release Areas (in Liverpool LGA)</i> , June 2018  CivicMJD, <i>Land Valuations for the Austral Precinct</i> , July 2019
Stormwater drainage and stormwater quality management works	Cardno (NSW/ACT) Pty Ltd, <i>Austral &amp; Leppington North Precincts Water Cycle Management WSUD Report</i> , prepared for NSW Department of Planning and Infrastructure, April 2011, plus <i>Responses to Exhibition Submissions</i> , December 2012  SMEC, <i>Austral and Leppington North Design of Water Management Infrastructure Detailed Concept Design Report and its associated input studies</i> , prepared for Liverpool City Council, March 2019  SMEC, <i>Final Design Report – Development of Streetscape Raingarden Master Plan for Austral and Leppington North</i> , prepared for Liverpool City Council, February 2020
Roads and transport works	AECOM Australia Pty Ltd, <i>Austral and Leppington North (ALN) Precincts Transport Assessment</i> , prepared for NSW Department of Planning and Infrastructure, July 2012
Open space and recreation, community and cultural facilities works	Elton Consulting, <i>Austral and Leppington North Precincts - Demographic and Social Infrastructure Assessment</i> , August 2011, plus Addendum, July 2012

More detail on the Precincts' infrastructure requirements is included in the Parts 4 and 5 of this Plan.

### 3.2.3 Infrastructure Delivery Plan

The Infrastructure Delivery Plan (IDP) provided an overview of the urban infrastructure requirements for the Austral and Leppington North Precincts, and how those requirements would be met.

The IDP has provided, amongst other things, a basis for ongoing discussion between planning and infrastructure agencies to guide, inform and improve the delivery of infrastructure. It has also served the purpose of acquainting owners and developers of land in the Precincts with how and when infrastructure is likely to be provided.

Coordination in infrastructure delivery will be critical to the timely roll-out of urban development of the Precincts. Coordination is even more critical in an environment where the land is comprised of relatively small parcels held by a large number of land owners. This is the case in the Precincts.

The IDP provided initial direction for the delivery of local infrastructure to the land to which this Plan applies:

- Identified the need to prepare contributions plans for local infrastructure. This Plan addresses this requirement.
- Required staging plans for local infrastructure to accord with the indicative priority development areas identified in the IDP. The staging outcomes in this Plan reflect the IDP, with refinement as necessary.

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- Identified that total local infrastructure costs are likely to be higher than the likely contribution receipts, given the contributions caps that are in place. The funding of higher order recreation and community facilities is particularly uncertain. Council, in partnership with the State Government, will therefore need to explore other sources of funding or other delivery options.
- Provided that councils have prepared, or are required to prepare, Community Strategic Plans as the key documents guiding councils' activities in the coming decades. This is now the mandated way for councils in NSW to undertake and report their resource planning and the delivery of services and facilities to their communities. Supporting the implementation of the strategic plans will be the resourcing strategies (including long-term financial plans, workforce management plans and asset management plans), delivery plans and operational plans. Councils' Community Strategic Plans must be prepared with due consideration of the various strategies and policies that impact on the local area from both the State (including the Metropolitan Strategy and the State Plan) and Federal Government levels.
- Provided that the effective management of development growth will require a significant ongoing commitment from State Government, particularly in the delivery of infrastructure and services. State Government's role will span a range of agencies and joint commitment and action through the Metropolitan and Sub-regional Strategy will be required to ensure consistent, timely and quality delivery of infrastructure and services to this part of the South West Growth Area.
- Provided that funding constraints mean that there should be an even greater emphasis placed on partnering with developers to provide the necessary local infrastructure (through, for example, Planning Agreements and Works in Kind agreements).

**3.3 Expected development outcomes****3.3.1 Existing development**

Existing development in the area is characterised by recent urban development with significant remaining rural and rural residential land uses.

When the land was rezoned for urban development, the majority of land in the Precincts was used for either small scale agricultural purposes such as market gardens or rural residences. Rural residences are often used as a place of business. This may include ownership of trucks, horses or running construction businesses.

At the time of rezoning, some of the land in the Precincts was developed for purposes that might be characterised as urban uses – for example, private schools and retirement living establishments.

**3.3.2 Net Developable Area**

The capacity for development of land is restricted by a number of factors, including:

- natural constraints such as riparian and flood prone lands;
- man-made constraints such as existing infrastructure, easements and other legal restrictions, and existing infrastructure such as gas and transmission lines.

In addition to the constraints, there are future constraints. For example, certain land is needed to be set aside or reserved for public purposes such as roads, government buildings, education and health facilities, and so on.

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Taking these matters into consideration allows a calculation of the amount of 'economic' land that is available for development. The planned development of this 'Net Developable Area' (or NDA) is the development that will generate the demand for the urban infrastructure such as roads and drains that are required to sustain it. Net Developable Area is therefore one of the bases used to determine contributions under this Plan.

The Precincts together have an estimated total Net Developable Area of approximately 1,175 hectares.<sup>1</sup>

**3.3.3 Overview of expected development**

The Precinct Plan for both Austral and Leppington North Precincts has been prepared with reference to the Structure Plan and the indicative dwelling and town centre targets, and achieves the following outcomes:

- Leppington Major Centre and nearby employment land, with capacity for up to 13,000 jobs in retailing, light industrial, business park, human services and entertainment sectors.
- Approximately 16,199 new dwellings and a net increase in population of approximately 55,078.
- A Town Centre in Austral with retail floor space in the order of 42,000 square metres.
- Three neighbourhood centres each with retail floor space of at least 10,000 square metres.
- 4 primary schools and 2 high schools.
- 66 hectares of light industrial and bulky goods land for local jobs and local services.
- A new TAFE college and Regional Integrated Primary Health Care centre located in Leppington Major Centre.
- Regional level community and cultural facilities in Leppington Major Centre.

Expected development in the Precincts will be characterised by the following:

- A part of the Leppington Major Centre civic precinct and bulky goods retailing located immediately to the north of Bringelly Road.
- Four (4) neighbourhood retail shopping centres and up to eight (6) schools.
- A range of lower density residential areas, including medium density around the various retail centres, infill low density urban residential and lower density Environmental Living zones just beyond the creek corridors and rural transition along the western boundary.
- A light Industrial area to the north of Fifteenth Avenue.
- Open space and drainage facilities along the Bonds Kemps and Scalabrini Creek corridors as well as adjacent to the Western Sydney Parklands and along other minor, unnamed creeks that pass through the Austral Precinct.

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<sup>1</sup> Total NDA is 1,175 hectares. 'Equivalent NDA' (that is, total NDA adjusted to reflect the lower residential development potential of Environment zoned lands and higher potential of some areas) is used to calculate contributions under this Plan. Equivalent NDA for the Precincts is approximately 1,217 hectares.

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- Areas reserved for environmental conservation and environmental protection, principally along the Kemps Creek corridor and in the north of the Austral Precinct, as well as a corridor for the South West Rail Line.

The extent of development is reflected in the final Indicative Layout Plan adopted by the Department of Planning and Infrastructure, as amended, primarily for consolidated stormwater management infrastructure needs, in 2019/20.

Table 3.3 outlines the expected extent of development in the Liverpool LGA portion of the Austral and Leppington North Precinct based on the final Indicative Layout Plan. The Equivalent NDA makes allowance for higher and lesser densities.

The proposed arrangement of these component land uses is shown in Figure 3.3.

**Table 3.3 Expected Net Developable Area**

Land Use	NDA (ha)	Equivalent NDA assuming 15dw/ha
Environmental Living (4 dwellings/ha)	95.21	25.39
Environmental Living (10 dwellings/ha)	45.31	30.21
Very Low Density Residential (10 dw/ha)	9.97	6.65
Lower Density Residential (15 dw/ha)	702.36	702.36
Low Density Residential (20 dw/ha)	85.74	114.32
Medium Density Residential (25 dw/ha)	151.90	253.17
Sub Total Residential	1,090	1,132
Neighbourhood Centre	9.02	9.02
Local Centre	9.44	9.44
Bulky Goods	25.70	25.70
Light Industrial	40.26	40.26
Sub Total Employment	84.42	84.42
TOTAL	1,175	1,217

Source:DPE 2020.



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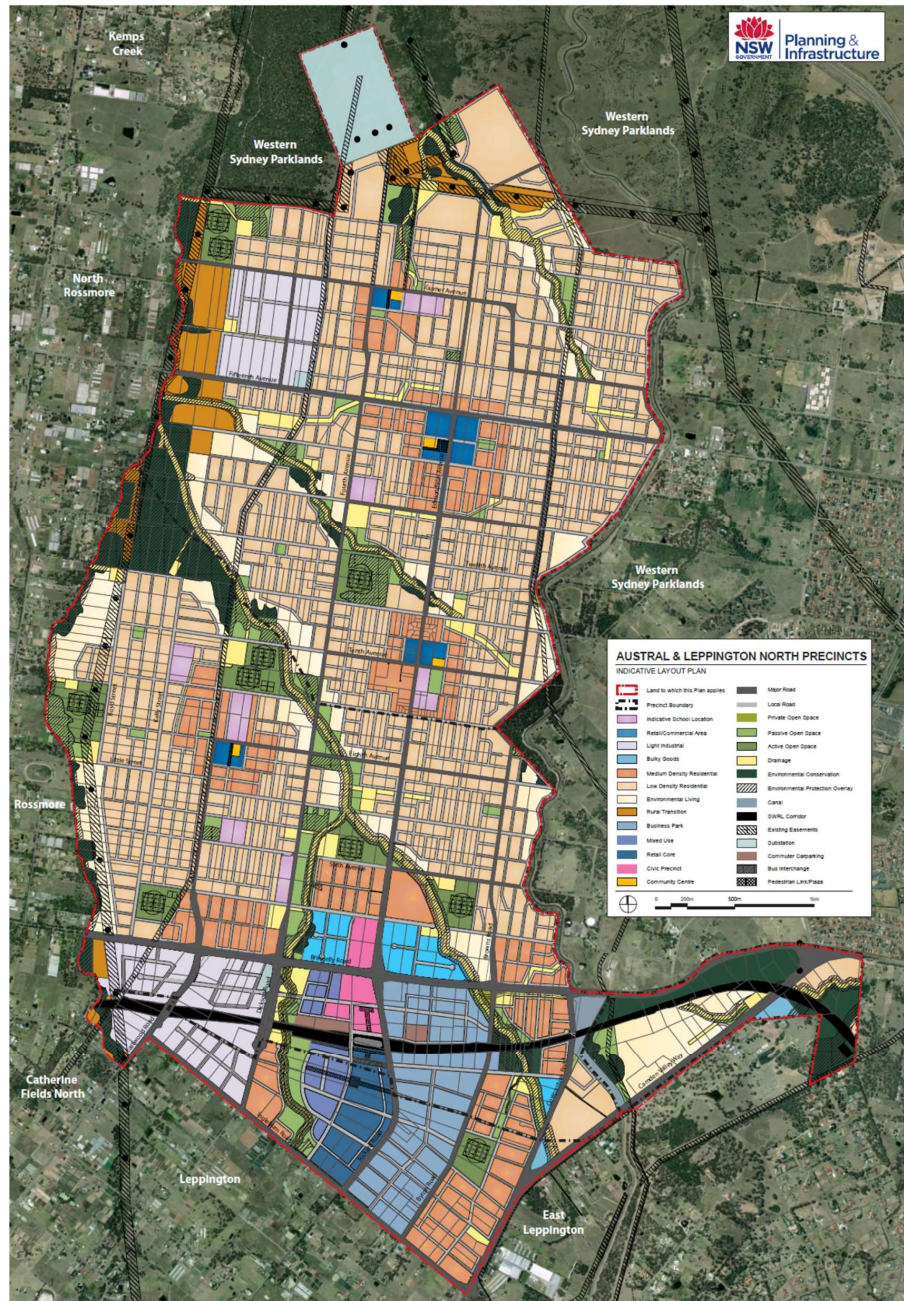


Figure 3.3 Expected land use in the Precincts



**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021****3.3.4 Demographic characteristics**

The likely demographic characteristics of a development area are important for understanding and planning for the future social infrastructure needs of that area.

The demographic characteristics of the existing rural population do not provide a robust indicator of the future demography of the Precincts.

The report *Austral and Leppington North Precincts - Demographic and Social Infrastructure Assessment* (the 'Social Infrastructure Assessment') prepared by Elton Consulting analyses the demographics and housing market conditions in the Camden, Liverpool and Campbelltown LGAs.

The Social Infrastructure Assessment makes the following conclusions about the anticipated demography of the future release area:

- There will initially be a comparable proportion of young couples and families with children to other release areas in the region, but a greater range of family types, reflecting the wider range of housing types and price markets to be provided.
- Proportions of empty nesters and older people will be initially similar to that usually experienced in new release areas, but, given the differing housing stock, will rapidly increase to approximate those in the wider district once services and public transport become well established.
- Over time, the population will become more diverse. Increasing proportions of young adults and older people will be attracted to the area once Leppington Major Centre is established. The proportion of the population who are young children and young adults will decline as the population ages and the proportion of older children with older parents grows. The proportion of the population aged 55+ years will also increase considerably as the area matures.
- Owner occupiers are likely to provide a stable group that will age in place through the life cycle stages, while tenant households will experience greater turnover, thereby maintaining a similar age profile as in the initial stages.
- Over time the population profile is likely to come to more closely approximate that of an established area with a variety of age and household characteristics, rather than a traditional new release area with particular age concentrations.
- Changing demographic, cultural and lifestyle patterns that will occur through the life of the development; and the relative uncertainty about the future composition of the population and its precise needs, gives rise to a need to plan for flexibility in social infrastructure facilities to enable them to respond and adapt as the particular requirements and lifestyle preferences of the population are ascertained.

**3.3.5 Dwelling occupancy rates**

The amount and mix of the types of expected residential development will inform estimate of the future population of an area. The need for social infrastructure is usually based on per capita benchmarks. As development contributions are levied on a development-by-development basis, in order for the contribution to be reasonable there needs to be an assumption of how many people are likely to live in the proposed development.

This Plan therefore assumes standard dwelling occupancy rates for the purpose of determining the estimated occupancy of development that is approved during the life of the Plan.

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The occupancy rates used to calculate contributions under this Plan are those determined by the Social Infrastructure Assessment. They are shown in Table 3.4.

Table 3.4 Dwelling occupancy rates assumed in this Plan

Development type	Occupancy rate
Subdivided lots	3.4 persons per lot
Detached dwelling, detached dual occupancy (each dwelling)	3.4 persons per dwelling
Semi-detached, town house, terrace, attached dual occupancy (each dwelling)	2.6 persons per dwelling
Flat, unit, apartment, secondary dwellings	1.8 persons per dwelling
Seniors living dwellings	1.5 persons per dwelling
All other residential accommodation	2.6 persons per dwelling

### 3.3.6 Anticipated resident population

The anticipated population in the Austral and Leppington North Precincts has been determined on the basis of the Net Developable Area for various types of residential development, the minimum density of dwellings in those areas (specified in the draft SEPP amendment), and the assumed average occupancy rates for those dwellings.

The anticipated population is shown in Table 3.5.

Table 3.5 Calculation of anticipated resident population

Dwelling type	Projected dwellings	Assumed dwelling occupancy rate	Population
Low density and environmental living (detached dwellings)	13,184	3.4	44,825
Medium density residential (semi-detached etc.)	3,798	2.6	12,912
Less assumed existing population (see Appendix A)			-2,659
Expected net additional population			55,078

### 3.3.7 Anticipated non-residential floor space

The predominant economic land use in the Precincts will be residential development. There will also be some non-residential development including neighbourhood retail centres, a light industrial area; and a bulky goods retailing area adjoining the neighbouring Leppington Major Centre in Camden LGA.

The anticipated extent of these non-residential developments is shown in Table 3.6.

Table 3.6 Anticipated non-residential development potential

Land use category	Net Developable Area (ha)	Projected gross floor area (m <sup>2</sup> )*
Neighbourhood Centre	9.02	40,590
Local Centre	9.44	42,480
Bulky goods	25.70	115,650
Light Industrial	40.26	181,170
Total	84.42	379,890

\* based on an assumed average floor space ratio of 0.45:1 Source: Department of Planning and Environment

**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021****3.4 Infrastructure demand arising from the expected development**

Future development in the South West Growth Area will result in an additional population of up to 300,000 people.

Existing public amenities and services in the Precincts have been essentially designed to accommodate the existing predominantly rural living environment. A change in the development profile from rural to urban development is now planned. More particularly, the Precincts are planned to have a low density suburban character. The projected influx of an estimated 55,078 new residents demands a significant investment in new and augmented public amenities and services.

Research on infrastructure needs for the impending urban development has identified the following impacts on public services and public amenities:

- increased demand for active and passive recreation facilities, such as recreation centres, sports fields, sports courts, playgrounds, walking trails and bike paths;
- increased demand for spaces that will foster community life and the development of social capital in the Precincts, such as multi-purpose community centres and libraries;
- increased demand for facilities that will support safe and convenient travel between land uses both within the Precincts and to and from destinations outside of the area, such as upgrades to existing roads, new roads, intersections and public transport facilities; and
- increased demand for stormwater drainage facilities as a result of the extra stormwater runoff generated by impervious surfaces associated with urban (as distinct from rural) development, as well as water quality treatment facilities consistent with Water Sensitivity Urban Design (WSUD) principles.

A range of public facilities and public amenities have been identified as being required to address the impacts of the expected development, including:

- open space and recreation facilities;
- community and cultural facilities;
- water cycle management facilities; and
- traffic and transport management facilities.

More detail on the demand for public services and amenities, the relationship with the expected development, and the strategies for the delivery of required infrastructure is included in Part 4 of this Plan.

The costs, indicative timing, and proposed location of individual items for the public amenities and public services included in this Plan are shown in Part 5 of this Plan.

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## 4 Strategy plans

### 4.1 Infrastructure costs and delivery generally

#### 4.1.1 Apportionment of the infrastructure costs to expected development

The costs for public services and amenities were informed by the studies that support the infrastructure planning of the area (refer Table 3.2).

The development monetary contribution for each of the facilities identified in this Plan is determined by dividing the total cost of the facility by the contribution catchment (which is expressed in persons or NDA). This process ensures that fair apportionment of facility costs is calculated for development expected to occur under this Plan.

The contribution catchments for each infrastructure type are:

- in the case of open space and recreation facilities land and works, the expected additional resident population of the Precincts;
- in the case of community and cultural facilities land and works, the number of people (or future residents) the respective facility has been designed for;
- in the case of road and transport land and works, the expected additional resident population of the Precincts for residential development and the estimated equivalent Net Developable Area of the Precincts for non-residential development; and
- in the case of stormwater drainage land and works and plan administration, the estimated equivalent Net Developable Area of the Precincts for all development.

The infrastructure included in this Plan has generally been sized to reflect the demand generated by the expected development under this Plan. Some facilities, such as the proposed aquatic and indoor recreation centre, have been designed to serve a wider catchment (although the capital works for this facility are not 'essential works' under this Plan). Council will need to make arrangements to ensure that the cost attributable to the demand sources external to the Precincts is met (for example, by subsequent contributions plans, joint contributions plans, special rates, grants).

More details on this apportionment are discussed in the remainder of Part 4 of this Plan.

#### 4.1.2 Delivery of the infrastructure

Council will require contributions from developers under this Plan toward provision of the public amenities and public services identified in this Plan. These contributions may be in the form of monetary contributions, dedications of land free of cost, or a combination of these.

Developers may choose to provide, subject to the agreement of the Council, one or more infrastructure items identified in this Plan as Works In Kind or provide another type of material public benefit as means of satisfying development contributions required under the Plan (refer clause 2.9.5 of this Plan). A Works In Kind Agreement must be in place prior to commencing the works in accordance with the Council's Works In Kind Agreements Policy.

Substantial research has been applied to the derivation of the Plan's Works Schedule and the planning for the location of all facilities has been completed but detailed design will be carried out in the development

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phase. The facilities will be developed in a manner that allows them to effectively serve the demand attributable to development envisaged under this Plan.

The facilities strategies included in Part 4 of this Plan are based on strategic information. It is likely that, as the planning process for the different development areas proceeds, modified and more cost effective solutions that still meet the strategy objectives will be developed.

Council will prepare design concepts for the facilities so that specification and costing of the facilities can be more accurately defined as implementation of this Plan proceeds. This may result in amendment of this Plan.

Where alternatives to the Works Schedule are proposed in conjunction with the development of areas and the alternatives are approved by the Council, the development contribution applicable to a development the subject of a development application may be reviewed, or the Works Schedule in this Plan updated, or both.

**4.1.3 Infrastructure staging and priority**

The overarching strategy that initially guided the staging and priority of infrastructure was the Infrastructure Delivery Plan. The staging and priorities of infrastructure will continue to be refined in accordance with the anticipated development program for the Austral and Leppington North Precincts.

The initial development areas, as discussed in the Infrastructure Delivery Plan and clause 3.2.3, include:

- Land in and around the Leppington Major Centre.
- Land located north and south of Fifteenth Avenue on the eastern edge of the Austral Precinct.

The second of these areas is within the Liverpool LGA, while the Leppington Major Centre is just south of the border with Camden Council and so the land around this centre may include land in the Liverpool LGA.

Ideally, development will proceed outward from the railway station and retail core. The existing land ownership pattern and other influences (such as the demand for different land use types) however means that this order of development is unlikely to occur. The Infrastructure Delivery Plan strategies reflect this:

There should not be any assumption that services are 'reserved' for particular areas in the early stages. If owners and developers of land located outside the initial development areas consult and work cooperatively with infrastructure providers and owners of adjacent land, there is no reason why those lands could not also be developed.<sup>2</sup>

With these uncertainties, the facility staging and priorities details that are shown in Part 5 of this Plan are general in their scope, and will be subject to regular review.

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<sup>2</sup> *Austral and Leppington North Precincts Infrastructure Delivery Plan*, Draft Report for Exhibition, prepared by Newplan, August 2011, Section 4.2.

## Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021

## 4.2 Open space and recreation facilities

### 4.2.1 Relationship between the expected types of development and the demand for additional public facilities

The requirements for local, district and regional scale open space and recreation facilities as a result of the expected development of the Precincts are documented in the report Austral and Leppington North Precincts – Demographic and Social Infrastructure Assessment, prepared by Elton Consulting in August 2011. This is supplemented by an Addendum, prepared by Elton Consulting in July 2012.

The information below comprises a summary of sections of that report that describe the demand for new and upgraded public amenities and services.

#### Existing provision

There are limited open space and recreation facilities accessible to the current residents of the Precincts. However the extent of provision is consistent with the area's small population and semi-rural character.<sup>3</sup>

There are three identified local public open space areas located within the Liverpool LGA part of the Austral and Leppington North Precincts. These are:

- Craik Park (includes children's playground, sports field and tennis courts);
- WV Scott Memorial Park (includes children's playground, sports fields, cricket practice nets, netball courts and bushland); and
- Starr Park (bushland).

In addition there is a significant area of district and regional parks and bushlands on the periphery of the Austral Precinct, including:

- Western Sydney Regional Parklands;
- Grimson Park (in West Hoxton); and
- Kemps Creek Nature Reserve (high conservation value bushland – no public access).

The level of open space provision reflects the rural residential lifestyle of the area. That is, the demand for public open space (particular local and passive open space) is significantly reduced in locations where residents live on their own substantial parcel of land.

With the proposed development of the area to an urban environment and its associated influx of new residents, the area will require significantly more land for open space and recreation purposes.

#### Trends in facility provision

Current and emerging trends and factors that have been considered in the planning and specification of Austral and Leppington North Precincts recreation infrastructure included the following:

<sup>3</sup> Social Infrastructure Assessment, page 16

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- Significant and ongoing popularity of recreation activities (e.g. walking), while activities requiring fixed commitments are declining in favour of more informal and flexible activities.
- Facilities that are flexible in their service provision.
- Growing awareness and interest in health and fitness as part of a balanced lifestyle rather than an emphasis solely on leisure.
- Increasing demand for outdoor recreation.
- Growing awareness of the importance of incidental exercise within employment and residential areas, increasing the demand for walking and cycling paths.
- An increasing emphasis on quality as well as quantity.
- An increasing demand for access for young people and improved accessibility more generally.
- An increased demand for natural areas and adventure-based activities.
- The increased duration of playing seasons requiring consideration of alternative playing surfaces.

**Planning principles for open space and recreation**

Principles for the provision of sustainable open space and recreation infrastructure that have guided the selection of infrastructure items included in this Plan include the following:

- Open space should be largely publicly provided.
- Facilities should meet a diverse range of open space and recreation needs and opportunities.
- Level of facility provision should avoid exerting pressure on other open space and recreation facilities in surrounding areas.
- The quality of open space is more important than the quantity.
- Facilities should form a physically and visually connected network; and represent a non-vehicular system that connects major activities and open spaces by walking and cycling.
- Facilities should comprise a local, district and regional hierarchy of spaces.
- Facilities should reflect and complement the natural, ecological, waterway and visual features of the area; and incorporate natural areas and riparian corridors into the open space system where possible.
- There should be an integrated network of open space with stormwater management and water-sensitive urban design where possible.<sup>4</sup>

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<sup>4</sup> Social Infrastructure Assessment, Section 3.1

**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021****Recreation demand assessment based on forecast demographics**

The size and characteristics of the population in the Precincts is discussed in Part 3 of this Plan.

Implications for recreation demand as a result of the expected mix of residents is discussed in detail in Table 9.1 of the Social Infrastructure Assessment.

In summary:

- Future developments will initially contain a predominance of families with children, adolescents and young people, and only over time will there be a balance of more middle aged and older people.
- The major target groups for recreation planning in new release areas are children aged 0-14 years, and adults aged 25-40 years.
- Local open space is important in encouraging informal interaction and creating opportunities for new and existing residents to come together, as well as for encouraging extended family activity, for walking and cycling as well as family gatherings.
- The level of local open space will in part be informed by prevailing council standards of provision.

In relation to the last point, the following plans and strategies provide guidance:

- Liverpool City-Wide Recreation Strategy 2020 (2003); and
- Liverpool City Council Provision Rates Indicative Draft 21 September 2010.

The following is a summary of Liverpool City Council's standards relating to open space:

- The provision of open space in new release areas is based on a standard of 2.83 hectares per 1,000 people;
- Local parks (minimum 2,000 square metres) to be provided within a five-minute walk of most dwellings;
- 1 key suburb park (district park) with a minimum size of 3 hectares per 5,000 – 10,000 people;
- 1 double playing field of minimum 4 hectares per 10,000 people (local sporting field);
- 1 district sporting field per 60,000 people approximately;
- District sporting fields to be a minimum 6 hectares and, where possible, co-located with other commercial, community and recreation space in larger neighbourhood activity hubs;
- The split between active and passive open space should reflect quality considerations, rather than a firm 50:50 split; and
- High use recreation facilities and quality open public spaces should be provided away from electricity transmission lines, wherever practicable.<sup>5</sup>

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<sup>5</sup> Social Infrastructure Assessment, p76



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The above considerations have informed the open space and recreation requirements for the future development of the Precincts.

**Local and district open space requirements**

The total area of local and district open space land required was calculated in the Social Infrastructure Assessment on the basis of meeting the combined needs of the Austral and Leppington North Precincts' developments.

The planning of open space areas was undertaken as part of the Precinct planning phase in an iterative manner. Earlier versions of the ILP identified more extensive passive open space areas aligning with the numerous drainage lines traversing the Austral and Leppington North Precincts. The size of the open space areas was reduced in acknowledgment of the very high cost of acquiring the substantial areas required for meeting open space demands.

The benchmark figure in the original assessment report proposed an overall rate of 2.9 hectares per 1,000 population for Austral and Leppington North Precincts, including both Liverpool City and Camden Council areas of Leppington North. However, the Addendum Report noted that the final ILP provision of approximately 135.44 hectares of open space was below the standard benchmark of 2.83 hectares per 1,000 people (at that time, for an estimated 54,361 people). The report further noted how the shortage is concentrated more in the Liverpool City areas of the Precincts rather than Camden LGA.

This Plan proposes to provide around 120 ha of open space which for a proposed population of 57,737 residents, equates to a rate of provision of 2.08 hectares per 1,000 residents. The rate of provision is based on the final Indicative Layout Plan prepared by the NSW Department of Planning and Infrastructure (now DPIE). It is considered a reasonable level of provision since residents can also access a range of other open space areas, including regional open space facilities and significant bushland areas, concentrated largely around the riparian corridors. These facilities are described in more detail in subsequent sections below.

For the Precincts, Table 4.1 sets out the proposed provision of open space. This table shows that some of the land is already owned by Council such that only 106.6 hectares of land needs to be acquired under the Plan. Council-owned land includes Craik Park (9.7 hectares of which will be partially embellished under this Plan) and WV Scott Memorial Park and surrounding areas (3.75 hectares upon which the Regional Indoor Sports and Aquatic Centre is likely to be located). It is acknowledged that the land area estimates have been reviewed and updated since the previous version of this Plan

Table 4.1 Proposed provision of district and local open space

Open space	Area (ha)
Land to be acquired	106.6
Land currently owned or managed by Liverpool City Council	13.5
Total open space to be provided in Precincts	120.1
Total population in Precincts (persons)	57,737
Open space provision rate (ha/1,000 persons)	2.08

Source: Department of Planning and Environment

Table 4.2 provides a breakdown of this open space according to type.

Table 4.2 Proposed provision of district and local open space

Open space type	Acquisition land area (ha)	Dedication land area (ha)	Total open space (ha)
Local passive open space	36.51	3.75 (WV Scott Memorial Park/ Council-owned land)	40.26a

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Open space type	Acquisition land area (ha)	Dedication land area (ha)	Total open space (ha)
Local sporting fields (active recreation)	26.37	9.70 (Craik Park)	36.07
District passive open space	34.70		34.70
District sporting fields (active recreation)	9.07		9.07
Total open space	106.64	13.52	120.10

Source: Department of Planning and Environment

The data in Table 4.1 show a weighting toward the provision of passive rather than active open space. The high percentage of passive open space arises in part because of the extensive creek networks that traverse the Precincts.

The above land also does not include:

- Regional active open space available in Western Sydney Parklands;
- Riparian and other conservation land such as bushland;
- Open space under transmission lines; and
- Playing fields within school sites.

The costs associated with open space land and works will be apportioned solely to new residential development. No contributions for Precincts open space facilities will be required of non-residential development as the need for the facilities has been based on the anticipated residential development only.

#### **Recreation facilities requirements**

The facilities described in Table 4.3 (on the following pages) have been determined in the Social Infrastructure Assessment as being required to meet the needs of expected development in the Austral and Leppington North Precincts, and in some cases the wider Growth Area catchment. Some of the facilities are located in the Camden LGA portion of the Leppington North Precinct and are therefore not included in the Works Schedules that comprise Part 5 of this Plan. The full list of Austral and Leppington North Precincts' requirements is shown for completeness.

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Table 4.3 Recreation facilities requirements

Facility	Size	Description	Provision	Provision in the Precincts
Local passive parks	Min. 0.2ha up to 0.5ha	Local parks should have a range of play spaces and opportunities and cater to older children and young people as well as the traditional playground for young children.  Grassed area for ball games, seats, shelter. May contain practice wall, fitness equipment, other elements.	Within 400-500m walking distance of 90% of dwellings	Many dispersed throughout the Precinct mainly focused along the riparian corridors but generally well distributed around the area
District (key suburb) parks	Min. 3ha	'Something for everyone', family parks. Includes a combination of outdoor courts (basketball, netball), skate park, BMX track, shared pathways, children's play equipment, outdoor fitness equipment, performance space, specialised recreation facilities, water feature, picnic / barbecue facilities, unleashed dog exercise area.	6-7 parks	7 concentrations of district passive recreation facilities sized between 3 and 11 hectares
Children's playgrounds (0-4years)	Min. 0.3ha for standalone playgrounds	Co-located with parks, sportsgrounds, courts, schools, community facilities, conservation areas. Regional, district, local hierarchy in terms of play equipment and range of experiences.  Each play area should offer a different experience. Include road safety bike track at regional playground. Include children's bike paths in district and regional playgrounds.  Can be co-located with play spaces for 5 to 12-year olds – within sight distance for carers but physically separated. Fencing if adjacent to water, road, steep slope. Seating, shade, water provided.	11 playgrounds	18 playgrounds or play spaces to be provided on local and district passive parks
Play spaces (5 to 12-year olds)	Min. 0.3ha for standalone playgrounds. Where co-located the space may be reduced.	Allows for more independent play, skill development and cognitive development. However, they still require adult supervision. More challenging equipment. These may include bouldering features, climbing areas, 'learn to' cycleways through to cycle obstacle course, skate facility, BMX/mountain bike jumps and tracks. These areas could be co-located with children's playgrounds, school or community facilities for supervision and convenience of use by carers.	13 play spaces	See above

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Facility	Size	Description	Provision	Provision in the Precincts
Local sportsground	Min. 4ha (ideally 5ha)	<p>1 double field per 5,000 people.</p> <p>To accommodate demand for local sport and recreation training and competition. Rather than a series of single fields facilities are grouped to provide economies of scale for infrastructure.</p> <p>To be located close to schools. Inclusions :</p> <ul style="list-style-type: none"> <li>– 2 multi-purpose rectangular fields or 1-2 full-sized cricket/AFL ovals (plus practice nets)</li> <li>– 2 tennis / netball courts – 2 half-court basketball courts, or 2 multi-purpose courts – Lights for training – Amenities with change rooms, canteen, meeting room –</li> </ul> <p>Parking co-located with a playground, school, community facility, play space.</p>	8 double playing fields or 20 single fields.	4 additional local sportsgrounds to complement an existing sportsground at Craik Park
District sportsground	Min. 6ha up to 10ha	<p>The local sports park identified above may be expanded to incorporate one of the proposed district grounds dependent on location and access.</p> <p>Requirements – To be located near public transport routes, no further than 2 km from all dwellings – To be co-located, where possible, with other commercial, community and recreation space in neighbourhood activity hub – Provide for district standard adult competitions and training or junior regional or state school championships. – Amenity buildings, parking, storage core inclusions – Located on land without flooding or transmission line constraints.</p> <p>Given the timeframe before the population threshold warrants a district standard facility. The final mix of courts and fields will require community consultation and council input based on most recent open space planning principles and research.</p> <p>Inclusions: – 4 multi-purpose rectangular fields, parking and landscaped buffer – No flooding or transmission line restrictions – Higher quality fields than local – Maybe combined with playground, netball training courts or multi-purpose tennis/basketball/netball courts. Add practice nets if cricket wickets – May include lawn bowling club or similar.</p>	1 complex of four playing fields	1 complex of four playing fields on a new 9.1ha park located between Ninth and Tenth Avenues

Source: Social Infrastructure Assessment, pages 79-84.

**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021****Regional open space and recreation facilities requirements**

The Leppington railway station will be located just outside the southern boundary of the Precincts in the surrounding Major Centre. Leppington Major Centre is the only major centre to be developed in the entire South West Growth Area, and will include some of the land at the southern edge of the Precincts. This centre is being designed to serve a user catchment of around 300,000 residents.

Associated with this centre and located within the Liverpool LGA, the Regional Indoor Sports and Aquatic Centre is proposed to service the population of the Precincts and beyond. Details of this facility are included in clause 4.3 Community and Cultural Facilities.

Other regional open space demands are expected to be met by the Western Sydney Parklands, which adjoin the Austral and Leppington North Precincts to the east. It is expected that the embellishment of the Parklands will be carried out in the manner of other regional parks in the Sydney region (e.g. Centennial Park in the Sydney City LGA).

The Growth Area catchment, equivalent in scale to Canberra, will require substantial recreation facilities to meet the regional demand. Apart from the Aquatic Centre, the planning for regional facilities also includes a regional stadium. The Western Sydney Parklands Trust has prepared an options paper in relation to the stadium and envisages that it will be located in the Western Sydney Parklands.<sup>6</sup>

This Plan does not require contributions toward a stadium or any embellishments in the Western Sydney Parklands.

**4.2.2 How are the contributions calculated?**

Contributions will be collected only from residential development toward open space and recreation facilities identified under this Plan.

Monetary contributions are calculated on a per person or per resident basis, then factored up to a per lot or per dwelling amount.

The monetary contribution per person in a development containing residential dwellings or lots (whether or not that development also comprises non-residential floor space) is calculated as follows:

$$\text{Contribution per resident (\$)} = \frac{\sum \begin{matrix} (\$) \\ \text{NF} \\ ) \end{matrix}}{P}$$

Where:

\$INF = the estimated \$ cost - or if the facility is existing, the indexed, completed cost - of providing each of the open space and recreation facilities (refer Part 5 – Works Schedule).

P = the estimated resident population (in persons) that will demand each facility - that is, the expected net additional population of the Precincts (refer Table 3.5)

<sup>6</sup> The *Western Sydney Parklands Trust Plan of Management* identifies a proposal for a regional sporting hub in the southern end of the Western Sydney Parklands, in the vicinity of the Austral and Leppington North Precincts, subject to funding.

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The monetary contribution for different residential development types is determined by multiplying the contribution per person by the estimated increase in population as a result of the development and using the assumed occupancy rates included in clause 3.3.5 of this Plan.

For convenience, these rates are reproduced in Table 4.4.

**Table 4.4 Assumed residential development occupancy rates**

<b>Development type</b>	<b>Occupancy rate</b>
Subdivided lots	3.4 persons per lot
Detached dwelling, detached dual occupancy (each dwelling)	3.4 persons per dwelling
Semi-detached, town house, terrace, attached dual occupancy (each dwelling)	2.6 persons per dwelling
Flat, unit, apartment, secondary dwellings	1.8 persons per dwelling
Seniors living dwellings	1.5 persons per dwelling

**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021****4.3 Community and cultural facilities****4.3.1 What is the relationship between the expected types of development and the demand for additional public facilities?**

The requirements for community and cultural facilities as a result of the expected development of the Precincts are documented in the Social Infrastructure Assessment.

The following is summary of the information and approach used to arrive at the community and cultural facilities requirements of the Precinct.

**Existing provision**

There was very limited community and cultural facilities accessible to the current residents of the Precincts at the time of rezoning. They included two (2) schools and three (3) child care centres, three (3) places of worship and two (2) seniors living developments.

Other facilities are located further afield, including in the Camden LGA and surrounding suburbs of Liverpool LGA. District level facilities are located in the newer suburbs further east around Horningsea Park and further south in Camden LGA, and have been designed to meet the needs of incremental urban growth in those locations, rather than any growth envisaged in the Austral and Leppington North Precincts.

The limited extent of provision is consistent with the area's small population and semi-rural character <sup>7</sup>.

**Principles for sustainable community infrastructure**

Principles for the provision of sustainable community facilities infrastructure described in the Social Infrastructure Assessment and that have guided the selection of infrastructure items included in this Plan include the following:

- Facilities should be provided in an efficient, timely and co-ordinated way to support the pattern of development; ensuring that services are available to residents as early as possible and they are not disadvantaged through delays in delivery.
- Efficient use of limited resources by designing facilities to be multipurpose, co-located with other facilities and able to accommodate shared and multiple use arrangements.
- Cluster related facilities and services to promote civic identity, safety and focal points for the community.
- Ensure that facilities, services and open space are accessible by public transport and located to maximise access for pedestrians and cyclists.
- Ensure flexibility in the design and use of facilities, so they can respond and adapt as needs change. Avoid arrangements for single uses or specific target groups that may quickly become outdated.

<sup>7</sup> Social Infrastructure Assessment, page 18

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- Promote equitable access for all sections of the population, through the distribution, design and management (including cost) of facilities.
- Provide environmentally and economically sustainable buildings.
- Ensure viable levels of resourcing of facilities and services, both capital and recurrent funding.
- Promote innovation and creativity between agencies in services delivery and integration
- Develop sustainable ownership, governance, management and maintenance arrangements for facilities.

**Community facilities demand assessment based on forecast demographics**

The anticipated size and characteristics of the resident population in the Precincts is discussed in Part 3 of this Plan.

Various standards of provision for local and district community facilities have been adopted by the Department of Planning and Environment, Camden Council and Liverpool City Council. The standards have been used as a basis for determining facility needs in the Austral and Leppington North Precincts as a whole.

A summary of these standards is included in Table 4.5.

**Table 4.5 Comparison of community facility provision standards**

Facility type	Former Department of Planning & Infrastructure & Growth Centres Commission standard	Camden standard	Council	Liverpool City Council standard
Libraries	1 branch facility for each 33,000 persons	39 square metres per 1,000 persons + 20% circulation space		42 square metres per 1,000 persons
- Branch				
- District	1 district facility for each 40,000 persons			
Multi-purpose community centre in smaller activity centre	1 centre for each 6,000 persons Each centre with a size of 2,000-2,500 square metres	42 square metres per 1,000 persons 2.5 x floor area for land component		Indicative 1 centre for each 10,000 people, with an average size of 600 square metres for each centre To be located in activity centres with shops, schools etc. Facilities are to provide flexible multipurpose spaces and spaces for outreach services. Smaller 600m <sup>2</sup> facilities contribute to the overall level of provision of 60-85m <sup>2</sup> per 1,000 people
Multipurpose community centres in larger activity centre	1 centre for each 20,000 persons 1 community service centre for each 60,000 persons	22 square metres per 1,000 persons 2.5 x floor area for land component		Indicative 1 centre for each 60,000 persons, with a built area of about 1,500 square metres To be located in larger activity centres and commercial and transport hubs to provide flexible multipurpose spaces and provide a base for organisations and the delivery of services Larger 1,500m <sup>2</sup> facilities contribute to the overall level of provision of 60-85m <sup>2</sup> per 1,000 people



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Facility type	Former Department of Planning & Infrastructure & Growth Centres Commission standard	Camden standard	Council	Liverpool City Council standard
Youth Centre	1 centre for each 20,000 persons	89 square metres per 1,000 persons + outdoor space	+	No longer provided by Council as a stand-alone purpose-built facility. The size and layout of multipurpose community facilities now provide appropriate and designated spaces for delivering youth services, programs and activities.  Outdoor spaces, like half-court basketball courts and skate parks, are now provided as standard for informal activities and programs for young people.

Sources: Social Infrastructure Assessment Table 8.1

**Community and cultural facility requirements**

This Plan proposes to provide primarily for a residential population in a suburban setting. Regional level facilities are proposed to be provided in the Leppington Major Centre in Camden LGA. The community and cultural facilities proposed in the Precincts have either a local or district service catchment. This Plan nevertheless proposes that development contribute towards regional facilities that are located in Liverpool LGA, by providing its reasonable share towards the Regional Aquatic Centre including associated public art.

One of the four (4) proposed multi-purpose community centres has been scaled-up to service a district scale population of approximately 40,000 residents, which approximates the catchment of the Precincts. The other three (3) centres will provide for a neighbourhood catchment of approximately 10,000 residents each. The cost of these four facilities are shared equally across the entire Precincts incoming residential population.

**Proposed community and cultural facility provision**

Regional infrastructure required on the northern fringe of the Leppington Major Centre and provided in the Precincts, and serving a surrounding population of around 120,000, includes the Regional Indoor Sports and Aquatic Centre. This centre is to be located on a 5 hectare site, including a 3 hectare facility and outdoor elements and 2 hectares for parking and landscaping. Building components include the following:

- Aquatic facilities include an indoor 50 metre x 10 lane Olympic pool, training pool, 25 metre leisure pool, heated teaching pool; children's play pool / wave pool / whirl pool / water slides, diving pool.
- Indoor Sports to include 4 indoor sports courts each large enough for netball
- Fitness centre incorporating weights, aerobics/Dance/Yoga/Pilates activity room with wooden floor, spin cycle room,
- Wellness / health services – physiotherapy, nutrition etc.
- Spa, sauna, steam room
- Retractable seating for 1,500 this would increase to 3,500 in stage 2.
- General amenity, kiosk and café, equipment sales, change, lockers, toilets, crèche facilities for users

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- Outdoor elements - may include water play park, BMX, skate, sports oval and netball, tennis, basketball courts. May be integrated with a youth recreation facility.

Local and district level infrastructure includes the following:

- A multi-purpose community centre in Austral of 1,500 square metres floor area, including a variety of flexible multi-purpose spaces suited to a range of community activities and programs. Also, the building is proposed to include office and service delivery areas for human services and spaces suitable for young people and older people.
- Three (3) multi-purpose community centres in other neighbourhood centres in the Precincts, each with an approximate building area of 750 square metres.

This Plan includes provision for the land and works associated with the multi-purpose facilities and capital works for the Regional Sports and Aquatic Centre, but acknowledges that only the land component for the community facilities is considered 'essential works'.

With respect to the Regional Sports and Aquatic Centre, the demand would be spread over a large catchment (120,000 residents). However, the centre is likely to be located on land majority owned by Council (including WV Scott Memorial Park) such that shared cost apportionment is not required under this Plan.

Council will seek funding from other sources to meet the balance of the cost of the capital works for the facility (as non-essential works).

**Location and staging matters**

Facilities should generally be co-located with or adjacent to open space in activity centres. There are multiple ways to arrange the spaces and further planning should concentrate on combination and co-location options.

A number of sites have been identified in the ILP for these purposes but there is a significant amount of planning and acquisition of land required even before preliminary designs can be prepared.

The design of facilities will depend upon a variety of factors, including the availability of funds, the aspirations of the responsible council, and evolving best practice. Detailed needs and feasibility assessments need to be undertaken as the population of the area grows.

Existing higher order facilities in the surrounding region (including those in both the Liverpool and Camden LGAs) offer some opportunity to meet interim needs either in their current form or through expansion (for example, the Casula Powerhouse).

The general principle will be that the local and district community facilities will not be built until the surrounding population that each services has reached a threshold of 5,000 residents for the local centres and 30,000 for the larger district centre. Should the demand for two facilities require the facility to be constructed within a similar time-frame, Council must necessarily prioritise these so to manage the delivery as efficiently as possible within the constraints of funding and resources.

**4.3.2 How are the contributions calculated?**

Contributions will be collected from residential development toward community and cultural facilities identified under this Plan.

Monetary contributions are calculated on a per person or per resident basis, then factored up to a per lot or per dwelling amount.

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The monetary contribution per person in a development containing residential dwellings or lots (whether or not that development also comprises non-residential floor space) is calculated as follows:

$$\text{Contribution per resident (\$)} = \frac{\sum (\$ \text{NF})}{P}$$

Where:

\$INF = the estimated \$ cost - or if the facility is existing, the indexed, completed cost - of providing each of the community and cultural facilities (refer Part 5 – Works Schedule)<sup>8</sup>

P = the estimated resident population (in persons) that will demand each facility - that is, the expected net additional population of the Precincts (refer Table 3.5)

The monetary contribution for different residential development types is determined by multiplying the contribution per person by the estimated increase in population as a result of the development and using the assumed occupancy rates included in clause 3.3.5 of this Plan.

For convenience, these rates are reproduced in Table 4.6.

**Table 4.6 Assumed residential development occupancy rates**

Development type	Occupancy rate
Subdivided lots	3.4 persons per lot
Detached dwelling, detached dual occupancy (each dwelling)	3.4 persons per dwelling
Semi-detached, town house, terrace, attached dual occupancy (each dwelling)	2.6 persons per dwelling
Flat, unit, apartment, secondary dwellings	1.8 persons per dwelling
Seniors living dwellings	1.5 persons per dwelling

<sup>8</sup> In the case of the regional facility, the cost is the cost fairly apportioned to the Precincts' expected population - that is, 41% of the total cost (see section on 'Community and cultural facility requirements' above).

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## 4.4 Water cycle management facilities

### 4.4.1 What is the relationship between the expected types of development and the demand for additional public facilities?

Stormwater runoff in the Austral and Leppington North Precincts was proposed in precinct planning to be managed through a comprehensive Water Sensitive Urban Design (WSUD) approach.

Informed by a range of studies, the report *Austral and Leppington North Precincts Water Cycle Management WSUD Report* (the WSUD Strategy) prepared by Cardno Pty Ltd established the preliminary framework for the management of stormwater quantity and quality related to the expected urban development of the Precincts. This report was informed by other assessments and guiding standards, including:

- Cardno (2011), *Biodiversity Conservation Assessment*, Draft Final Report, prepared for the Department of Planning and Environment January.
- Cardno (2011), *Riparian Corridor and Flooding Assessment*, Draft Final Report, prepared for the Department of Planning, February.
- GeoEnviro Consulting (2010), *Geotechnical, Salinity and Acid Sulfate Soil Investigation*, prepared for the Department of Planning, December.
- JBS Environmental (2010), *Preliminary Environmental Site Assessment*, Final report, prepared for the Department of Planning, December.
- Growth Centres Commission (2006), *Growth Centres Development Code*, November.

The main water management infrastructure was proposed to manage flooding within the project area and to minimise downstream impacts includes detention basins, trunk drainage pipes, overland flow paths/constructed channel systems, and culvert crossings. A series of bioretention systems and gross pollutant traps (GPTs) were also proposed to manage stormwater quality within the project area.

The WSUD Strategy acknowledged that development of an area:

- generates demand for water supply;
- requires management of wastewater as well as stormwater; and
- increases the area of impermeable surfaces and so exacerbates potential flooding issues, impacts on the quality of stormwater and potentially affects riparian corridors.

These water related issues are locality based and caused directly and solely by the development activity and so should be ameliorated by that same development activity.

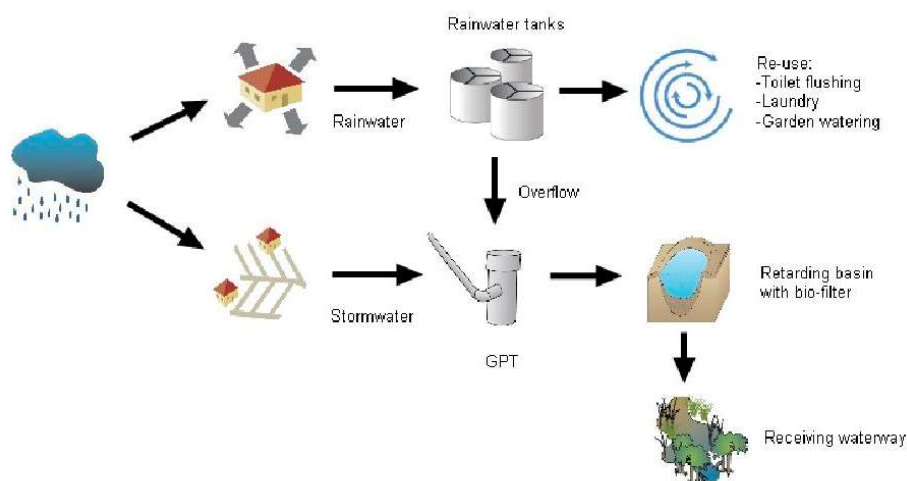
To minimise the potential cost of the stormwater management scheme, the WSUD Strategy investigated the following:

- harvesting of rainwater for toilet, laundry and garden use in residential lots; and
- treatment measures to improve stormwater quality, promote infiltration and attenuate run-off to emulate a more natural rainfall/ runoff regime.

Figure 4.1 (over page) is a schematic describing the approach recommended with the WSUD strategy.

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The schematic illustrates that 'rainwater' works will be required in conjunction with development consents for individual dwellings, while other ('stormwater') works relate to the broader catchment and so will be funded through development contributions obtained under this Plan.



Source: Austral and Leppington North Precincts Water Cycle Management WSUD Report, page 17

**Figure 4.1 Concept Stormwater Treatment Train**

### Refinements to the water cycle management strategy

SMEC Australia Pty Ltd (SMEC) was engaged by Council in 2018/19 to refine the water cycle management strategy and undertake investigation and detailed concept design of proposed flood mitigation, water quality control structures and other stormwater infrastructure within the Precincts. This resulted in certain changes to the originally proposed stormwater facilities as explained below.<sup>9</sup>

The concept design of the proposed stormwater management infrastructure was carried out by SMEC in two distinct phases.

The first phase involved a data review, preliminary ecological and environmental assessment, hydrologic and hydraulic modelling and the optimisation of the detention basin layout.

The second phase involved the preliminary concept design and the final detailed concept design of the water management facilities, as well as flood mapping, dam break assessment, additional topographic survey, investigation of utility conflicts, geotechnical assessment and the preparation of a more detailed Review of Environmental Factors (REF).

<sup>9</sup> SMEC Australia (2019), Detailed Concept Design Report - Austral and Leppington North Design of Water Management Infrastructure, prepared for Liverpool City Council, March (SMEC Concept Design Report).

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The basin optimisation and the concept design were carried out in accordance with the Australian Rainfall and Runoff (ARR2016) procedures. The basin optimisation study resulted in a reduced number of detention basins from the earlier WSUD Strategy, and some basins only being designed to control the 50% AEP flows. Another two basins were subsequently removed based on the results of further modelling during the concept design.

As a result of SMEC's findings, the Plan includes:

- eight detention basins designed to control the 50% and 1% AEP flows, and
- eleven basins designed to control only the 50% AEP flow.

The remaining flood mitigation infrastructure such as trunk drainage pipes, channels, and culverts are designed to convey flows up to the 1% AEP event.

**Adopting a systems-based approach to infrastructure design**

SMEC adopted a systems-based or integrated approach for the design of the water management infrastructure. There are 62 drainage systems and these were grouped into three categories as follows:

- Drainage systems with 1% AEP basins
- Drainage systems with 50% AEP basins
- Drainage systems without basins.

A typical drainage system with a basin includes trunk drainage pipes and channels, a detention basin and water quality controls such as GPT/sedimentation pond, biofilters and raingardens. The need for culverts along the major creeks and creek enhancement works have also been identified (see the sections below).

Only eight of the non-basin drainage systems include trunk infrastructure works (either pipe or channel). Streetscape raingardens will be implemented throughout these drainage systems to manage stormwater quality. The drainage and water quality control systems and general locations of proposed trunk infrastructure and streetscape raingardens, are shown in Figures 4.2, 4.3, 4.4 and 4.5 on the following pages.

**Supplementary streetscape raingardens**

The earlier WSUD Strategy recommended an end-of-pipe approach to managing stormwater quality, by either co-locating bioretention and detention basins or providing stand-alone end-of-pipe biofilters. Although a treatment train approach was advocated, most of the water quality improvement was to be achieved by the end-of-pipe bioretention basins. However, it is not possible to operate a biofilter in some basins due to hydraulic constraints.

Additionally, due to the limited footprint area, the majority of the co-located biofilters were undersized relative to their catchments. Therefore, supplementary streetscape controls (i.e. raingardens) are proposed to meet the water quality treatment targets and replace the stand-alone end-of-pipe biofilters.

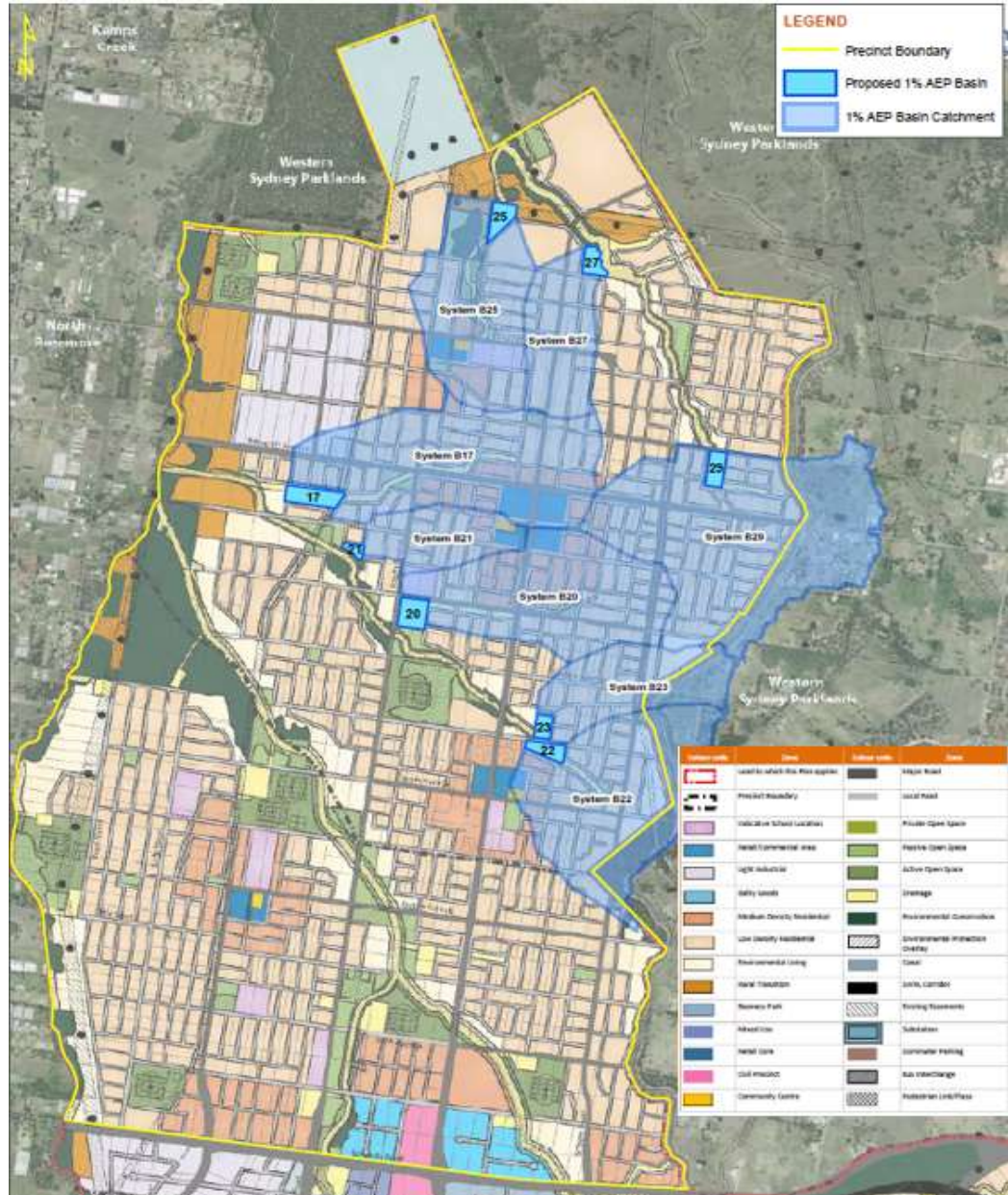
For drainage systems with biofilters co-located within detention basins, the required supplementary streetscape raingarden area is defined as a percentage of the total catchment. For drainage systems without co-located biofilters, a minimum raingarden area is defined as a percentage of the development area, based on land use.

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SMEC developed a water quality control strategy as shown in Figure 4.5. Its subsequent report (*Final Design Report – Development of Streetscape Raingarden Master Plan for Austral and Leppington North*, February 2021) provided the design procedures and considerations adopted for the development of the Precincts' streetscape raingarden master plan.

Consistent with this master plan, the Plan includes streetscape raingarden works at 181 intersections, 383 T-junctions and 29 road bends.

**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021**



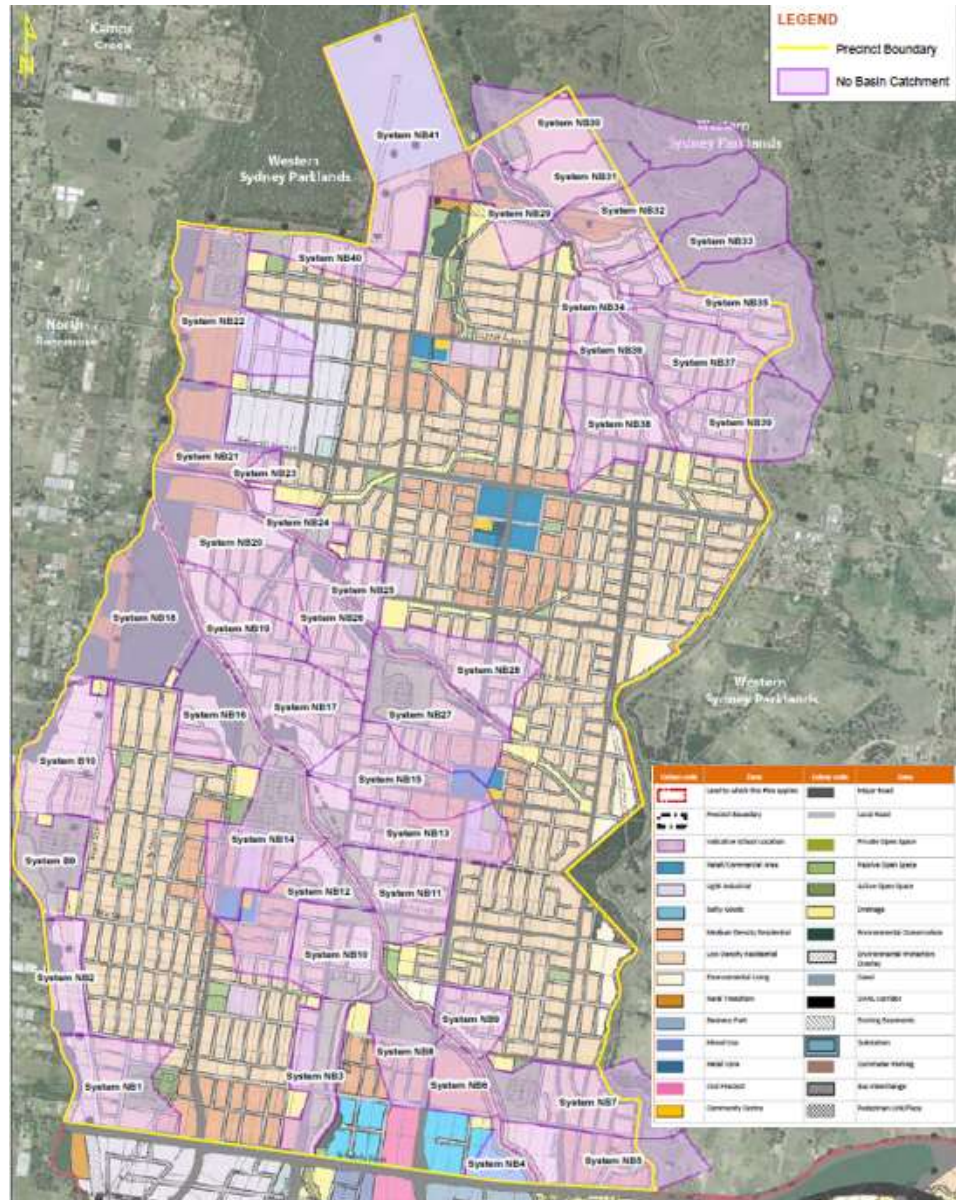
Source: SMEC Concept Design Report, page 58.

**Figure 4.2 Drainage catchments with 1% AEP basins**





**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021**

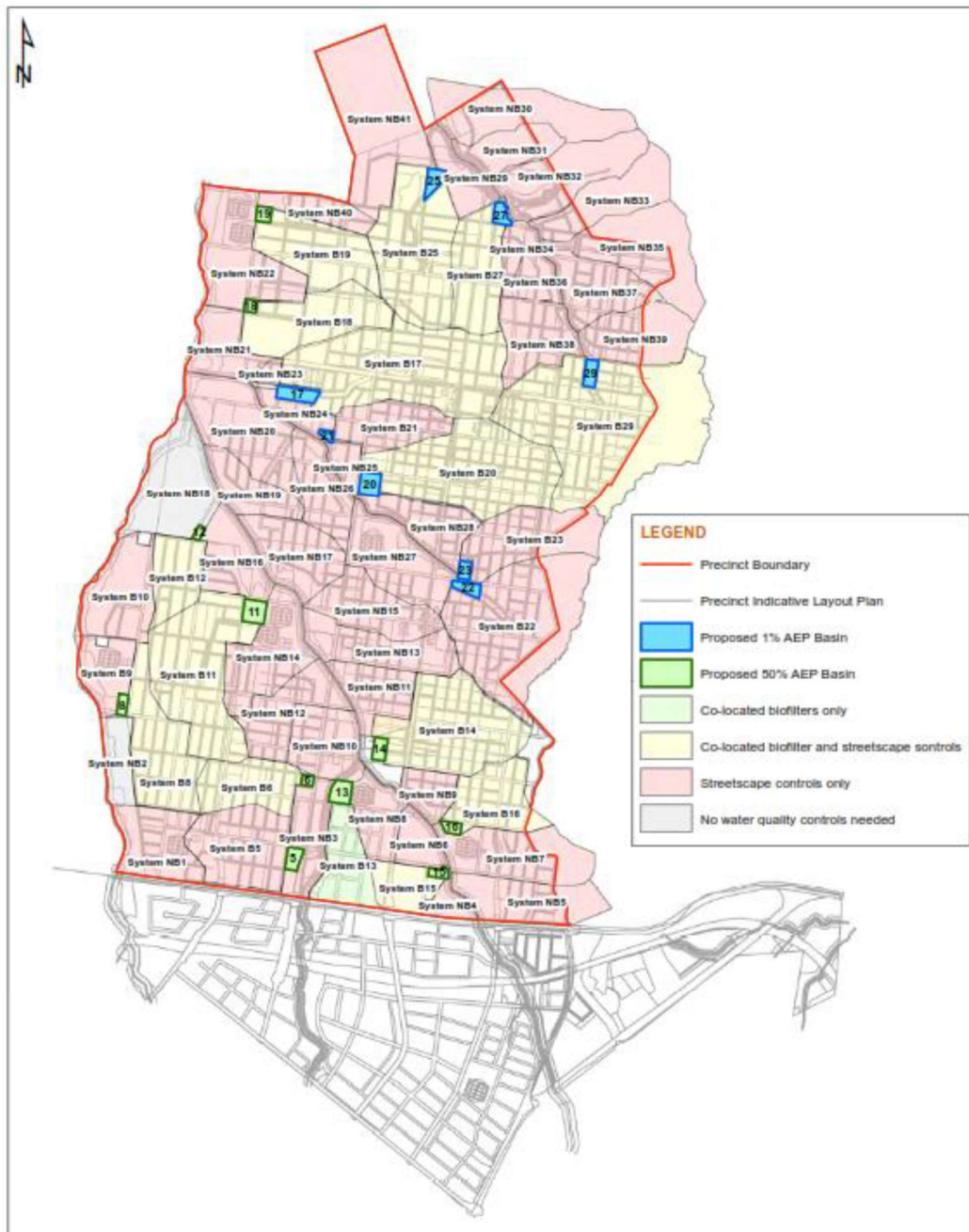


Source: SMEC Concept Design Report, page 151.

**Figure 4.4 Drainage systems without basins**



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Source: SMEC, Final Design Report – Development of Streetscape Raingarden Master Plan for Austral and Leppington North, prepared for Liverpool City Council, 10 February 2021, page 5.

Note: the actual locations of streetscape raingardens are to be in accordance with the Streetscape Raingarden Master Plan Map in Appendix B of SMEC's Streetscape Raingarden Master Plan.

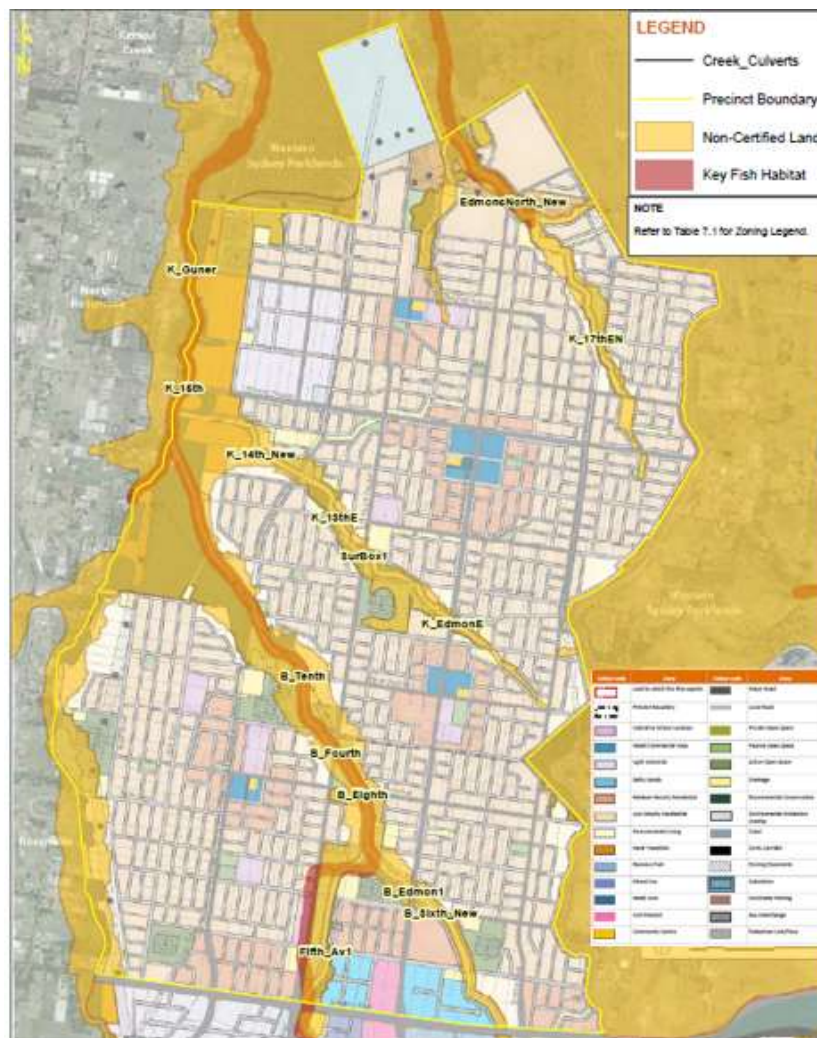
Figure 4.5 Water quality control strategy

**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021****Creek enhancement works**

In addition to the design of the drainage and water quality infrastructure, creek enhancement works (i.e. filling of flood fringe areas up to the post development 1% AEP flood level), were proposed to maximise development potential. SMEC's modelling results indicated that the 1% AEP flood levels were increased in some locations because of the filling, but the increases were not significant. Therefore, for future development the post development 1% AEP flood levels (with filling) should be adopted as the flood planning level.

**Creek culverts**

This Plan also includes 8 creek culverts based on SMEC's recommendations to remove 14 existing culverts, redesign nine existing culverts and add three new culverts compared with the earlier WSUD Strategy. The 12 creek culvert locations are shown in Figure 4.6.



Source: SMEC Concept Design Report, page 179.

**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021****Figure 4.6 Creek culverts**

SMEC Australia provided Council with updated cost estimates for each of the stormwater infrastructure facilities<sup>10</sup> and Council has adopted these estimates with some revisions, mainly to reflect a lower allowance for contaminated soil disposal but also to ensure consistency of costing assumptions and that culverts are not double counted with the road costings. A contingency is still retained in the cost estimates to account for the major risks in delivering the infrastructure which were identified by SMEC. These risks include the possible variations to the finished design surface levels, conflicts with other utility infrastructure, the need to dispose of contaminated soil offsite and soft soil conditions<sup>11</sup>.

More detail on all of the drainage systems and infrastructure items and their costs (for which contributions are collected under this Plan) are included in the maps and schedules included in Part 5. Council will encourage the provision of water cycle management facilities as Works In Kind in conjunction with the civil works undertaken as part of land subdivision.

A range of 'non-trunk' reticulation works not addressed by this Plan will also be required to be undertaken directly by the developer as conditions of consent under section 4.17(1)(f) of the EP&A Act. The facilities may include lot-scale on-site detention (OSD) basins, rainwater tanks, construction of kerb, gutter and piping in local roads, installation of drainage pits and grates, and pipe connections to the trunk drainage network.

**4.4.2 How are the contributions calculated?**

Contributions are determined on a Net Developable Area basis.

The monetary contribution per hectare is calculated as follows:

$$\text{Contribution per hectare of equivalent net developable land (\$)} = \frac{\sum \text{(\$INF)}}{\text{NDA}}$$

Where:

\$INF = the estimated cost, or if the facility has been completed, the indexed actual cost, of providing each of the water cycle management infrastructure items in the area to which this Plan applies (refer Part 5 – Works Schedule)

NDA = the total area of equivalent net developable land (in hectares) that will generate demand for facilities – refer to Table 3.3 of this Plan

To determine the total contribution that would apply to a proposed development, multiply the contribution rate by the amount of net developable land (in hectares) on the site the subject of the proposed development.

<sup>10</sup> SMEC Concept Design Report, pp 210-211 and SMEC, *Final Design Report – Development of Streetscape Raingarden Master Plan for Austral and Leppington North*, prepared for Liverpool City Council, 10 February 2021, Appendix D.

<sup>11</sup> SMEC Concept Design Report, pp x-xi.

## Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021

## 4.5 Transport management facilities

### 4.5.1 What is the relationship between the expected types of development and the demand for additional public facilities?

Occupants of expected development in the Precincts will utilise a transport network comprising:

- facilities for private vehicles, including roads and intersections;
- facilities for public transport, including rail and bus facilities focused on the planned Leppington railway station; and
- facilities for walking and cycling.

The existing transport network, including the network for pedestrians and cyclists, has been planned to serve existing and approved developments (that is, predominantly rural residential developments) in the area, and not the future development envisaged for the area.

The ILP for the Austral and Leppington North Precincts and the *Austral and Leppington North (ALN) Precincts Transport Assessment* prepared by AECOM (the 'Transport Assessment') together identify a range of transport infrastructure works that will be required to mitigate the impacts and otherwise accommodate the expected development.

Details of:

- the assumptions of expected land use and development;
- the methodology used to determine the need for transport facilities attributable to the expected development in the Austral and Leppington North Precincts; and
- the scope and specification of those facilities,

are contained in the Transport Assessment.

The following is a summary of the approach utilised in the Transport Assessment for planning for the transport needs in the Precincts.

#### Proposed road and intersection hierarchy

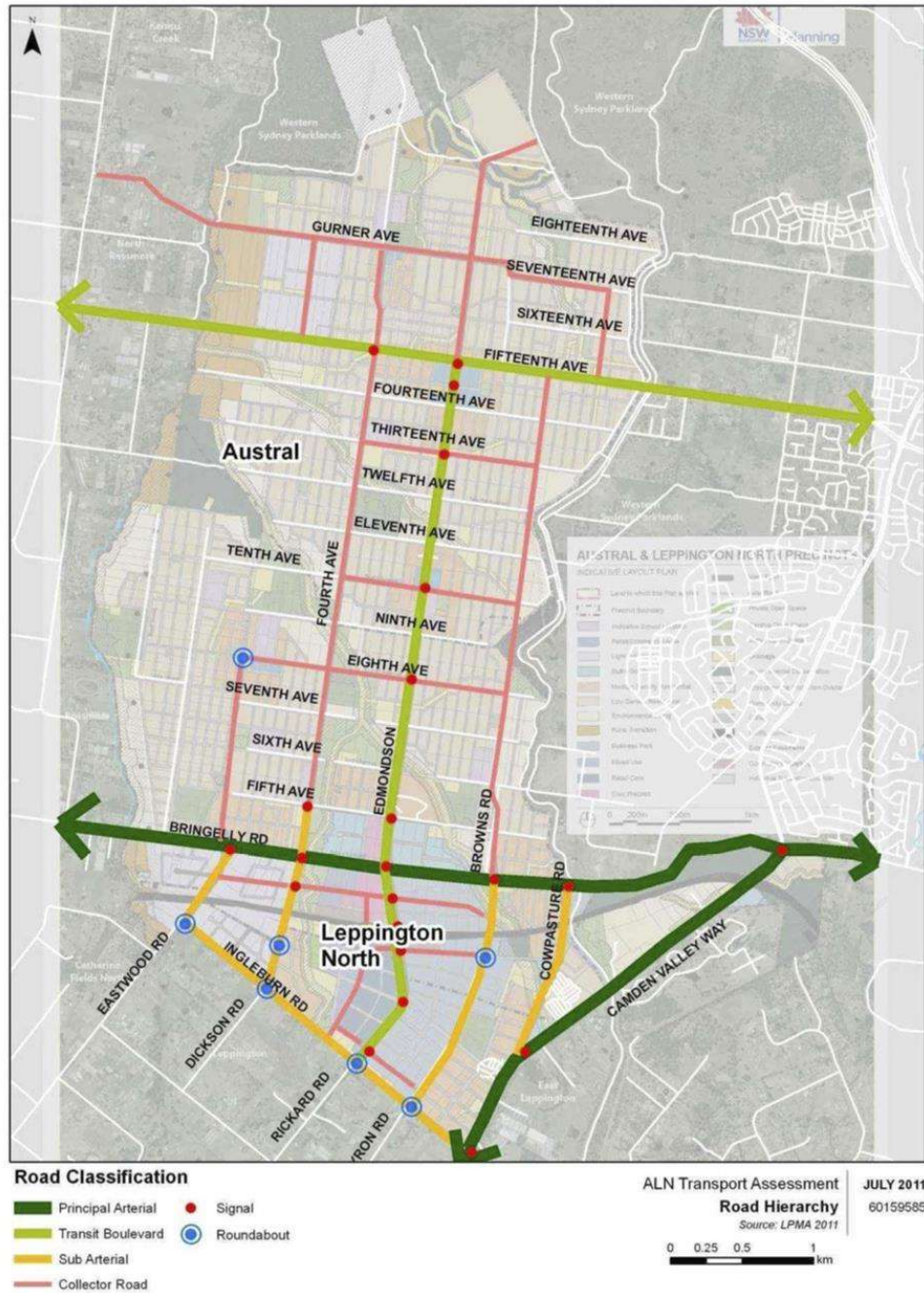
The proposed road network complements a broader hierarchy envisaged for the South West Growth Area.

The proposed hierarchy comprises 'principal arterial', 'transit boulevard', 'sub arterial' and 'collector' roads. These will connect to a network of existing and new roads in adjoining Growth Area Precincts. Following finalisation of the ILP a road safety assessment of the proposed street network was undertaken by Council. As a result additional roundabouts were found necessary and are included in the contributions plan.

The proposed road hierarchy and intersection treatments for the future development of the Austral and Leppington North Precincts are shown in Figure 4.7.



## Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021



Source: Transport Assessment, Figure 13

Figure 4.7 Proposed road hierarchy and intersection treatments – Austral and Leppington North Precincts

**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021****Proposed walking and cycling facilities**

Providing viable alternatives to the private car for journeys with destinations both within and outside the development area is viewed as essential to encouraging sustainable development. A comprehensive bicycle network is proposed for both the Austral and Leppington North Precincts, which will link the centres, schools, transport nodes and various residential neighbourhoods with key strategic routes and onward destinations.

The proposed network will include a mixture of dedicated bicycle facilities that will take the form of:

- Off-Road (Shared Path);
- On-Road (Cycle Lane); and
- On-Road (Signed Route).

All proposed roads throughout the Austral and Leppington North Precincts will have dedicated pedestrian footpaths. Footpaths will be provided in conjunction with the adjacent road project with an increased width of footway allowed for – i.e. 1.2 to 2.5m.

Leppington North Precinct will be a focus for walking and cycling trips because of the location of the Leppington Major Centre but there is proposed to be a similar level of provision in the Austral Precinct. In addition, an off-road cycleway is proposed to be provided along the edge of the Western Sydney Parklands. This facility to be funded from sources apart from development contributions.

Figure 4.8 over page shows the proposed walking and cycle network for Leppington North Precinct.

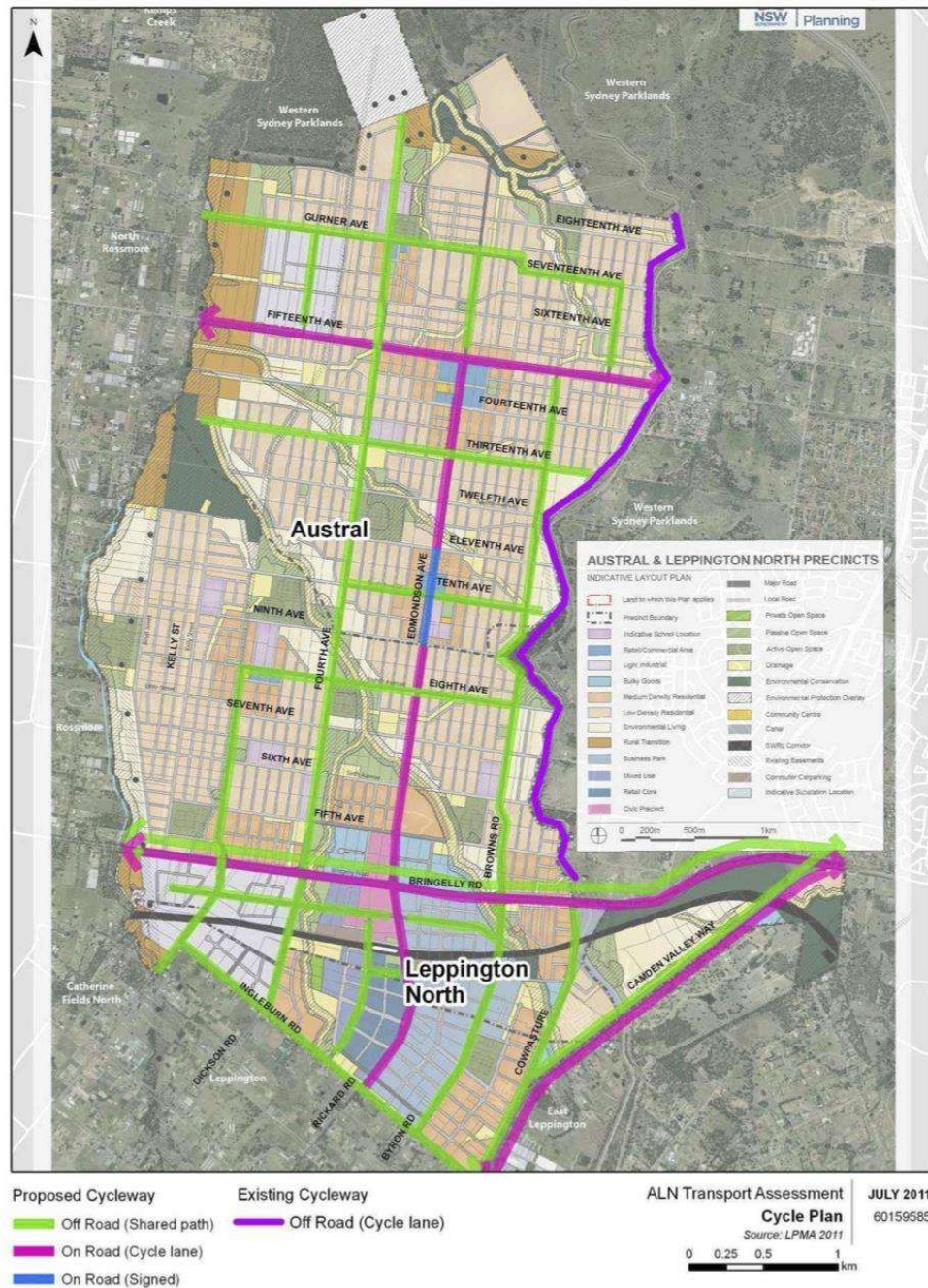
**Public transport facilities**

The Austral and Leppington North Precincts are proposed to benefit from good public transport accessibility through the South West Rail Line and a comprehensive proposed bus network and bus servicing strategy linking key centres, transport nodes, schools, employment opportunities and residential areas.

The only public transport work addressed by this Plan is the proposed provision of bus shelters to serve bus routes throughout the Precincts. All other public transport works, apart from the roads and intersections that will cater for buses and other general traffic and bus shelters, are not addressed by this Plan and will be delivered using funding and delivery mechanisms apart from development contributions.



## Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021



Source: Transport Assessment, Figure 25

Figure 4.8 Proposed walkways and cycleways

**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021****Funding and delivery dependent on road hierarchy**

Some of the required transport works are to meet a regional demand that extends beyond the Precincts boundary to the remainder of the South West Growth Area.

The State Government has identified a number of works in the Precincts that are intended to be provided through the State budget or through Special Infrastructure Contributions under the EP&A Act (refer to *Environmental Planning and Assessment (Special Infrastructure Contribution - Western Sydney Growth Areas) Determination 2011*). The works include arterial road and public transport links as well as rail and bus passenger transport facilities (such as interchanges and bus shelters on roads to be funded via Special Infrastructure Contributions).

Figure 4.9 over page shows the major road infrastructure planned to be provided across both the Austral and Leppington North Precincts, including delineation of those roads that are intended to be funded via Special Infrastructure Contributions.

Special Infrastructure Contributions will be imposed via conditions of consent on developments in the Precinct. More details on the applicability of Special Infrastructure Contributions can be found by accessing the DPE website.

Planned higher order roads for the Precinct not covered by State Government funding are to be provided by councils. They are usually funded through land or monetary development contributions but are often constructed as Works In Kind by the developer (that is, works carried out instead of, or as payment towards, a development contribution). Such roads can be constructed by the developer through a Works In Kind agreement at the time of subdivision and dedicated to the local council as public roads once constructed.

Collector roads may be delivered by a combination of development contributions and direct provision by developers as a condition of development consent. Usually, where private development lots front onto a collector road then that road is usually provided by the developer as part of the subdivision works. On existing streets, half frontages to open space and drainage will be funded by contributions.

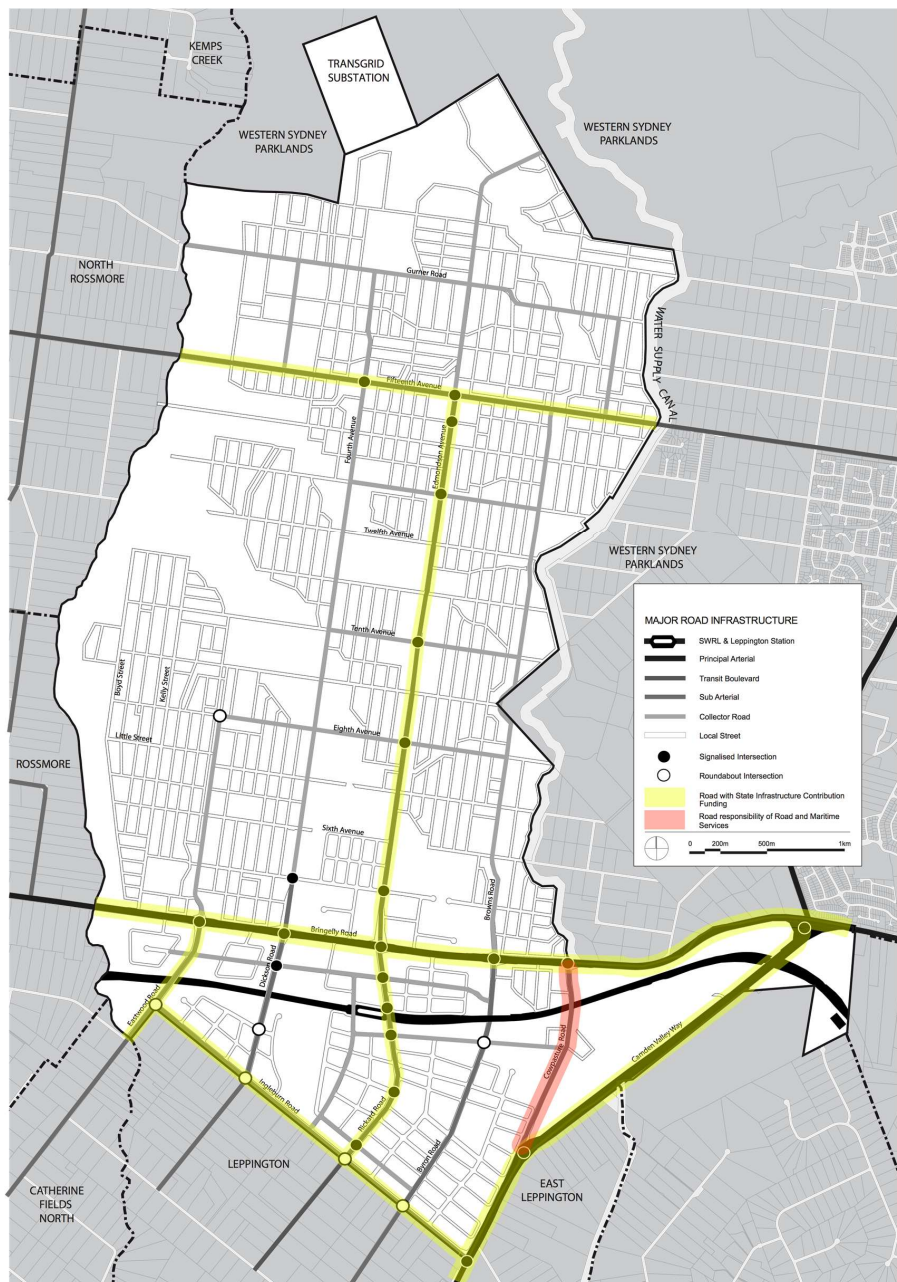
New local roads are also usually provided by developers as, in most cases, they have private lots fronting onto them and are needed for the development to function safely. In this Plan there are a number of works defined as 'new road half-width' and 'upgrade road half-width'. These works relate to circumstances where the 'half-road' does not adjoin private land and is therefore not able to be provided by that development. Roads in front of public parks fall into this category.

Roads that do not or will not have development fronting them - such as bridges and crossings of open space - are often funded through development contributions. In some cases, development will front a road that is half on the adjoining property and in turn fronts open space. In this situation it would be difficult to construct the road without contributions.

For public schools only two frontages are expected to be funded by the school. In some cases frontages to a school site on an existing street will be funded by contributions.

The selection of some facilities for inclusion in this Plan has also been based on the land ownership arrangement given that there may be difficulty in developers providing key transport links through parts of the Precincts where the ownership is fragmented. The integrated use of the different implementation mechanisms cited above will result in the transport infrastructure that is required as a consequence of the expected development in the Precincts being provided.

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Source: Department of Planning and Infrastructure (now DPIE)

Figure 4.9 Planned major road infrastructure - Austral and Leppington North Precincts

**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021****Infrastructure works identified in this Plan**

Works the subject of a development contribution condition that are addressed under this Plan include the following and a detailed list is included in the Works Schedules in Part 5 of this Plan:

- Approximately 12.5 kilometres of new roads or road upgrades for full or half road widths as required;
- 11 pedestrian crossings (plus road sections over creek culverts and crossings otherwise in drainage costs)
- Fifty (50) pedestrian refuge crossings or thresholds;
- 10 intersections (9 new roundabouts and one new signalized intersection); and
- Forty-two (42) bus shelters.

**4.5.2 How are the contributions calculated?**

The determination of reasonable contribution rates for transport facilities in development contributions plans is often based on the number of vehicle trips generated by development. Apportionment to the different classes of development (that is, residential, commercial, employment, etc.) of the costs of facilities that are determined on a per trip basis is then derived by calculating the degree to which the traffic generated by each land use class will use the different road links and intersections included in the contributions plan.

However, at the time of preparing this Plan, there has been limited knowledge of likely trip origins and destinations by different development classes available to inform this method of apportionment.

This Plan instead determines contributions for traffic and transport facilities by first splitting the costs between residential and non-residential development based on the relative net developable areas of each class of development. It then levies residential development its share of the costs on a per person basis and non-residential development its share of costs on a net developable land basis.

The per resident approach for residential development is considered to best reflect the demand for traffic and transport facilities by the additional population. The net developable land area approach for determining contributions for non-residential development is considered reasonable because the land use mix and employment numbers attributable to the different non-residential land uses expected in the Precinct have been assessed only at a strategic network level at the time of preparing this Plan.

**Formula for Residential Development**

Contributions will be collected from residential development toward road and transport facilities identified under this Plan.

Monetary contributions are calculated on a per person or per resident basis, then factored up to a per lot or per dwelling amount.

The monetary contribution per person in a development containing residential dwellings or lots (whether or not that development also comprises non-residential floor space) is calculated as follows:

$$\text{Contribution per resident (\$)} = \frac{\sum (\text{\$})}{N}$$

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F

)

P

Where:

\$INF = apportioned share to residential development (93.06%) of the estimated \$ cost - or if the facility is existing, the indexed, completed cost - of providing each of the road and transport facilities (refer Part 5 – Works Schedule).

P = the estimated resident population (in persons) that will demand each facility - that is, the expected net additional population of the Precincts (refer Table 3.5)

The monetary contribution for different residential development types is determined by multiplying the contribution per person by the estimated increase in population as a result of the development and using the assumed occupancy rates included in clause 3.3.5 of this Plan.

For convenience, these rates are reproduced in Table 4.7.

**Table 4.7 Assumed residential development occupancy rates**

Development type	Occupancy rate
Subdivided lots	3.4 persons per lot
Detached dwelling, detached dual occupancy (each dwelling)	3.4 persons per dwelling
Semi-detached, town house, terrace, attached dual occupancy (each dwelling)	2.6 persons per dwelling
Flat, unit, apartment, secondary dwellings	1.8 persons per dwelling
Seniors living dwellings	1.5 persons per dwelling
All other residential accommodation	2.6 persons per dwelling

**Formula for Non-Residential Development**

Contributions for non-residential development are determined on a Net Developable Area basis.

The monetary contribution per hectare is calculated as follows:

$$\text{Contribution per ha of equivalent net developable land (\$)} = \sum \frac{(\$INF)}{NDA}$$

Where:

\$INF = the apportioned share to non-residential development (6.94%) of the estimated cost, or if the facility has been completed, the indexed actual cost, of providing each of the transport management infrastructure items in the area to which this Plan applies (refer Part 5 – Works Schedule).

NDA = the total area of equivalent net developable land (in hectares) that will generate demand for each facility by non-residential development – refer to Table 3.3 of this Plan.

To determine the total contribution that would apply to a proposed non-residential development, multiply the contribution rate by the amount of equivalent net developable land (in hectares) on the site the subject of the proposed development.



## Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021

**4.6 Plan management and administration****4.6.1 What is the relationship between the expected types of development and the demand for additional public facilities?**

Councils incur significant costs in the preparation and administration of contributions plans.

Council staff are deployed to:

- prepare and review contributions plans;
- account for contributions receipts and expenditure; and
- co-ordinate the implementation of contributions plans and works, including involvement in negotiating Works in Kind and material public benefit agreements.

Consultant studies are also commissioned by Council from time to time in order to determine the value of land to be acquired, the design and cost of works, as well as to review the development and demand assumptions of the contributions plan. Council is also required to engage the services of legal professionals from time to time to assist it in the administration of this Plan.

As these costs arise directly as a result of the development in the Plan area, it is reasonable that the costs associated with preparing and administering this Plan be recouped through contributions from development.

Costs associated with the ongoing administration and management of the Plan will be levied on all applications that are required to pay a development contribution.

Costs included in this Plan for these purposes are determined are based on the recommended rate by IPART, being 1.5% of the cost of works.

**4.6.2 Calculation of contributions**

Contributions will be collected from development toward Plan preparation and administration activities.

The monetary contribution per hectare of net developable land is calculated as follows:

$$\text{Contribution per ha of equivalent net developable land (\$)} = \frac{\sum (\text{\$INF})}{\text{NDA}}$$

Where:

\$Admin = 1.5% of capital works costs in accordance with IPART's benchmark (refer Part 5 – Works Schedule)

NDA = the total area of equivalent net developable land (in hectares) of the area to which this Plan applies as shown in Table 3.3 of this Plan.

To determine the total contribution that would apply to a proposed development, multiply the contribution rate by the amount of equivalent net developable land (in hectares) on the site the subject of the proposed development.

**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021**

## **5 Works Schedules and Map**

### **Works Schedules**

The schedules contained in this section are extracted from the following MS Excel spread sheet:

Liverpool S7.11 Schedules March 2021.xlsx

The spread sheet also contains details on the components of each facility, as well as the assumptions informing the calculation of costs included in this Part. Refer to the source spread sheet file for more information on works and land items included in this Plan.

### **Infrastructure Map**

The infrastructure referred to in the contributions plan is shown on the Austral Leppington North Infrastructure Map, which is a separate document. This map can be viewed at a large scale and shows all the infrastructure items on the one map in relation to property boundaries and the proposed local streets under the ILP.

The map can also be viewed using council's online mapping service at [www.eplanning.liverpool.nsw.gov.au](http://www.eplanning.liverpool.nsw.gov.au).

## Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021

## 5.1 Open space and recreation facilities

## Land

Item	Facility	Area (ha)	Cost
	Future Land Acquisition		
LALP	Local passive open space facilities	36.5056	\$98,662,549
LALS	Local sporting field facilities	26.3658	\$75,654,487
LADP	District passive open space facilities	34.6994	\$78,489,715
LADS	District sporting field facilities	9.0691	\$27,676,785
	Subtotal	106.6399	\$280,483,536
	Land Acquisition Contingency		\$33,658,024
	TOTAL ESSENTIAL OPEN SPACE INFRASTRUCTURE LAND ACQUISITION COSTS	106.6399	\$314,141,561

Staging / Priority of infrastructure - when surrounding development proceeds.

## LALP - Local Passive Open Space

Item	Area (ha)	Acquisition Cost
LP2	1.6146	\$6,288,602
LP4	0.4661	\$1,815,356
LP5	1.8031	\$2,104,541
LP6	0.5036	\$1,961,384
LP7	0.6757	\$3,328,196
LP8	2.3162	\$2,910,269
LP10	1.3320	\$1,327,910
LP11	1.4399	\$2,077,918
LP12	1.2173	\$1,341,376
LP13	0.9572	\$1,038,684
LP16	0.6532	\$2,361,725
LP17	0.6713	\$2,614,603
LP22	1.2139	\$5,909,926
LP25	0.9098	\$1,406,986
LP26	0.1708	\$264,139
LP27	0.4352	\$1,695,032
LP28	0.6337	\$700,034
LP29	1.3538	\$3,246,563
LP30	0.4333	\$578,853
LP31	0.5520	\$704,822
LP32	2.1575	\$3,314,017
LP33	0.5072	\$883,458
LP34	0.3354	\$938,776
LP35	0.8813	\$3,453,239
LP39	0.5964	\$2,322,767
LP40	0.5879	\$2,896,073
LP44	0.4985	\$1,674,377
LP45	2.1657	\$8,013,006
LP46	0.2426	\$251,240
LP49	0.5679	\$1,177,967
LP50	0.4252	\$265,700



**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021**

Item	Area (ha)	Acquisition Cost
LP51	0.3487	\$870,182
LP52	0.1733	\$425,862
LP53	0.3139	\$1,546,340
LP55	0.5859	\$2,886,151
LP56	0.3316	\$1,405,380
LP57	0.1351	\$58,446
LP58	0.1913	\$744,890
LP59	0.2575	\$1,003,026
LP60	0.3275	\$1,275,588
LP61	0.2725	\$1,061,201
LP62	1.2146	\$4,730,628
LP63	0.0325	\$126,753
LP64	2.3271	\$9,063,651
LP65	0.2558	\$996,262
LP66	1.4202	\$3,600,650

**LADP - District Passive Open Space**

Item	Area (ha)	Acquisition Cost
DP2	3.6531	\$4,016,423
DP3	3.9971	\$10,184,600
DP4	2.2378	\$3,587,716
DP5	2.0380	\$3,359,464
DP6	6.1467	\$18,241,572
DP7	0.3658	\$246,555
DP8	0.5594	\$2,178,771
DP9	0.3295	\$1,283,348
DP10	10.4330	\$20,729,299
DP11	4.1797	\$12,608,618
DP12	0.7593	\$2,053,349

**LALS - Local Sporting Fields**

Item	Area (ha)	Acquisition Cost
LS1	5.7054	\$23,692,025
LS4	6.0676	\$17,899,504
LS8	2.6640	\$4,970,420
LS9	11.9288	\$29,092,539

**LADS - District Sporting Fields**

Item	Area (ha)	Acquisition Cost
DS1	9.0691	\$27,676,785

## Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021

## Works

Item	Area (ha)	Cost	Project On Costs	Demolition Allowance	Total Cost
Local Passive Open Space embellishment					
LP2	1.6146	\$1,277,577	\$348,778	\$57,514	\$1,683,869
LP4	0.4661	\$357,037	\$97,471	\$0	\$454,508
LP5	1.8031	\$1,420,539	\$387,807	\$28,757	\$1,837,103
LP6	0.5036	\$383,829	\$104,785	\$0	\$488,615
LP7	0.6757	\$506,796	\$138,355	In DC15	\$645,152
LP8	2.3162	\$1,767,393	\$482,498	\$0	\$2,249,891
LP10	1.3320	\$963,262	\$262,970	\$57,514	\$1,283,746
LP11	1.4399	\$1,040,900	\$284,166	\$0	\$1,325,066
LP12	1.2173	\$984,381	\$268,736	\$0	\$1,253,117
LP13	0.9572	\$700,409	\$191,212	\$0	\$891,621
LP16	0.6532	\$489,718	\$133,693	\$0	\$623,412
LP17	0.6713	\$503,679	\$137,504	\$0	\$641,183
LP22	1.2139	\$991,234	\$270,607	\$86,270	\$1,348,112
LP25	0.9098	\$674,112	\$184,033	\$28,757	\$886,901
LP26	0.1708	\$122,055	\$33,321	\$0	\$155,376
LP27	0.4352	\$334,960	\$91,444	\$57,514	\$483,918
LP28	0.6337	\$472,007	\$128,858	\$57,514	\$658,378
LP29	1.3538	\$1,084,430	\$296,049	\$57,514	\$1,437,993
LP30	0.4333	\$330,140	\$90,128	In DC25	\$420,268
LP31	0.5520	\$414,443	\$113,143	In DC25	\$527,586
LP32	2.1575	\$1,658,141	\$452,672	\$28,757	\$2,139,570
LP33	0.5072	\$359,527	\$98,151		\$457,677
LP34	0.3354	\$236,762	\$64,636	\$0	\$301,398
LP35	0.8813	\$752,226	\$205,358	\$0	\$957,584
LP39	0.5964	\$450,134	\$122,887	\$0	\$573,020
LP40	0.5879	\$444,107	\$121,241	\$28,757	\$594,105
LP44	0.4985	\$380,210	\$103,797	\$0	\$484,008
LP45	2.1657	\$1,570,562	\$428,763	\$0	\$1,999,326
LP46	0.2426	\$171,261	\$46,754	\$0	\$218,015
LP49	0.5679	\$424,668	\$115,934	\$28,757	\$569,359
LP50	0.4252	\$297,099	\$81,108	\$0	\$378,207
LP51	0.3487	\$270,754	\$73,916	\$28,757	\$373,427
LP52	0.1733	\$122,462	\$33,432	\$0	\$155,894
LP53	0.3139	\$248,297	\$67,785	\$0	\$316,082
LP55	0.5859	\$542,478	\$148,097	\$0	\$690,575
LP56	0.3316	\$260,909	\$71,228	\$0	\$332,138
LP57	0.1351	\$93,861	\$25,624	\$0	\$119,485
LP58	0.1913	\$160,633	\$43,853	\$0	\$204,485
LP59	0.2575	\$207,994	\$56,782	\$0	\$264,777
LP60	0.3275	\$258,003	\$70,435	\$0	\$328,437
LP61	0.2725	\$218,668	\$59,696	\$0	\$278,364
LP62	1.2146	\$891,916	\$243,493	\$0	\$1,135,410
LP63	0.0325	\$47,220	\$12,891	\$0	\$60,111
LP64	2.3271	\$1,686,918	\$460,529	\$0	\$2,147,447
LP65	0.2558	\$206,753	\$56,444	\$0	\$263,197

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Item	Area (ha)	Cost	Project On Costs	Demolition Allowance	Total Cost
LP66	1.4202	\$1,034,533	\$282,427	\$0	\$1,316,960
Subtotal	36.5056	\$27,814,998	\$7,593,494	\$546,378	\$35,954,870
District Passive Open Space embellishment					
DP2	3.6531	\$2,969,562	\$810,691	\$115,027	\$3,895,280
DP3	3.9971	\$2,818,729	\$769,513	\$86,270	\$3,674,512
DP4	2.2378	\$1,517,198	\$414,195	\$86,270	\$2,017,664
DP5	2.0380	\$1,814,308	\$495,306	\$115,027	\$2,424,641
DP6	6.1467	\$4,591,267	\$1,253,416	\$115,027	\$5,959,710
DP7	0.3658	\$254,215	\$69,401	\$0	\$323,615
DP8	3.7543	\$2,962,782	\$808,840	\$0	\$3,771,622
DP9	0.3295	\$917,902	\$250,587	\$57,514	\$1,226,003
DP10	10.4330	\$7,496,497	\$2,046,544	\$57,514	\$9,600,554
DP11	6.4326	\$4,702,158	\$1,283,689	\$0	\$5,985,847
DP12	0.7593	\$509,499	\$139,093	\$57,514	\$706,105
Subtotal	40.1472	\$30,554,117	\$8,341,274	\$690,162	\$39,585,553
Local Sporting Fields embellishment					
LS1	5.7054	\$5,053,856	\$1,379,703	\$115,027	\$6,548,586
LS4	6.0676	\$5,282,347	\$1,442,081	\$172,541	\$6,896,969
LS5	4.3250	\$5,339,003	\$1,457,548	\$0	\$6,796,551
LS8	2.6640	\$3,419,857	\$933,621	\$115,027	\$4,468,505
LS9	11.9288	\$9,593,149	\$2,618,930	\$115,027	\$12,327,106
Subtotal	30.6908	\$28,688,213	\$7,831,882	\$517,622	\$37,037,717
District Sporting Fields embellishment					
DS1	9.0691	\$7,064,258	\$1,928,542	\$258,811	\$9,251,611
Subtotal	9.0691	\$7,064,258	\$1,928,542	\$258,811	\$9,251,611
Total Construction Costs		\$94,121,585	\$25,695,193	\$2,012,973	\$121,829,751
Construction Contingency					\$6,729,419
TOTAL ESSENTIAL OPEN SPACE CONSTRUCTION COSTS					\$128,559,170
Staging / Priority of infrastructure - as and when surrounding development proceeds.					
Project On Costs excludes construction and contingency					

**5.2 Community and cultural facilities****Land**

Item	Facility	Area (ha)	Cost
	Future Land Acquisition		
LACF	Land for Local Community Facilities	1.4341	\$6,571,275
	Subtotal	1.4341	\$6,571,275
	Land Acquisition Contingency		\$788,553
TOTAL ESSENTIAL COMMUNITY FACILITY INFRASTRUCTURE LAND ACQUISITION COSTS		1.4341	\$7,359,828

LACF - Local Community Facilities

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Item	Total Area	Acquisition Cost
CF2	0.3412	\$1,563,433
CF3	0.2867	\$1,313,705
CF4	0.5339	\$2,446,415
CF5	0.2723	\$1,247,722

## Works

Item	Facility	Area (ha)	Cost to Plan	Project Costs	On	Demolition Allowance	Total Cost to Plan	Priority / Staging
Regional Community Facility								
LS1	Aquatic and Indoor Recreation Centre construction	5.2141	\$26,292,267	\$7,177,789		\$25,241	\$33,495,297	1
	Subtotal	5.2141	\$26,292,267	\$7,177,789		\$25,241	\$33,495,297	
Local Community Facilities								
CF2	Local Community Facility construction	0.3412	\$2,965,605	\$809,610		\$30,096	\$3,805,311	2
CF3	Local Community Facility construction	0.2867	\$2,901,755	\$792,179		\$30,096	\$3,724,031	2
CF4	Local Community Facility construction	0.5339	\$5,711,507	\$1,559,241		\$30,096	\$7,300,844	3
CF5	Local Community Facility construction	0.2723	\$2,884,885	\$787,574		\$0	\$3,672,459	2
	Subtotal	1.4341	\$14,463,752	\$3,948,604		\$90,288	\$18,502,644	
Public Art								
PA1	Regional Community Facility	\$863,344	\$235,693	\$0		\$1,099,038	\$863,344	4
PA2	Local Community Facilities	\$433,913	\$118,458	\$0		\$552,371	\$433,913	5
	Subtotal	\$1,297,257	\$354,151	\$0		\$1,651,408	\$1,297,257	
	Total Construction Costs	\$44,539,158	\$12,159,190	\$117,915		\$56,816,263	\$44,539,158	
	Construction Contingency					\$3,125,995		
TOTAL NON ESSENTIAL COMMUNITY FACILITY CONSTRUCTION COSTS							\$59,942,258	

Note Cost of Regional Community Facility LS5 has been adjusted to reflect residential catchment within the Precincts that will contribute to facility (41.4%) as facility will serve population of 120,000 people.

Project On Costs excludes construction and contingency

Priority / Staging

- 1 As residential catchments in adjoining Precincts establish, facility to serve 120,000 population.
- 2 As population in catchment area reaches 10,000.
- 3 At completion of residential development within the Precincts, facility to serve population of 40,000.
- 4 To be delivered with Aquatic and Indoor Recreation Centre.
- 5 To be delivered with Local Community Facilities.

## 5.3 Water cycle management facilities

## Land

Item	Facility	Area (ha)	Cost
Future Land Acquisition			
LAC	Land for Trunk Drainage Channels	48.4657	\$45,904,344
LAB	Land for Trunk Drainage Basins	24.1392	\$82,841,265
	Subtotal	72.6049	\$128,745,608
	Land Acquisition Contingency		\$15,449,473
TOTAL ESSENTIAL DRAINAGE INFRASTRUCTURE LAND ACQUISITION COSTS		72.6049	\$144,195,081

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## LAC - Trunk Drainage Channels

Item	Total Area	Acquisition Cost
Chn B19	0.9455	\$1,343,341
Chn B18	0.2824	\$413,215
Chn B17.4	1.8932	\$2,175,511
DC6	0.4735	\$189,845
DC7A	1.8283	\$733,055
DC9	1.8287	\$733,181
Chn B8	0.2857	\$314,160
Chn B11	0.2343	\$280,649
DC18	1.1021	\$441,879
DC19A	1.1322	\$453,934
DC20	3.1912	\$1,279,478
Chn B6	0.2135	\$391,897
Chn B14.2	0.2563	\$301,434
DC23	0.4119	\$165,132
DC24	2.2938	\$919,666
DC25	0.8323	\$333,704
CHN B17.2-3	1.1949	\$1,368,392
CHN B17.1-2	1.6094	\$6,271,142
Chn B25	1.4446	\$579,205
DC32	3.1592	\$1,266,638
DC33	4.6023	\$2,710,845
Chn NB33	0.5620	\$317,589
DC38	0.5157	\$1,180,590
DC40	1.0908	\$437,351
DC41	1.2289	\$502,504
Chn B29C	0.6988	\$2,244,155
Chn 29b.2	0.4357	\$975,602
Chn 29b.1	0.4715	\$491,368
Chn B20.1-3	1.2827	\$4,756,274
DC53	1.0245	\$410,769
Chn B20.5	0.0481	\$53,293
DC54	0.8779	\$354,327
DC55	0.5351	\$230,441
Chn B22	1.3585	\$3,153,149
Chn B14.1	0.5553	\$1,221,951
DC61	0.6753	\$270,754
Chn B16	0.1352	\$163,382
DC63	3.0978	\$1,242,024
Chn NB5	0.8075	\$3,008,673
DC65	0.4990	\$200,063
DC66	1.2761	\$848,120
DC67	1.4295	\$917,136
SP2*	0.6448	\$258,525

\* LCC identified acquisition need for this Bonds Creek portion of land located between Camden Valley Way and Cow Pasture Road (formerly an easement) in early 2021.

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## LAB - Trunk Drainage Basins

Item	Total Area	Acquisition Cost
B5	1.4259	\$6,656,149
B6	0.5423	\$2,112,182
B8	0.8821	\$3,435,499
B11	2.2508	\$7,614,409
B13	1.8546	\$8,239,558
B14	1.3321	\$4,523,399
B15	0.8328	\$3,068,564
B16	0.9374	\$3,650,934
B17	2.2928	\$8,930,016
B18	0.6628	\$2,581,548
B19	1.0110	\$2,530,775
B20	2.0244	\$6,580,733
B21	0.5808	\$1,541,153
B22	1.3260	\$5,185,754
B23	0.9568	\$2,392,797
B25	1.6643	\$4,541,540
B27	1.2901	\$4,250,434
B29	1.4567	\$3,085,031
B32	0.8157	\$1,920,791

Staging / Priority of infrastructure - As land affected by acquisition is developed or as required to service development.

**Works**

System	Detention Basin	Trunk Drainage Works	Water Works	Quality	Construction Cost	Project Costs	On	Contingency	Total Cost
Drainage Systems with 1% AEP Basins									
Drainage System B17	Basin 17	Chn B17.1, Chn B17.2, Chn B17.3 and Chn B17.4 (open channel)	Bioretention GPT B17	B17,	\$24,724,953	\$3,708,743		\$4,578,218	\$33,011,913
Drainage System B20	Basin 20	Chn B20.1, Chn B20.2 and Chn B20.3 (open channels), B20 pipe (Pipe B20.1, Pipe B20.2, Pipe B20.3, Pipe B20.4, Pipe B20.5, Pipe B20.6 and Pipe B20.7	Bioretention GPT B20	B20,	\$10,660,639	\$1,599,096		\$1,873,346	\$14,133,081
Drainage System B21	Basin 21	Pipe B21.1, Pipe B21.2 and Pipe B21.3	GPT B21		\$2,096,786	\$314,518		\$377,275	\$2,788,579
Drainage System B22	Basin 22	Chn B22 (open channel)	GPT B22		\$8,852,312	\$1,327,847		\$1,642,256	\$11,822,414
Drainage System B23	Basin 23	Pipe B23.1, Pipe B23.2 and Pipe B23.3	GPT B23		\$3,392,519	\$508,878		\$606,350	\$4,507,746
Drainage System B25	Basin 25	Pipe B25.1, Pipe B25.2 and Pipe B25.3, Chn 25 (open channel)	Bioretention GPT B25	B25,	\$10,813,302	\$1,621,995		\$1,973,563	\$14,408,861
Drainage System B27	Basin 27	Pipe B27.1, Pipe B27.2 and Pipe B27.3	Bioretention GPT B27	B27,	\$5,109,919	\$766,488		\$879,589	\$6,755,996
Drainage System B29	Basin 29	Chn B29b.1, Chn B29b.2, Chn B29c (open channels), Pipe B29a.1, Pipe B29a.2, Pipe B29a.3, Pipe	GPT B29a, GPT B29b and GPT B29c, Sedimentation pond B29,	B29,	\$11,889,508	\$1,783,426		\$2,097,108	\$15,770,043

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		B29a.4, Pipe B29a.5 and Pipe B29a.6, Pipe B29b.1, Pipe B29b.2, Pipe B29b.3 and Pipe B29b.4	Bioretention – B29				
	Subtotal			\$77,539,938	\$11,630,991	\$14,027,705	\$103,198,633
Drainage Systems with 50% AEP Basins							
Drainage System B5	Basin 5	Pipe B5.1, Pipe B5.2, Pipe B5.3 and Pipe B5.4	GPT B5	\$6,959,806	\$1,043,971	\$1,219,440	\$9,223,217
Drainage System B6	Basin 6	Pipe B6.1, Pipe B6.2, Pipe B6.3, Pipe B6.4 and Pipe B6.5, Chn B6	Bioretention GPT B6	\$4,306,547	\$645,982	\$735,787	\$5,688,316
Drainage System B8	Basin 8	Pipe B8.1, Pipe B8.2, Pipe B8.3, Pipe B8.4 and Pipe B8.5, Chn B8	Bioretention GPT B8	\$5,253,102	\$787,965	\$927,638	\$6,968,706
Drainage System B11	Basin 11	Pipe B11.1, Pipe B11.2, Pipe B11.3, Pipe B11.4, Pipe B11.5, Pipe B11.6, Pipe B11.7, B11.8, B11.9, and Pipe B11.10, Chn B11	Bioretention GPT B11	\$12,031,371	\$1,804,706	\$2,022,057	\$15,858,133
Drainage System B12	Basin 12	Chn B12	Bioretention GPT B12	\$2,829,668	\$424,450	\$514,398	\$3,768,516
Drainage System B13	Basin 13	Pipe B13.1, Pipe B13.2 and Pipe B13.3	Bioretention GPT B13	\$7,136,079	\$1,070,412	\$1,303,495	\$9,509,986
Drainage System B14	Basin 14	Pipe B14.1, Pipe B14.2, Pipe B14.3, Pipe B14.4, Pipe B14.5, Pipe B14.6, Pipe B14.7, Pipe B14.8, Pipe B14.9, Pipe B14.10, and Pipe B14.11, Chn B14.1 and Chn B14.2	Bioretention GPT B14	\$10,375,468	\$1,556,320	\$1,749,610	\$13,681,399
Drainage System B15	Basin 15		Bioretention GPT B15	\$2,428,356	\$364,253	\$435,511	\$3,228,121
Drainage System B16	Basin 16	Pipe B16.1, Pipe B16.2, Pipe B16.3 and Pipe B16.4, CHN B16	Bioretention GPT B16	\$5,212,161	\$781,824	\$892,184	\$6,886,169
Drainage System B18	Basin 18	Pipe B18.1, Pipe B18.2, Pipe B18.3, Pipe B18.4, Pipe B18.5, Pipe B18.6 and Pipe B18.7	Bioretention GPT B18	\$5,519,305	\$827,896	\$799,112	\$7,146,313
Drainage System B19	Basin 19	Pipe B19.1, Pipe B19.2, Pipe B19.3, Pipe B19.4, Pipe B19.5, Pipe B19.6, Pipe B19.7 and Pipe B19.8, Chn B19	Bioretention GPT B19	\$8,113,111	\$1,216,967	\$1,373,972	\$10,704,050
B32*	Basin 32	DC65, DC66		\$4,401,683	\$660,252	\$748,286	\$5,810,221
	Sub Total			\$74,566,658	\$11,184,999	\$12,721,490	\$98,473,147
Drainage Systems without Basins							
Drainage System NB5				\$3,697,360	\$554,604	\$417,352	\$4,669,316
Drainage System NB13				\$1,115,154	\$167,273	\$152,598	\$1,435,025

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Drainage System NB14	\$791,343	\$118,701	\$109,175	\$1,019,219
Drainage System NB15	\$1,443,961	\$216,594	\$199,371	\$1,859,927
Drainage System NB33	\$1,030,538	\$154,581	\$130,178	\$1,315,297
Drainage System NB35	\$1,715,888	\$257,383	\$230,042	\$2,203,313
Drainage System NB37	\$1,025,499	\$153,825	\$140,706	\$1,320,030
Drainage System NB38	\$453,475	\$68,021	\$63,860	\$585,356
Sub Total	\$11,273,219	\$1,690,983	\$1,443,281	\$14,407,483
Creek Culverts (stormwater works only)				
B_Eighth	\$1,125,124	\$168,769	\$154,822	\$1,448,715
B_Fourth	\$1,257,128	\$188,569	\$176,429	\$1,622,126
B_Tenth	\$1,372,165	\$205,825	\$190,011	\$1,768,001
EdmonsNorth_New	\$1,040,079	\$156,012	\$153,691	\$1,349,781
Fifth_Av1	\$1,513,952	\$227,093	\$210,615	\$1,951,661
K_13thE	\$244,961	\$36,744	\$34,038	\$315,742
K_17thEN	\$775,540	\$116,331	\$106,976	\$998,848
Surbox1	\$602,126	\$90,319	\$83,274	\$775,720
Sub Total	\$7,931,075	\$1,189,661	\$1,109,856	\$10,230,592
Streetscape Raingardens				
Intersection raingardens	\$21,081,237	\$3,162,185	\$4,216,247	\$28,459,669
T-junction raingardens	\$25,225,491	\$3,783,824	\$5,045,098	\$34,054,412
Road bend raingardens	\$1,238,882	\$185,832	\$247,776	\$1,672,491
Sub Total	\$47,545,609	\$7,131,841	\$9,509,122	\$64,186,572
<b>TOTAL ESSENTIAL STORMWATER INFRASTRUCTURE</b>	<b>\$218,856,498</b>	<b>\$32,828,475</b>	<b>\$38,811,454</b>	<b>\$290,496,427</b>

\*Basin 32 (B32) was outside the scope area of the SMEC study  
Staging / Priority of infrastructure - when surrounding development proceeds.

Project On Costs excludes construction and contingency



## Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021

## 5.4 Transport management facilities

## Land

Item	Facility	Area (ha)	Cost
	Future Land Acquisition		
LACR	Land for new Collector Roads	4.3614	\$18,309,448
LALR	Land for new Local Roads	1.2954	\$5,256,860
	Subtotal	5.6568	\$23,566,308
	Land Acquisition Contingency		\$2,827,957
TOTAL ESSENTIAL ROAD INFRASTRUCTURE LAND ACQUISITION COSTS		5.6568	\$26,394,265

## LACR - Collector Roads

Item	Total Area	Acquisition Cost
CR1	0.4470	\$1,740,992
CR14	0.5150	\$2,359,812
CR15	0.3010	\$1,172,346
CR16	0.3270	\$1,273,611
CR17	1.2800	\$6,305,052
CR18	0.4733	\$1,603,744
CR1A	0.4610	\$1,795,519
CR21	0.0748	\$289,455
CR22	0.4032	\$1,460,836
CR35	0.0791	\$308,082

## LALR - Local Roads

Item	Total Area	Acquisition Cost
LR28	0.0254	\$125,116
LR33	0.0912	\$355,209
LR39A	0.0628	\$244,596
LR39B	0.0480	\$186,952
LR39C	0.0680	\$264,849
LR39D	0.0899	\$350,146
LR48	0.1254	\$321,679
LR59A	0.0886	\$345,082
LR59B	0.0522	\$137,201
LR61	0.0459	\$223,466
LR64	0.1440	\$560,856
LR67	0.2641	\$681,069
LR68	0.0238	\$92,697
LR69A	0.0716	\$278,870
LR70	0.0650	\$297,840
LR72	0.0402	\$198,018
LR73	0.1150	\$447,906
LR74	0.0219	\$85,297
LR76	0.0808	\$60,009

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## Works

Item	Facility	Length (m)	Cost	Project Costs	On	Demolition Allowance	Total Cost	Staging Priority	/
Local Roads									
LR3	Upgrade road half width	160	\$320,589	\$79,506		\$0	\$400,095	*1	
LR5	Upgrade road half width	140	\$280,516	\$69,568		\$0	\$350,083	*1	
LR6	Upgrade road half width	225	\$450,828	\$111,805		\$0	\$562,634	*1	
LR11	Upgrade road half width	90	\$180,331	\$44,722		\$0	\$225,054	*1	
LR13	Upgrade road half width	455	\$911,675	\$226,095		\$0	\$1,137,771	*1	
LR13A	Upgrade road half width	240	\$480,884	\$119,259		\$0	\$600,143	*1	
LR16	Upgrade road half width	105	\$210,387	\$52,176		\$0	\$262,563	*1	
LR18	Upgrade road half width	120	\$240,442	\$59,630		\$0	\$300,071	*1	
LR22	Upgrade road half width	235	\$470,865	\$116,775		\$0	\$587,640	*1	
LR24	Upgrade road half width	80	\$160,295	\$39,753		\$0	\$200,048	*1	
LR26	Upgrade road half width	280	\$561,031	\$139,136		\$0	\$700,167	*1	
LR27	Upgrade road full width	150	\$464,394	\$115,170		\$0	\$579,563	*1	
LR28	Upgrade road half width	85	\$170,313	\$42,238		\$0	\$212,551	*1	
LR33	New road full width	90	\$262,760	\$65,165		\$0	\$327,925	*1	
LR35	Upgrade road half width	510	\$1,021,878	\$253,426		\$0	\$1,275,304	*1	
LR36	Upgrade road full width	330	\$1,021,666	\$253,373		\$0	\$1,275,039	*1	
LR37	Upgrade road half width	325	\$651,197	\$161,497		\$0	\$812,694	*1	
LR39	Upgrade road half width	80	\$160,295	\$39,753		\$0	\$200,048	*1	
LR39A	New road half width	80	\$129,954	\$32,228		\$0	\$162,182	*1	
LR39B	New road half width	60	\$97,465	\$24,171		\$0	\$121,637	*1	
LR39C	New road half width	85	\$138,076	\$34,243		\$0	\$172,318	*1	
LR39D	New road half width	115	\$186,808	\$46,328		\$0	\$233,137	*1	
LR46	Upgrade road half width	65	\$130,239	\$32,299		\$0	\$162,539	*1	
LR46B	Upgrade road half width	50	\$100,184	\$24,846		\$0	\$125,030	*1	
LR46C	Upgrade road half width	55	\$110,203	\$27,330		\$0	\$137,533	*1	
LR48	Upgrade road half width	144	\$288,530	\$71,555		\$0	\$360,086	*1	
LR57	Upgrade road full width	320	\$990,707	\$245,695		\$0	\$1,236,402	*1	
LR59A	New road half width	60	\$97,465	\$24,171		In DC47	\$121,637	*1	
LR59B	New road half width	35	\$56,855	\$14,100		\$28,224	\$99,179	*1	
LR61	New road half width	100	\$162,442	\$40,286		\$0	\$202,728	*1	
LR64	New road full width	90	\$262,760	\$65,165		\$0	\$327,925	*1	
LR67	New road half width	300	\$487,326	\$120,857		In LS7 and LP42	\$608,183	*1	
LR69	Upgrade road half width	90	\$180,331	\$44,722		\$0	\$225,054	*1	
LR69A	New road full width	90	\$262,760	\$65,165		\$0	\$327,925	*1	
LR70	New road half width	65	\$105,587	\$26,186		\$0	\$131,773	*1	
LR72	New road half width	100	\$162,442	\$40,286		\$0	\$202,728	*1	
LR73	New road half width	100	\$162,442	\$40,286		\$28,224	\$230,952	*1	
LR74	New road half width	30	\$48,733	\$12,086		\$0	\$60,818	*1	
LR76	New road half width	160	\$259,907	\$64,457		\$28,224	\$352,588	*1	
	Subtotal	5,894	\$12,441,561	\$3,085,507		\$84,673	\$15,611,741		
Collector Roads									
CR1	Upgrade road half width	475	\$1,116,537	\$276,901		\$0	\$1,393,438	*1	
CR1A	New road full width	225	\$774,648	\$192,113		\$56,448	\$1,023,209	*1	
CR7	Upgrade road half width	115	\$270,320	\$67,039		\$0	\$337,359	*1	
CR7A	Upgrade road full width	105	\$404,103	\$100,218		\$0	\$504,321	*1	
CR8	Upgrade road half width	240	\$564,145	\$139,908		\$0	\$704,053	*1	

## Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021

Item	Facility	Length (m)	Cost	Project Costs	On	Demolition Allowance	Total Cost	Staging Priority	/
CR9	Upgrade road full width	70	\$269,402	\$66,812		\$0	\$336,214	*1	
CR10	Upgrade road half width	85	\$199,801	\$49,551		\$0	\$249,352	*1	
CR11	Upgrade road full width	345	\$1,327,768	\$329,287		\$0	\$1,657,055	*1	
CR12	Upgrade road half width	130	\$305,579	\$75,783		\$0	\$381,362	*1	
CR14	New road half width	495	\$958,351	\$237,671		\$112,897	\$1,308,918	*1	
CR15	New road full width	155	\$533,646	\$132,344		\$28,224	\$694,215	*1	
CR16	New road half width	340	\$658,261	\$163,249		\$112,897	\$934,406	*1	
CR17	New road full width	320	\$1,101,722	\$273,227		\$56,448	\$1,431,397	*1	
CR18	New road half width	420	\$813,146	\$201,660		\$28,224	\$1,043,030	*1	
CR19	Upgrade road full width	80	\$307,888	\$76,356		\$0	\$384,245	*1	
CR19A	Upgrade road half width	80	\$188,048	\$46,636		\$0	\$234,684	*1	
CR21	New road half width	70	\$135,524	\$33,610		\$0	\$169,134	*1	
CR21A	Upgrade road half width	70	\$164,542	\$40,806		\$0	\$205,349	*1	
CR22	New road half width	325	\$629,220	\$156,047		\$225,794	\$1,011,060	*1	
CR24	Upgrade road half width	115	\$270,320	\$67,039		\$0	\$337,359	*1	
CR25	Upgrade road full width	215	\$827,450	\$205,208		\$0	\$1,032,657	*1	
CR26	Upgrade road full width	150	\$577,291	\$143,168		\$0	\$720,459	*1	
CR27	Upgrade road full width	155	\$596,534	\$147,940		\$0	\$744,474	*1	
CR27A	Upgrade road full width	140	\$538,804	\$133,624		\$0	\$672,428	*1	
CR28	Upgrade road half width	150	\$352,591	\$87,442		\$0	\$440,033	*1	
CR29	Upgrade road half width	400	\$940,242	\$233,180		\$0	\$1,173,422	*1	
CR29A	Upgrade road full width	160	\$615,777	\$152,713		\$0	\$768,489	*1	
CR30	Upgrade road half width	95	\$223,307	\$55,380		\$0	\$278,688	*1	
CR31	Upgrade road half width	90	\$211,554	\$52,465		\$0	\$264,020	*1	
CR35	New road half width	70	\$135,524	\$33,610		\$0	\$169,134	*1	
CR38	Upgrade road half width	80	\$188,048	\$46,636		\$0	\$234,684	*1	
CR39	Upgrade road half width	60	\$141,036	\$34,977		\$0	\$176,013	*1	
CR40	Upgrade road half width	30	\$70,518	\$17,488		\$0	\$88,007	*1	
CR42	Upgrade road full width	285	\$1,096,852	\$272,019		\$0	\$1,368,871	*1	
CR43	Upgrade road half width	50	\$117,530	\$29,147		\$0	\$146,678	*1	
CR44	Upgrade road half width	50	\$117,530	\$29,147		\$0	\$146,678	*1	
CR45	Upgrade road half width	240	\$564,145	\$139,908		\$0	\$704,053	*1	
D1	Design of Collector Road upgrade of Fourth Avenue	Item	\$1,385,497	\$0		\$0	\$1,385,497	*7	
D2	Design of Collector Road of Browns Road Extension	Item	\$521,596	\$0		\$0	\$521,596	*8	
	Centre line design of existing roads	34350	\$687,000	\$0		\$0	\$687,000	*9	
	Subtotal		\$20,901,800	\$4,540,311		\$620,932	\$26,063,043		
Street Tree Planting to Roads delivered by Council									
	Planting to Local Roads half widths	4434	\$69,143	\$0		\$0	\$69,143	*1	
	Planting to Local Roads full widths	1070	\$33,371	\$0		\$0	\$33,371	*1	
	Planting to Collector Roads half widths	4275	\$66,664	\$0		\$0	\$66,664	*1	
	Planting to Collector Roads full widths	2405	\$75,006	\$0		\$0	\$75,006	*1	
	Subtotal	12,184	\$244,184	\$0		\$0	\$244,184		
Pedestrian/Bridge Crossings									

## Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021

Item	Facility	Length (m)	Cost	Project Costs	On	Demolition Allowance	Total Cost	Staging Priority	/
PB1	Pedestrian crossing of DC20	Item	\$108,463	\$26,899		\$0	\$135,362	*4	
PB2	Pedestrian crossing of DC19A	Item	\$108,463	\$26,899		\$0	\$135,362	*5	
PB4	Pedestrian crossing of DC14	Item	\$108,463	\$26,899		\$0	\$135,362	*3	
PB5	Pedestrian crossing of DC53	Item	\$108,463	\$26,899		\$0	\$135,362	*3	
PB6	Pedestrian crossing of DC26	Item	\$108,463	\$26,899		\$0	\$135,362	*3	
PB7	Pedestrian crossing of DC33	Item	\$108,463	\$26,899		\$0	\$135,362	*3	
PB8	Pedestrian crossing of DC30	Item	\$108,463	\$26,899		\$0	\$135,362	*3	
PB10	Pedestrian crossing of DC63	Item	\$108,463	\$26,899		\$0	\$135,362	*1	
PB11	Pedestrian crossing of DC61 at Sixth Ave	Item	\$108,463	\$26,899		\$0	\$135,362	*1	
PB13	Pedestrian crossing - Creek Twelfth Avenue	Item	\$108,463	\$26,899		\$0	\$135,362	*1	
PB14	Pedestrian crossing - Creek Fourteenth Avenue	Item	\$108,463	\$26,899		\$0	\$135,362	*2	
PB15	Pedestrian crossing - Bonds Creek Ninth Avenue	Item	\$108,463	\$26,899		\$0	\$135,362	*4	
	Subtotal		\$1,193,095	\$295,888		\$0	\$1,488,983		
Road segments over culverts									
Clv B29.b.2	Channel Crossing Type 2	50	\$854,251	\$211,854		\$0	\$1,066,105	*3	
Chn NB5	Channel Crossing Type 1	25	\$427,126	\$105,927		\$0	\$533,053	*3	
Clv B20.2	Channel Crossing Type 2	30	\$512,551	\$127,113		\$0	\$639,663	*3	
Clv B20.3	Channel Crossing Type 2	30	\$512,551	\$127,113		\$0	\$639,663	*3	
Clv B17.3	Channel Crossing Type 2	30	\$512,551	\$127,113		\$0	\$639,663	*3	
Clv B17.1	Channel Crossing Type 2	30	\$512,551	\$127,113		\$0	\$639,663	*3	
BR1	Scalabrini Creek Fifth Avenue (replace collector road pavement)	60	\$185,757	\$46,068		\$0	\$231,825	*2	
BR2	Bonds Creek Eighth Avenue (upgrade crossing to 100 ARI) (Collector Street)	110	\$5,183,520	\$1,285,513		\$31,579	\$6,500,613	*1	
BR3	Bonds Creek Ninth Avenue (replace local road pavement)	130	\$402,475	\$99,814		\$0	\$502,288	*1	
BR4	Bonds Creek Tenth Avenue (replace local road pavement)	80	\$247,677	\$61,424		\$0	\$309,100	*2	
BR5	Unnamed Creek Twelfth Avenue (replace local road pavement)	130	\$402,475	\$99,814		\$0	\$502,288	*2	
BR6	Bonds Creek Fourth Avenue (upgrade crossing to 100 ARI) (Collector Street)	175	\$5,183,520	\$1,285,513		\$31,579	\$6,500,613	*1	
BR7	Unnamed Creek Fourth Avenue (upgrade crossing to 100 ARI) (Collector Street)	100	\$3,210,859	\$796,293		\$31,579	\$4,038,731	*1	

## Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021

Item	Facility	Length (m)	Cost	Project Costs	On	Demolition Allowance	Total Cost	Staging Priority /
BR8	Unnamed Creek Thirteenth Avenue (upgrade crossing to 100 ARI)	95	\$3,221,722	\$798,987		\$31,579	\$4,052,288	*1
BR9	Unnamed Creek Fourteenth Avenue (replace local road pavement)	150	\$577,291	\$143,168		\$0	\$720,459	*3
BR10	Unnamed Creek Seventeenth Avenue (replace collector road pavement)	105	\$404,103	\$100,218		\$0	\$504,321	
BR11	Unnamed Creek Sixteenth Avenue (replace local road pavement)	70	\$216,717	\$53,746		\$0	\$270,463	
BR12	Crossing upgrade - Kemps Creek Gurner Road (upgrade crossing to 100 ARI)	120	\$3,880,826	\$962,445		\$18,421	\$4,861,692	
BR13	Unnamed Creek Eleventh Avenue (replace local road pavement)	110	\$340,555	\$84,458		\$0	\$425,013	
	Subtotal		\$26,789,077	\$6,643,691			\$33,577,506	
Intersections								
IN2	Roundabout Eighth Avenue/Western N-S Collector	Item	\$174,708	\$43,328		\$0	\$218,035	*1
IN3	Traffic Signals Fourth Avenue / Fifth Avenue	Item	\$833,800	\$206,782		\$0	\$1,040,582	*1
IN4	Roundabout Fourth Avenue / Eighth Avenue	Item	\$174,708	\$43,328		\$0	\$218,035	*1
IN5	Roundabout Gurners Ave / Fourth Ave	Item	\$174,708	\$43,328		\$0	\$218,035	*1
IN6	Roundabout Gurners Ave / Extension of Edmondson Ave	Item	\$174,708	\$43,328		\$0	\$218,035	*1
IN7	Roundabout Sixteenth Ave / North South Collector Street	Item	\$174,708	\$43,328		\$0	\$218,035	*1
IN8	Roundabout Fourth Ave / Thirteenth Ave	Item	\$174,708	\$43,328		\$0	\$218,035	*1
IN9	Roundabout Thirteenth Ave / North South Collector Street	Item	\$174,708	\$43,328		\$0	\$218,035	*1
IN10	Roundabout Fourth Ave / Eleventh Ave	Item	\$174,708	\$43,328		\$0	\$218,035	*1
IN11	Roundabout Fourth Ave / Tenth Ave	Item	\$174,708	\$43,328		\$0	\$218,035	*1
	Subtotal		\$2,406,170	\$596,730		\$0	\$3,002,900	
Pedestrian Crossings								
	Allowance for 50 Pedestrian Crossing/Refuge Works	50	\$1,383,533	\$343,116		\$0	\$1,726,649	*2
PC1	locations TBD							
	Subtotal		\$1,383,533	\$343,116		\$0	\$1,726,649	
Public Transport Facilities								
	Allowance for 42 bus shelters	42	\$987,847	\$244,986		\$0	\$1,232,833	*1
PT1	locations TBD							
	Subtotal	42	\$987,847	\$244,986		\$0	\$1,232,833	
			\$66,347,266	\$15,750,229		\$705,605	\$82,947,839	
	Total Construction Costs							
	Construction Contingency						\$4,693,701	
	TOTAL ESSENTIAL ROAD INFRASTRUCTURE COSTS						\$87,641,540	

Note cost of BR12 has been apportioned 50% to the Austral and Leppington North Precincts and 50% to the Rossmore Precinct.  
Priority / Staging

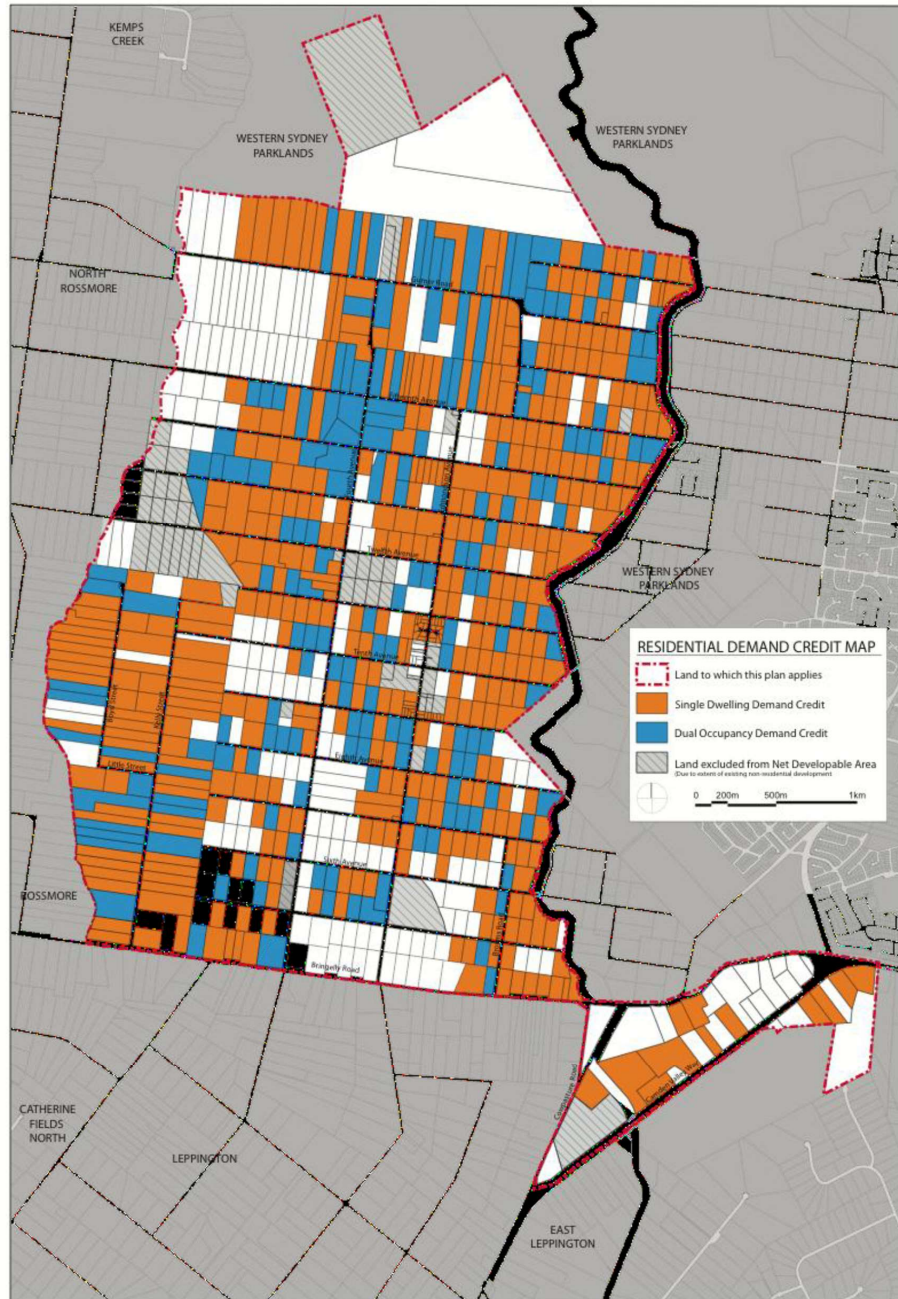
**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021**

Item	Facility	Length (m)	Cost	Project Costs	On	Demolition Allowance	Total Cost	Staging Priority	/
*1	When surrounding development proceeds.								
*2	As adjoining road upgrades are carried out.								
*3	When the drainage channel is constructed.								
*4	When Open Space DP4 is constructed								
*5	When Open Space LP13 is constructed.								
*6	As and when surrounding development proceeds and after Rossmore Precinct rezoned.								
*7	Prior to construction of Fourth Avenue upgrade works.								
*8	Prior to construction of Browns Road Extension works.								
*9	Prior to development taking place								

**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021****Appendix A****Demand Credit Analysis for Precincts**

**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021**

Allowances for existing development in the calculation of open space and recreation, and community and cultural facilities contributions

**Appendix A**



**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021****Demand credits**

Land Use	Single Dwelling Demand Credits	Dual Occupancy Demand Credits	Population Credit	Demand
Environmental Living (4 Dwellings/ha)	33	14	207.4	
Environmental Living (6 Dwellings/ha)	20	6	108.8	
Low Density Residential	300	133	1,924.4	
Medium Density Residential	89	26	479.4	
<b>Total</b>	<b>442</b>	<b>179</b>	<b>2,720</b>	

## Assumed occupancy

Single dwelling	3.4
Dual occupancy	6.8
Special use	1.5

## Land Use Coding

Environmental Living (4 dwellings / ha)	EL
Environmental Living (6 dwellings / ha)	LL
Low density residential	LD
Medium density residential	MD

## Lots with Single Dwelling Demand Credit

Lot No.	DP	Land Type
19	3403	LD
18	3403	LD
17	3403	LD
16	3403	LD
15	3403	LD
1	233174	LD
2	233174	LD
12	3403	LD
111	1010191	LD
14	831988	LD
1	519215	LD
22	791237	LD
21	791237	LD
A	416820	LD
2	201865	LD
144	2475	LD
143	2475	LD
142	2475	LD
140	2475	LD
139	2475	LD
138	2475	LD
160	2475	LD
2	512264	LD
1	512264	LD
156	2475	LD
154	2475	LD
153	2475	LD
152	2475	LD
151	2475	EL
218	2475	LD
A	373652	LD
B	373652	LD
215	2475	LD
229	2475	LD
228	2475	LD
2	615379	LD

**Appendix A**

## Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021

Lot No.	DP	Land Type
226	2475	LD
225	2475	LD
224	2475	LD
223	2475	LD
291	2475	LD
2	34883	LD
1	331146	LD
289	2475	LD
288	2475	EL
1	619379	LD
B	417374	LD
303	2475	LD
302	2475	LD
301	2475	LD
300	2475	LD
298	2475	LD
296	2475	LD
295	2475	LD
B	369323	LD
358	2475	LD
357	2475	LD
356	2475	LD
354	2475	LD
352	2475	LD
350	2475	LD
349	2475	LD
348	2475	LD
3600	1000185	MD
363	2475	MD
365	2475	MD
368	2475	MD
369	2475	MD
370	2475	MD
B	413204	LD
A	413204	LD
B	414227	LD
11	1103748	MD
36	3403	MD
B	411087	LD
2	395169	LD
1	619739	LD
2	619739	LD
2	631289	LD
1	631289	LD
431	6222608	LD
3601	1000185	LD
321	778465	LD
320	778465	LD
1	562807	MD
1	574738	LD
2	574738	LD
379	2475	LD
380	2475	LD
431	2475	LD
B	339407	LD
A	339407	LD
426	2475	LD
425	2475	LD
424	2475	LD
423	2475	LD
422	2475	MD
421	2475	MD

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**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021**

Lot No.	DP	Land Type
490	2475	MD
488	2475	LD
487	2475	LD
486	2475	LD
485	2475	LD
484	2475	LD
483	2475	LD
482	2475	LD
480	2475	LD
479	2475	LD
478	2475	LD
416	2475	MD
415	2475	MD
D	406540	MD
3	510228	LD
5	510228	LD
4	30409	LD
6	30409	EL
5	30409	EL
15	30409	EL
16	30409	EL
17	30409	EL
647	2475	EL
21	30409	EL
22	30409	LD
532	2475	LD
10	874699	LD
1	938137	LD
2	938137	LD
3	938137	LD
4	938137	LD
5	938137	MD
6	938137	MD
640	2475	LD
A	414563	MD
B	414563	MD
C	414563	LD
547	2475	LD
548	2475	LD
549	2475	LD
550	2475	LD
551	2475	LD
552	2475	LD
626	2475	LD
628	2475	LD
631	2475	LD
632	2475	LD
634	2475	LD
636	2475	MD
637	2475	MD
100	1022124	LD
2	201514	LD
3	201514	LD
671	2475	LD
672	2475	LD
673	2475	LD
674	2475	LD
676	2475	EL
721	2475	EL
722	2475	LD
726	2475	LD
4	201514	LD

**Appendix A**

## Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021

Lot No.	DP	Land Type
101	1022124	LD
2	503020	LD
3	503020	LD
4	503020	LD
A	386133	LD
714	2475	LD
715	2475	LD
716	2475	LD
717	2475	LD
718	2475	LD
684	2475	LD
685	2475	LD
686	2475	LD
688	2475	LD
689	2475	LD
690	2475	LD
691	2475	LD
11	1044691	LL
2	548700	LL
12	1044691	LL
706	2475	LD
709	2475	LD
710	2475	LD
712	2475	LD
713	2475	LD
769	2475	LD
768	2475	LD
767	2475	LD
766	2475	LD
763	2475	LD
762	2475	LD
787	2475	LD
784	2475	LD
783	2475	LD
782	2475	LD
780	2475	LD
2	555992	LD
752	2475	LD
2	570646	LD
1	570646	LD
A	370483	LD
11	776297	LD
12	776297	EL
799	2475	LD
101	591853	LD
102	591853	LD
A	363000	LD
802	2475	EL
803	2475	EL
804	2475	LD
85	2475	LD
806	2475	LD
807	2475	LD
808	2475	LD
847	2475	LD
810	2475	LD
812	2475	LD
814	2475	MD
1	238636	MD
2	238636	MD
3	238636	MD
4	238636	MD

## Appendix A

## Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021

Lot No.	DP	Land Type
5	238636	MD
6	238636	MD
7	560787	MD
8	560787	MD
9	560787	MD
B	40482	MD
A	40482	MD
841	2475	LD
842	2475	LD
819	2475	LD
820	2475	LD
822	2475	LD
823	2475	LD
824	2475	LL
827	2475	LL
828	2475	LL
829	2475	LD
830	2475	LD
831	2475	LD
832	2475	LD
833	2475	LD
834	2475	MD
872	2475	LD
871	2475	LD
870	2475	LD
869	2475	LD
867	2475	MD
874	2475	LD
875	2475	LD
876	2475	LD
877	2475	LD
878	2475	MD
213	813479	MD
212	813479	MD
211	813479	MD
20	708107	MD
31	632173	MD
32	632173	MD
101	790560	MD
100	790560	MD
1	31151	MD
2	31151	MD
3	31151	MD
4	31151	MD
5	31151	MD
6	538235	MD
71	627424	MD
72	627424	MD
882	2475	MD
883	2475	LD
885	2475	LD
887	2475	LD
861	2475	LD
860	2475	LD
855	2475	LD
85	740973	EL
86	740973	EL
87	740973	EL
88	740973	EL
89	740973	EL
141	707894	LD
142	707894	LD

## Appendix A

## Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021

Lot No.	DP	Land Type
131	732036	LD
132	732036	LD
101	712544	LD
101	854174	LD
82	740973	LD
81	740893	LD
7	2756	LD
61	596624	LD
1	802655	LD
2	802655	LD
42	791236	LD
41	791236	LD
D	411796	LD
C	411796	LD
B	411796	LD
A	411796	LD
B	391036	LD
19	2756	LD
18	2756	LD
A	385901	LD
16	2756	LD
15	2756	LD
11	519909	MD
12	519909	MD
131	879822	MD
132	879822	MD
1	598602	MD
111	591857	MD
B	378927	MD
2	567541	MD
3	538092	MD
2	538092	MD
941	2475	MD
11	571579	MD
10	571579	MD
899	2475	EL
1900	614637	EL
1901	614637	EL
933	2475	EL
903	2475	EL
906	2475	LD
927	2475	LD
928	2475	LD
909	2475	LD
911	2475	LD
919	2475	LD
920	2475	LD
923	2475	LD
42	623270	LD
20	565535	LD
2	557622	LD
5	563539	LD
4	563539	LD
1	211782	LD
2	211782	LD
B	405649	LD
1	795818	LD
A	386802	LD
B	386802	LD
4	615872	LD
3	615872	LD
51	610394	LD
52	610394	LD
A	417196	LD

## Appendix A

**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021**

Lot No.	DP	Land Type
B	417196	LD
3	2756	MD
11	1007049	MD
B	408221	MD
1	581050	MD
2	581050	MD
D	408221	MD
1130	2475	MD
1128	2475	MD
1126	2475	MD
1119	2475	LD
1060	2475	LD
1059	2475	LD
1057	2475	LD
1049	2475	LD
1050	2475	LD
999	2475	LD
998	2475	LD
996	2475	LD
993	2475	LD
988	2475	LD
989	2475	LD
952	2475	LD
953	2475	LD
5	236726	LD
6	236726	LD
1004	2475	EL
1005	2475	EL
1006	2475	EL
1065	2475	MD
1066	2475	MD
1067	2475	MD
1114	2475	MD
1116	2475	MD
14	533382	EL
4	126820	EL
1145	2475	EL
1144	2475	EL
1102	2475	LD
1103	2475	LD
2	201643	LD
1013	2475	LD
1012	2475	LD
1011	2475	LD
1010	2475	LD
1007	2475	LD
1040	2475	EL
971	2475	LD
972	2475	LD
976	2475	LD
977	2475	LD
954	2475	LD
955	2475	LD
956	2475	LD
958	2475	LD
959	2475	LD
961	2475	LD
963	2475	LL
968	2475	LL
970	2475	LL
101	789832	LL
102	789832	LL
1017	2475	LL
1031	2475	LL
1078	2475	LD

**Appendix A**

**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021**

Lot No.	DP	Land Type
1079	2475	LD
1101	2475	LD
1100	2475	LD
1099	2475	LD
1098	2475	LD
1148	2475	MD
1163	2475	MD
1161	2475	MD
1160	2475	MD
1	126822	MD
10	1124205	MD
A	355182	MD
1159	2475	MD
11	1124205	MD
C	337828	LD
2	501499	LL
1	501499	LL
14	19406	LL
2	513043	LL
C	389531	LL
D	389531	LL
2	531654	LL
2	205472	LD
3	205472	LD
5	205472	LD
6	205472	LD
1037	2475	LD
20	730327	LD
41	623270	EL
362	2475	



**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021**

Lots with Dual Occupancy Demand Credit

Lot No.	DP	Land Type
3	233174	LD
112	1010191	LD
2	606317	LD
100	634734	LD
100	634734	LD
2	519215	LD
4	3403	LD
B	416820	LD
1	3403	LD
1	201865	LD
3	201865	LD
141	2475	LD
157	2475	LD
155	2475	LD
150	2475	LD
221	2475	LD
220	2475	LD
219	2475	LD
217	2475	LD
212	2475	LD
231	2475	LD
230	2475	LD
1	34883	LD
C	417374	LD
294	2475	LD
A	369323	LD
359	2475	LD
353	2475	LD
364	2475	MD
366	2475	MD
367	2475	MD
372	2475	LD
4	1117859	LD
12	1103748	MD
2	749642	LD
1	395169	LD
3	395169	LD
2	562807	MD
3	574738	LD
377	2475	LD
378	2475	LD
433	2475	LD
432	2475	LD
429	2475	LD
428	2475	LD
427	2475	LD
489	2475	MD
481	2475	LD
479	2475	LD
5	1117859	MD
B	389089	MD
C	406540	LD
495	2475	MD
6	1117859	LD
2	510228	LD
1	510228	LD
4	510228	LD
405	2475	LD
404	2475	LD
403	2475	LD
14	30409	EL

**Appendix A**

**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021**

Lot No.	DP	Land Type
118	575004	LD
119	575004	LD
20	30409	LD
23	30409	LD
24	30409	LD
655	2475	LD
25	30409	EL
2	204217	LD
535	2475	LD
638	2475	MD
641	2475	LD
545	2475	LD
546	2475	LD
629	2475	LD
633	2475	LD
635	2475	MD
13	776298	EL
723	2475	LD
724	2475	LD
687	2475	LD
711	2475	LD
765	2475	LD
779	2475	LL
781	2475	LD
761	2475	EL
760	2475	EL
790	2475	LD
32	878676	LD
10	776297	LD
798	2475	LD
103	591853	LD
846	2475	EL
845	2475	EL
844	2475	LD
811	2475	LD
840	2475	LD
839	2475	LD
817	2475	MD
821	2475	LD
825	2475	LL
835	2475	MD
873	2475	LL
859	2475	LD
858	2475	LD
886	2475	LD
884	2475	LD
856	2475	EL
83	740973	EL
84	740973	EL
9	2756	LD
121	738282	LD
122	738282	LD
102	712544	LD
A	391036	LD
112	591857	MD
A	378927	MD
940	2475	MD
942	2475	MD
102	621868	MD
898	2475	EL
936	2475	LD
935	2475	LD

**Appendix A**

**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021**

Lot No.	DP	Land Type
934	2475	EL
904	2475	LD
905	2475	LD
907	2475	LD
908	2475	LD
926	2475	LD
929	2475	LD
930	2475	LD
912	2475	LD
913	2475	LD
914	2475	LD
921	2475	LD
922	2475	LD
924	2475	LD
43	623270	LD
21	565535	LD
1	557622	LD
A	388784	LD
B	388784	LD
2	2756	LD
2	596773	LD
1	596773	LD
6	2756	LD
A	408221	MD
1	581189	MD
1123	2475	LD
1120	2475	LD
1058	2475	LD
1048	2475	LD
997	2475	LD
986	2475	LD
951	2475	LD
1063	2475	MD
1064	2475	MD
1115	2475	MD
1113	2475	MD
A	416093	MD
B	416093	MD
1164	2475	EL
1146	2475	EL
1077	2475	LD
1008	2475	LD
1009	2475	LD
978	2475	LD
975	2475	LD
974	2475	LD
973	2475	LD
1	126820	LL
969	2475	LL
964	2475	LL
960	2475	LD
957	2475	LD
3	519215	LD
725	2475	LD
786	2475	LD
764	2475	LD

**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021**

Lots with No Demand Credit

Lot No.	DP	Land Type
1	606317	LD
91	1050385	LD
15	831988	LD
158	2475	LD
214	2475	LD
213	2475	LD
222	650859	LD
297	2475	LD
299	2475	LD
355	2475	LD
37	3403	LD
1	749642	LD
1	204217	LD
627	2475	MD
630	2475	MD
639	2475	MD
707	2475	LD
708	2475	LD
809	2475	LD
813	2475	LD
843	2475	LD
818	2475	MD
857	2475	EL
868	2475	LD
111	875377	LD
112	875377	LD
9	2756	LD
62	596624	LD
102	854174	LD
C	385901	LD
2	598602	MD
910	2475	LD
915	2475	LD
917	2475	LD
918	2475	LD
12	1007049	MD
1125	2475	MD
1127	2475	MD
1129	2475	MD
1122	2475	LD
1056	2475	LD
1055	2475	LD
994	2475	LD
995	2475	LD
987	2475	LD
946	2475	LD
945	2475	LD
944	2475	LD
943	2475	LD
1	236726	EL
962	2475	LL
1014	2475	LD
1035	2475	LD

**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021****Appendix B****Background Information**

**Liverpool City Council Section 7.11 - Austral and Leppington North Contributions Plan 2021****Background Information**

AECOM Australia Pty Ltd (2011), *Austral and Leppington North (ALN) Precincts Transport Assessment*, prepared for NSW Department of Planning and Infrastructure, July

Cardno (NSW/ACT) Pty Ltd (2011), *Austral & Leppington North Precincts Water Cycle Management WSUD Report*, prepared for NSW Department of Planning and Infrastructure, April

CivicMJD (2018), *Valuation Report – Various Residential and Industrial Release Areas (in Liverpool LGA)*, June

CivicMJD (2019), *Land Valuations for the Austral Precinct*, 1 July

Department of Planning and Infrastructure (2011), *Precinct Planning Package*

Elton Consulting (2011), *Austral and Leppington North Precincts - Demographic and Social Infrastructure Assessment*, July

Environmental Planning and Assessment (Special Infrastructure Contribution - Western Sydney Growth Areas) Determination 2011

MJ Davis Valuations Pty Ltd (2011), *Section 94 Contributions and Infrastructure Delivery Plan - Austral and Leppington North Precincts*

Newplan (2011), *Austral and Leppington North Precincts Infrastructure Delivery Plan*, Draft Report for Exhibition, prepared by Newplan, August

NSW Department of Planning and Environment (2019), *Local Infrastructure Contributions Practice Note – January 2019*

NSW Department of Infrastructure, Planning and Natural Resources (2005), *Development Contributions Practice Notes – July 2005*

SMEC Australia (2019), *Detailed Concept Design Report - Austral and Leppington North Design of Water Management Infrastructure*, prepared for Liverpool City Council, March

SMEC, *Final Design Report – Development of Streetscape Raingarden Master Plan for Austral and Leppington North*, prepared for Liverpool City Council, February 2020

**Department of Planning and Environment**

Your ref: 063557.2021

Our ref: IRF23/1676

The Hon John Ajaka  
Chief Executive Officer  
Liverpool City Council  
Locked Bag 7064  
LIVERPOOL BC NSW 1871

5 October 2023

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**Subject: Austral and Leppington North Contributions Plan 2021**

Dear Mr Ajaka

I am writing in relation to the 'Austral and Leppington North Contributions Plan 2021', which Liverpool City Council submitted to the Independent Pricing and Regulatory Tribunal (IPART) for assessment. IPART has completed its assessment and made 7 recommendations in relation to the Plan.

As nominee for the Minister for Planning and Public Spaces, I have considered IPART's recommendations and have accepted their recommendation in full or with amendment. Details of this are outlined in the attached table in the enclosed **Attachment A**, and includes minor amendments required prior to its implementation.

Once the amendments required by **Attachment A** have been made and the Council has finalised the plan, it will be considered as having met the requirements of being an IPART reviewed contributions plan within the meaning of clause 5(3) of the *Environmental Planning and Assessment (Local Infrastructure Contributions) Direction 2012*.

I would be grateful if you could advise the Department of Planning and Environment (the department) once the Council has completed this process, including evidence that the changes have been made, via email to [infrastructure.contributions@planning.nsw.gov.au](mailto:infrastructure.contributions@planning.nsw.gov.au).

If you have any questions in relation to this matter, please contact Ms Katrine O'Flaherty, Director Local Infrastructure Funding Policy at the department on 0436 679 085.

Yours sincerely,

A handwritten signature in black ink that reads "Amanda Fairley".

**Amanda Fairley**  
Deputy Secretary  
Programs, Infrastructure and Digital

## Attachment A:

IPART recommendation		Minister's nominee direction	Comments
1	The stormwater strategy should be comprehensively reviewed within two years of the contributions plan becoming an 'IPART reviewed contributions plan' to consider: a) Safety and performance viability of the stormwater strategy. b) Changes to design standards. c) Concerns raised during IPART's consultation process. d) Actual performance data of infrastructure already delivered.	<b>Recommendation accepted with amendment</b> Liverpool Council should comprehensively review the stormwater strategy to consider: a) Safety and performance viability of the stormwater strategy. b) Changes to design standards. c) Concerns raised during IPART's consultation process. d) Actual performance data of infrastructure already delivered.	This recommendation is for advice only and does not require immediate action to amend the contributions plan. Any changes to costs in the Plan because of a future review must be further considered by IPART.
2	Adjustments to the strategy should be made based on the findings of the review.	<b>Recommendation accepted as part of recommendation 1</b>	
3	The LVI should only apply to the value of land not yet purchased, at the time the contributions plan is adopted. Any future reviews of the plan should revise the value of land not yet purchased to be indexed by the LVI.	<b>Recommendation accepted with amendment</b> Liverpool Council must ensure that the Land Value Index (LVI) only apply to the value of land not yet purchased, at the time the contributions plan is adopted.	Land that has been purchased should only be indexed by Consumer Price Index (CPI). Refer to page 30 of IPART's final report for additional information. Any future review of the plan must revise the value of land that has been purchased and ensure it is indexed by CPI. Any changes to costs in the Plan because of this review must be further considered by IPART.



IPART recommendation		Minister's nominee direction	Comments
4	<p>Liverpool Council should comprehensively review all works costs in the ALN contributions plan within the next 2 years. The review should include:</p> <ul style="list-style-type: none"> <li>a) Any changes to the assumptions or strategies within the plan.</li> <li>b) Actual costs of delivering land and works within or near the precinct (where available).</li> <li>c) Site-specific estimates, recent benchmarks or other relevant sources.</li> </ul>	<p><b>Recommendation accepted with amendment</b></p> <p>Liverpool Council should undertake a comprehensive review of all works costs in the ALN contributions plan. The review should include:</p> <ul style="list-style-type: none"> <li>a) Any changes to assumptions or strategies within the plan.</li> <li>b) Actual costs of delivering land and works within or near the precinct (where available).</li> <li>c) Site-specific estimates, recent benchmarks or other relevant sources.</li> </ul>	<p>This recommendation is advice only with no immediate action to amend the contributions plan required.</p> <p>Any changes to costs in the Plan because of this review must be further considered by IPART.</p>
5	<p>Following the review of the ALN contributions plan, Liverpool Council should submit the plan to IPART for assessment within 3 years from the date that this plan becomes an 'IPART reviewed contributions plan' within the meaning of the Minister's 2019 Direction.</p>	<p><b>Recommendation accepted with amendment</b></p> <p>Liverpool Council should regularly review the contributions plan to ensure that development occurs as expected and that the infrastructure identified, and its costs, remain appropriate.</p>	<p>This recommendation is advice only with no immediate action to amend the contributions plan required.</p> <p>Any changes to costs in the Plan because of this review must be further considered by IPART.</p>
6	<p>Liverpool Council should explore the recommended options to increase open space provision to meet industry standards and internal benchmarks prior to future resubmission of the plan to IPART.</p>	<p><b>Recommendation accepted with amendment</b></p> <p>Liverpool Council should assess whether open space provision in the precinct is appropriate to meet the needs of the community.</p>	<p>This recommendation is advice only with no immediate action to amend the contributions plan required.</p> <p>Any changes to costs in the Plan because of changes to open space provision must be further considered by IPART.</p>

IPART recommendation	Minister's nominee direction	Comments
<p><b>7</b> Liverpool Council should amend its 'monetary contributions rate' table currently in section 1.2.1 of the ALN contributions plan in line with Table 4.20 in IPART's final report.</p>	<p><b>Recommendation accepted with amendment</b> Liverpool Council must review the monetary contribution rates table in section 1.2.1 of the contributions plan:</p> <ul style="list-style-type: none"> <li>a) Council must amend the contribution rates for road costs in line with Table 4.20 in IPART's final report.</li> <li>b) Council should consider other suggested changes in Table 4.20 in IPART's final report and determine any editorial amendments that are appropriate.</li> </ul>	<p>Part (a) of the recommendation corrects a minor rounding error and must be completed prior to the adoption of the plan. Part (b) of the recommendation is advice for council to review the other table amendments as suggested by IPART. If appropriate, council can make the changes prior to adoption of the plan. These amendments do not require further review by IPART</p>



Assessment of Contributions Plan  
Austral and Leppington North

Liverpool City Council

## Final Report

July 2023

Local Government >>

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### Acknowledgment of Country

IPART acknowledges the Traditional Custodians of the lands where we work and live. We pay respect to Elders both past and present.  
We recognise the unique cultural and spiritual relationship and celebrate the contributions of First Nations peoples.

### Tribunal Members

The Tribunal members for this review are:

Carmel Donnelly PSM, Chair  
Deborah Cope  
Sandra Gamble

Enquiries regarding this document should be directed to a staff member:  
Jessica Hanna (02) 9113 7715  
Scott Chapman (02) 9290 8449

### The Independent Pricing and Regulatory Tribunal

IPART's independence is underpinned by an Act of Parliament. Further information on IPART can be obtained from [IPART's website](#).

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## 1 Executive Summary

New development is essential to provide housing for NSW's growing population and more commercial, retail, and industrial space for employment. When development occurs, local councils need to provide additional infrastructure to support both the development and the new community– for example, new roads, stormwater management and open spaces. In NSW, councils can require developers to contribute to the cost of providing that infrastructure. Contributions plans set out the local infrastructure required to meet the demand from new development, and the contributions a council can levy on developers to fund the necessary land and works.<sup>a</sup>

Currently, a contributions plan that propose a level of contributions above a threshold of \$30,000 per lot or dwelling in identified greenfield areas and \$20,000 per dwelling in other areas must be submitted to IPART for review. This is to ensure it complies with the Essential Works List (EWL) and other criteria set out in the Infrastructure Contributions Practice Note (2019 Practice Note) published by the Department of Planning and Environment (DPE).

Liverpool City Council (the council) submitted the *Austral and Leppington North Contributions Plan* (ALN contributions plan) to IPART for assessment in April, 2021. The council is seeking to levy development contributions above the \$30,000 cap per lot/dwelling. We have concluded that the ALN contributions plan complies with the criteria in the Practice Note, subject to 7 recommendations. Figure 1.1 summarises our assessment.

IPART's role is to assess whether costs in the contributions plan are reasonable and have nexus (a link between the items in the plan and projected demand). We do not approve the infrastructure in the plan. We have concerns about some aspects of the ALN contributions plan that are outlined in this report.

Figure 1.2 summarises the timeline for this review.

Figure 1.1 Summary of our assessment of the ALN contributions plan

Essential Works List As per 3.2 of the practice note	Nexus Connection with new population	Reasonable cost	Reasonable timetable	Consultation	IPART considers relevant
					
<b>Demonstrated</b> Evidence Provided	<b>Demonstrated</b> Evidence Provided	<b>Demonstrated</b> Subject to recommendation	<b>Demonstrated</b> Evidence Provided	<b>Demonstrated</b> Evidence Provided	<b>Demonstrated</b> Subject to recommendation

<sup>a</sup> Section 7.11 of the *Environment Planning and Assessment Act 1979* allows councils to levy contributions towards the cost of providing local infrastructure.

## Executive Summary

Figure 1.2 Review timeline for ALN contributions plan



## 2 Introduction

IPART must review the ALN contributions plan and provide its assessment to the Minister for Planning and Public Spaces (Minister). The Minister (or the Minister's nominee) may request the council to make changes to the plan. After the council makes any changes and adopts the plan, the council can levy the uncapped contributions amount.

We assessed the ALN contributions plan against the Department of Planning and Environment's (DPE) [Practice Note](#) criteria:

1. Public amenities and services in the plan are on the **Essential Works List** as identified within the Practice Note.
2. Public amenities and services are reasonable in terms of **nexus** (i.e. there is a connection between the development and demand created).
3. Development contribution is based on a **reasonable estimate of the cost** of the public amenities and services.
4. Public amenities and services can be provided within a **reasonable timeframe**.
5. Development contribution is based on a **reasonable apportionment** between:
  - a. existing and new demand for the public amenities and services, and
  - b. different types of development that generate new demand for the public amenities and services (e.g. different types of residential development such as detached dwellings and multi-unit dwellings, and different land uses such as residential, commercial, and industrial).
6. Council has conducted appropriate **community liaison** and publicity in preparing the contributions plan.
7. **Other matters** IPART considers relevant.<sup>1</sup>

Our assessment involved reviewing the contributions plan and supporting documentation, including the works schedule, strategic studies, consultant reports, and correspondence with the council. For more details on our assessment approach, please see our [Information Paper](#).

The remaining sections of this report provide background on the ALN contributions plan, our assessment of the plan, final recommendations, and final recommended contributions rates.

### Recommendations

- |    |  |    |
|----|--|----|
| 1. | The stormwater strategy should be comprehensively reviewed within two years of the contributions plan becoming an 'IPART reviewed contributions plan' to consider: | 17 |
|    | a. Safety and performance viability of the stormwater strategy   | 17 |
|    | b. Changes to design standards   | 17 |
|    | c. Concerns raised during IPART's consultation process   | 17 |
|    | d. Actual performance data of infrastructure already delivered.  | 17 |
| 2. | Adjustments to the strategy should be made based on the findings of the review.  | 17 |



## Introduction

3.	The LVI should only apply to the value of land not yet purchased, at the time the contributions plan is adopted. Any future reviews of the plan should revise the value of land not yet purchased to be indexed by the LVI.	31
4.	Liverpool Council should comprehensively review all works costs in the ALN contributions plan within the next 2 years. The review should include:	32
	a. any changes to assumptions or strategies within the plan	32
	b. actual costs of delivering land and works within or near the precinct (where available)	32
	c. site-specific estimates, recent benchmarks or other relevant sources.	32
5.	Following the review of the ALN contributions plan, Liverpool Council should submit the plan to IPART for assessment within 3 years from the date that this plan becomes an "IPART reviewed contributions plan" within the meaning of the Minister's 2019 Direction.	32
6.	Liverpool Council should explore the recommended options to increase open space provision to meet industry standards and internal benchmarks prior to future resubmission of the plan to IPART.	37
7.	Liverpool Council should amend its ' <b>monetary contributions rate</b> ' table currently in section 1.2.1 of the ALN contributions plan in line with Table 4.20 in IPART's final report.	41

### 3 The Austral and Leppington North Contributions Plan

The ALN contributions plan seeks to levy funds to support the development by setting out the transport, open space, stormwater, and community infrastructure requirements over the next 2 decades.

We have assessed the ALN contributions plan against the criteria listed in the document titled *Practice Note Local Infrastructure Contributions, Department of Planning and Environment, January 2019*, (Practice Note). We found the ALN contributions plan meets the criteria listed in the practice note but have made 7 recommendations. See our [Information Paper](#) for more detail on our assessment approach.

The Austral and Leppington North Precinct (ALN Precinct) contains 1,175 hectares of Net Developable Area (NDA) within the South West Sydney Growth Area. The ALN Precinct will accommodate a projected population of around 58,000.

Figure 3.1 Map of ALN Contributions Plan Precinct



Source : Liverpool City Council, Liverpool CP 2021 – Austral and Leppington – Draft IPART Submission, Figure 2.1

#### The Austral and Leppington North Contributions Plan

The council originally adopted the Liverpool Contributions Plan in 2014. This enabled Liverpool Council to commence collecting contributions up to the \$30,000 cap which applies in the area. Amended versions were adopted in May 2015 and June 2020. A further change was made in 2021 to reflect changes in State Government policy and legislation that apply to the plan.

Development in the ALN Precinct is expected to occur over 20 years. Development within the ALN precinct commenced in 2015.

### 3.1 Overview of our assessment findings

We have assessed that the ALN contributions plan contains works which are consistent with the Essential Works List (EWL). Our analysis is that nexus (a link between the items in the plan and projected demand) is established for the infrastructure in the ALN contributions plan. The ALN contributions plan outlines a reasonable timeframe to deliver infrastructure over the next 20 years as the development progresses.

Overall, costs across stormwater, transport and open space works are based on a reasonable estimate of costs but are likely to be low.

We recommended several measures to improve the estimates of infrastructure costs. In particular:

- We consider that the cost estimates of infrastructure delivery may be further refined with actual data as development progresses and site-specific information becomes available. The council should comprehensively review costs and underlying assumptions, in particular, for the stormwater strategy. The council should resubmit the contributions plan to IPART within the next 3 years. To achieve this timeframe the council will need to commence its review of stormwater strategy and works cost within 1-2 years.
- In its review the council should also examine options to increase open space provision.

### 3.2 Summary of ALN Contributions Plan Provisions

The infrastructure covered by the plan will support development within the area including:

- The construction of over 16,000 new dwellings
- Commercial, light industrial, business parks, human services, and entertainment areas
- A town centre in Austral with approximately 42,000m<sup>2</sup> of retail floor space.
- Three neighbourhood centres with additional retail floor space of approximately 10,000m<sup>2</sup>.
- 4 primary schools and 2 high schools.
- 66 hectares of light industrial and bulky goods land for local jobs and services.
- A new TAFE college and regional Integrated primary health care centre.
- Regional level community and cultural facilities.

The ALN contributions plan seeks to meet the needs of the future and current residents and workers of these precincts for transport, stormwater, open space infrastructure and land for community facilities. The ALN contributions plan will deliver:

## The Austral and Leppington North Contributions Plan

- new town centres for Austral and Leppington.
- 120 hectares of open space including 42 local parks, 11 district parks, 9 local sports fields and 1 district sports field
- 12.6 km of new or upgraded roads and associated infrastructure for pedestrian movement
- stormwater infrastructure that will ensure that major rain and flood events are managed effectively.

Development in the ALN Precinct is expected to occur over 20 years. Development within the precinct commenced in 2015 and recent correspondence from council indicates at least 15% of the area has obtained development approval to date.

### 3.3 Summary of costs in ALN Contributions Plan

The total value of land, works, and plan administration included within the ALN contributions plan is approximately \$1.01 billion (\$Mar2021). This comprises:

- \$492.09 million (48.9%) for land acquisition
- \$506.7 million (50.35%) for works
- \$7.6 million (0.76%) for plan administration.

Table 3.1 summarises the costs in the plan by infrastructure category.

Table 3.1 Costs in the ALN contributions plan (\$ millions, \$Mar2021)

Infrastructure category	Land	Works	Administration	Total
Transport	26.4	87.6	-	114
Stormwater management	144.2	290.5	-	434.7
Open space	314.1	128.6	-	442.7
Community facilities	7.4	-	-	7.4
Plan administration	-	-	7.6	7.6
<b>Total</b>	<b>492.1</b>	<b>506.7</b>	<b>7.6</b>	<b>1,006.4</b>

Source: Liverpool City Council, *Draft ALN contributions plan (2021) (ALN contributions plan 2021)*.

We found that the council's presentation of monetary contributions rates in the ALN contributions plan is likely to make it difficult for stakeholders to understand what contributions rate will apply for different dwelling types. This issue is discussed further in section 4.10.1 where we have made recommendations to correct minor errors and improve the clarity and transparency of the monetary contributions table.

### 3.4 Indicative contributions

Each development within the ALN Precinct will need to apply the formulae and rates within the contributions plan to determine the contributions applicable to the specific development. Rates are calculated based on the assumed occupancy of the development type as well as the Net Developable Area of the land on which the development occurs.

#### The Austral and Leppington North Contributions Plan

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We have calculated indicative contribution rates for example developments to help stakeholders understand and compare likely monetary contribution rates for different types of development within the ALN contributions plan (see Table 3.2). We found that the council's presentation of monetary contributions rates in the ALN contributions plan is likely to make it difficult for stakeholders to understand what contributions rate will apply for different dwelling types. This issue is discussed further in section 4.10.1 where we have made recommendations to correct minor errors and improve the clarity and transparency of the monetary contributions table.

Table 3.2 Indicative residential contributions per lot and dwelling sizes

Contribution components	Unit of charge	NDA of lot (m2) Assumed occupancy	Residential dwelling house	Semi-detached townhouse	Secondary dwelling	Seniors living	Commercial office building
			600	250	(N/A) a	150	3,000
Transport residential	per person	\$1,922**	\$6,535	2.6	1.80	1.5	N/A
Transport commercial	NDA	\$93,740	n/a	n/a	n/a	n/a	\$28,122
Stormwater	NDA	\$357,327	\$21,440	\$536	-	\$5,360	\$107,198
Open Space	per person	\$8,038	\$27,329	\$20,899	\$14,468	\$12,057	n/a
Community services	per person	\$134	\$456	\$348	\$241	\$201	n/a
Plan administration	NDA	\$6,248	\$375	\$156	-	\$94	\$1,874
<b>Total</b>			<b>\$56,134</b>	<b>\$26,937</b>	<b>\$18,169</b>	<b>\$20,595</b>	<b>\$137,195</b>

a. Note that the secondary dwelling calculation does not include an NDA as it is assumed for this example that the primary residence included either a residential dwelling credit or a contribution already paid.  
 \*From "Monetary Contributions Rate Table 12.1" on page 2 of the contributions plan.

\*\*Rate incorrectly calculated in the contributions plan; correct calculations are in section 410.1.

Source: Liverpool City Council, Liverpool Contributions Plan 2021 – Austral and Leppington North Precincts and IPART Example Calculations

## 4 Assessment of ALN

This section provides our assessment of ALN contributions plan from the council. It includes our assessment of each criterion, by works category, issues relating across all categories, and our recommendations.

### 4.1 Overview

We assessed the ALN contribution plan against criteria in the Department of Planning and Environment's (DPE's) [Practice Note](#). For more details on our assessment approach, please see our [Information Paper](#).

We found that the ALN contribution plan meets some of the Practice Note criteria. In Table 4.1 we summarise our assessment of each infrastructure category and issues relating across all categories.

Table 4.1 Summary of our assessment

Criteria	Stormwater	Transport	Open space	Land	Plan administration
Essential works list	Demonstrated	Demonstrated	Demonstrated	Demonstrated	Demonstrated
Nexus	Demonstrated	Demonstrated	Demonstrated	Demonstrated	Demonstrated
Reasonable cost	Demonstrated IPART recommendation	Demonstrated IPART recommendation	Demonstrated IPART recommendation	Demonstrated	Demonstrated
Apportionment	Demonstrated	Demonstrated	Demonstrated	Demonstrated	Demonstrated
Timing	Demonstrated	Demonstrated	Demonstrated	Demonstrated	Demonstrated
Consultation	Demonstrated	Demonstrated	Demonstrated	Demonstrated	Demonstrated
Other matters	IPART recommendation	Not relevant			

### 4.2 Essential Works List

#### 4.2.1 Stormwater

The preliminary stormwater strategy for ALN contributions plan was initially prepared by the engineering consultancy Cardno on behalf of DPE in 2011 and provided a high-level strategy for the management of rainwater and stormwater as part of a larger planning process,<sup>2</sup> prior to rezoning of the area by the state government. The plan sought to design controls for the management of stormwater quality and quantity.

## Assessment of ALN

In 2019, the council engaged a consultant (SMEC) to provide detailed designs for the concept drainage system provided by Cardno. During the detailed design process the council's consultant identified several constraints to delivering the concept design solution (known as a traditional 'end of pipe' solution).<sup>b</sup>

In its submission to our draft report the council stated that these constraints included stormwater quality treatment outcomes, safety and maintenance issues with basin design and a topography which resulted in insufficient hydraulic conditions to enable operation of some basins.<sup>3</sup>

To address the constraints identified by its consultant the council decided to change its stormwater strategy to a hybrid solution, supplementing end-of-pipe infrastructure with streetscape controls. The council opted for this hybrid approach as it requires less land to be acquired compared to the end-of-pipe solution, given the topography of the area.

The council did so based on the finding that the topography of the area required the acquisition of more land for a traditional end of pipe solution than the hybrid option and Liverpool City Council's preference not to acquire more land.

SMEC provided higher cost estimates than the Cardno plan, by adjusting the planned infrastructure to avoid acquiring more land.

The ALN contributions plan includes \$290.5 million of stormwater infrastructure costs comprising:

- 21 gross pollutant traps
- 15 bioretention facilities
- 1 sedimentation pond
- a network of 86 piped sections
- 8 creek culverts
- 1,519 streetscape raingardens (including trees).<sup>4</sup>

**Table 4.2 Stormwater management land and works in ALN contributions plan (\$millions, \$Mar 2021)**

Item	Total cost
Land Acquisition	144
Streetscape Raingardens (including trees)	64
Drainage Systems with 1% AEP Basins	103
Drainage Systems with 50% AEP Basins	98
Drainage Systems without Basins	14
Creek Culverts	10
<b>Total</b>	<b>434</b>

Note: Totals may not add due to rounding.

Source: Liverpool CP2021 – *Austral and Leppington North Works Schedule – March 2021*.

<sup>b</sup> End-of-pipe solutions refers to stormwater management systems that gather untreated stormwater from many locations and treats it at a centralised location before discharge into a waterway. SMECs model has added multiple streetscape treatment nodes to this design paradigm.



#### Assessment of ALN

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The items included in ALN's stormwater management costs include drainage systems with accompanying basins, gross pollutant traps, sedimentation ponds, pipes, creek culverts and streetscape raingardens. Land acquisition costs are also included. The purpose of each stormwater works item included within the ALN contributions plan is for stormwater management. We conclude that these items are consistent with the Essential Works List criteria identified by the Practice Note.

#### 4.2.2 Transport

The transport infrastructure set out in the ALN contributions plan will deliver transportation services for residents, businesses, and visitors in the area. This includes provision for new or upgraded roads to accommodate the increased traffic movements of the proposed development. The local transport infrastructure to be delivered under the ALN contributions plan are:

- 12.5 km of new or improved collector roads
- 1,200 new street trees
- 19 creek crossings
- 11 pedestrian bridges
- around 10 roundabouts and 1 signalised intersection
- 42 bus shelters
- 50 street level pedestrian crossings.<sup>5</sup>

The land and works for these roads are proposed to cost \$114 million, or 11% of the total ALN contributions plan cost. Land purchases account for \$26 million, and \$88 million for road works and construction.

AECOM's *Austral and Leppington North Precincts Transport Assessment August 2011* also identified major upgrades to arterial roads to accommodate the increased traffic generated by the higher population. We note that these upgrades have not been included in the ALN contributions plan as the NSW state government has agreed to pay for upgrades to major arterial roads.<sup>6</sup>

## Assessment of ALN

Table 4.3 Transport management land and works in ALN contributions plan  
(\$millions, \$Mar21)

Item	Total cost
Land Acquisition	26.4
Local Roads	15.6
Collector Roads	25.1
Street Trees	0.24
Pedestrian Crossings	1.49
Road Segments Over Creek Culverts	33.6
Intersections	3
Pedestrian Refuge Crossings	1.7
Bus Shelters	1.2
Construction Contingency	4.7
<b>Total</b>	<b>114</b>

Source: Liverpool City Council, *Liverpool CP 2021 – Austral and Leppington – Draft IPART Submission*, and IPART analysis.

The items proposed in the ALN contributions plan include roads, intersections, bridges, roundabouts pedestrian crossings, street trees and bus shelters. We have determined that the transport infrastructure proposed in the ALN contributions plan meets the description in the 2019 Practice Note of "land and facilities for transport". These items are all consistent with the Essential Works List outlined in part 3.2 of the Practice Note and the examples (i.e. road works, traffic management and pedestrian and cyclist facilities) and does not include carparking. Therefore, the transport infrastructure satisfies the Essential Works List criteria.

#### 4.2.3 Open space

The ALN contributions plan proposes to provide 120 hectares of open space for an estimated future population of around 58,000 residents. The items to be provided, either through construction of new areas or upgrades of existing areas include:

- 46 local parks
- 11 district parks
- 5 local sportsgrounds
- 1 district sportsground.

## Assessment of ALN

Table 4.4 Open space management land and works in ALN contributions plan  
(\$millions, \$Mar2021)

Item	Total cost
Open space land costs	314
Local park embellishment	36
District park embellishment	40
Local sporting field embellishment	37
District sporting field embellishment	9
Construction contingency	7
<b>Total</b>	<b>443</b>

Note: Total may not add due to rounding.

Source: Liverpool CP2021 – Austral and Leppington North Works Schedule – March 2021

The items included in the ALN contributions plan include park, sports grounds, and dual use riparian corridor embellishment. Included in the embellishment are playgrounds, picnic facilities, pathways and park furniture. These items all fall under the category of essential works for open space embellishment and are necessary to improve quality and quantity of open space for future residents.

#### 4.2.4 Plan administration

Plan preparation and administration costs are on the Essential Works List. The Practice Note states:

*"Plan administration costs are those costs directly associated with the preparation and administration of the contributions plan. These costs represent the costs to a Council of project managing the plan in much the same way as the project management costs are incorporated into the cost estimates for individual infrastructure items within a plan."*

Plan administration costs may include:

- Background studies, concept plans and cost estimates that are required to prepare the plan.
- Project management costs for preparing and implementing the plan (e.g. plan coordinators).<sup>7</sup>

### 4.3 Other relevant matters

We engaged a civil engineering consultancy J Wyndham Prince (JWP) to review the stormwater works schedules in the plan and advise whether the costs in the list were reasonable and whether nexus had been established. JWP's conclusions are outlined at Attachment A.

JWP conducted a cost review of the items within the works schedule and a technical review of the stormwater concept and detailed design studies.

JWP reported its findings that the proposed hybrid stormwater solution may be inadequate to effectively meet the council's safety and environmental standards.<sup>8</sup> These include:

- The raingardens proposed in the strategy are unlikely to meet appropriate street drainage design safety standards published in 2020.<sup>9</sup>

## Assessment of ALN

- More pipes and pits in the street network are likely required to ensure gutter flow widths that comply with council safety standards.<sup>10</sup>
- Increased streetscape control capacity including additional raingardens would be needed to ensure flow depth and velocity are safe for pedestrians and vehicles during a 1% AEP storm event.<sup>11</sup>

Other concerns with the council's hybrid stormwater strategy include:

- Maintenance costs of street gardens are greater than an end of pipe solution, and increased streetscape capacity would further increase the ongoing maintenance cost
- Streetscape gardens can substitute the need for some gross pollutant traps if the catchments can be limited to ensure manageable maintenance frequencies.
- Costs of delivering stormwater management works in the Sydney market have increased since 2021
- A cost benefit analysis of the hybrid stormwater strategy and alternative options should be completed.<sup>12</sup>

We presented these findings to the council during our meeting in May 2022 and followed up with correspondence in July and December 2022.

The council considered the views of JWP but disagreed, arguing its proposed approach was appropriate for stormwater management in the Precincts. The council prepared a response dated 9 December 2022 outlining its view that:

- SMEC's analysis found that an entirely end-of-pipe solution is not viable given the topography of the area.
- Kerb inlets and underground pipes will be placed between raingarden intersections to manage runoff and overflow. This supplements the raingarden system and will allow it to accommodate 20% AEP events.
- All residential and commercial area stormwater systems (excluding RE1, SP2 drainage and C4) will be designed to meet the requirements of a 1% AEP event.
- The council has a requirement the 1% AEP flood depth over the street is limited to 200mm and velocity depth to 0.4 m<sup>2</sup>/s. This meets council standards to avoid vehicles being swept away during a 1% AEP event.<sup>13</sup>

Concerns about the stormwater strategy were also raised by Vantage property in its submission to the Draft Report. Vantage Property considers that the revised stormwater strategy does not achieve a significant improvement in stormwater quality nor a reduction in costs.<sup>14</sup> Vantage Property stated that the new strategy requires a total increase in costs of \$105m from the 2014 contribution strategy, with an increase to the contribution rate of \$6,500 per new dwelling.<sup>15</sup> Vantage Property argues without a cost benefit analysis between both regimes, the costs cannot be demonstrated to be reasonable.<sup>16</sup>

In an attachment to its submission, Vantage provided analysis by Infrastructure and Development Consulting (IDC) on the stormwater management plan. IDC stated it had recently finalised construction of the first subdivision in the ALN precinct (Vantage groups Austral Estate Stages 3 & 4) using streetscape raingardens and has gained insight into the challenges and costs. IDC considered that Council's revised strategy was not appropriate because:

## Assessment of ALN

- it was inefficient to use numerous small basins instead of fewer larger ones
- there are extra costs that associated with constructing raingardens
- there is a high maintenance cost of using many small raingardens because:
  - there are no pre-treatment pollutant traps
  - raingardens will become clogged with sediment easily
  - it is expensive to spread the maintenance load over so many small, spread-out facilities.<sup>17</sup>

### The council should review its stormwater strategy

Councils are responsible for determining whether designs meet performance and safety standards, and this is not a focus of IPART's assessments of contributions plans. We consider that the council has conducted options analysis and identified a preferred solution to reasonably deal with constraints and information at the time of preparing the plan.

However, there are differing industry opinions on the merits of the proposed stormwater solutions. Informed by the view of our consultants, the council and its consultant's response and the concerns expressed by a local developer, we consider that the council should conduct a review of its stormwater strategy to ensure it remains appropriate for managing the stormwater needs of the precinct into the future, and the costs in the plan remain cost reflective.

We consider that the review should take place as soon as possible and within the next 2 years. This is to ensure that the most appropriate stormwater strategy is confirmed as soon as possible

The future review of the ALN contributions plan should re-examine the assumptions of the strategy, changes to safety and design standards and the concerns raised by stakeholders. It should also incorporate any actual performance data of infrastructure delivered. The council can then test the viability of its chosen strategy and make changes, if required, as soon as possible.

Safety standards are primarily an issue for the council's considerations. However, any change of strategy driven by safety, performance, or other drivers, are likely to have cost implications for the delivery of the stormwater system and IPART would examine any cost implications of a revised strategy in a future review of the stormwater works component of the ALN contributions plan.

We note the council's concerns that this will impose a significant resourcing demand on the council.<sup>18</sup> However given the concerns expressed by industry experts and developers within the area, we consider a review of the stormwater strategy should be a high priority for the council. This review should assess that the performance is consistent with up to date design standards, and will perform as expected, and any changes to the strategy are costed and recovered from development, according to the 'impactor pays' principle. Delaying this work increases the likelihood that ratepayers of the council will be required to fund any additional costs.

We note that plan administration costs incurred because of the review may be included within a future review of the plan.

## Recommendations

1. The stormwater strategy should be comprehensively reviewed within two years of the contributions plan becoming an 'IPART reviewed contributions plan' to consider:
  - a. Safety and performance viability of the stormwater strategy
  - b. Changes to design standards
  - c. Concerns raised during IPART's consultation process
  - d. Actual performance data of infrastructure already delivered.

2. Adjustments to the strategy should be made based on the findings of the review.

## 4.4 Nexus

### 4.4.1 Stormwater

The ALN Precincts' detailed concept design and stormwater management plans were prepared by SMEC. The stormwater infrastructure proposed in the detailed concept designs is designed to prevent flooding in the region and ensure post development stormwater quality is adequately managed. The infrastructure was designed on the results of hydrological and hydraulic modelling to determine stormwater runoff in pre and post development scenarios. The studies confirm increased runoff will be generated by the additional impervious surfaces introduced by the development. They recommend infrastructure to be constructed to manage this additional runoff. We therefore consider that these plans establish nexus for stormwater infrastructure listed in the ALN contributions plan. Our consultants, JWP, confirmed this conclusion.<sup>19</sup>

### Biofiltration street tree provisions

In our Draft Report we noted an apparent double counting of the cost of trees in both the per metre cost of roads and as its own line item. The council has since clarified that the trees noted as their own item are part of the self-watering raingarden basin systems proposed in its stormwater strategy. As such, we do not recommend that these costs be removed from the ALN contributions plan.

Table 4.5 shows the technical studies for stormwater works.

Table 4.5 Technical studies for stormwater works in the ALN contributions plan

Author	Title	Date
Cardno	Austral & Leppington North Precincts Water Cycle Management WSUD Report WCM and WSUD Report	April 2011
SMEC	Austral and Leppington North Design of Water Management Infrastructure Detailed Concept Design Report	March 2019
SMEC	Development of Streetscape Raingarden Master Plan for Austral and Leppington North	February 2021

#### 4.4.2 Transport

Significant expansion of local roads and transport infrastructure is required to provide access for the future residents of the Precincts. AECOM's report *Austral and Leppington North Transport Assessment* identified the major transport items included for the expansion of roads and transport infrastructure in the ALN contributions plan. This assessment was supplemented by a Post Exhibition Addendum to the report in July 2012, which made minor adjustments based on community feedback. We assess that these documents establish nexus for the transport infrastructure items included in the ALN contributions plan. The works are located entirely within the ALN contributions plan area, except for one road which has been partially costed to the Rossmore Precinct<sup>c</sup> to reflect this.

Our review of the ALN contributions plan transport infrastructure identified an additional 8 intersection controls (including 7 roundabouts and 1 signalised)<sup>d</sup> not identified in AECOM's *Post Exhibition Transport Report (Addendum)*. The total cost of these intersection controls within the plan is estimated at \$2.6M.

In its submission to the Draft Report, Vantage Property, a local developer, sought clarification from the council about the demand for additional intersection upgrades that were included beyond those identified in AECOM's 2012 report.<sup>20</sup> While not opposed to additional transport infrastructure, Vantage Property sought additional justification or validation of the need for intersection updates, rather than relying on its experience and local knowledge of the area.

The council has justified the inclusion of these items saying that AECOM's study provided a broad overview for the Precincts and these allowances have been made based on the council's experience and staff local knowledge of the needs of the area.<sup>21</sup>

We consider that the council's experience and local knowledge of the area is an appropriate justification for the inclusion of additional traffic infrastructure.

<sup>c</sup> Half of the cost of road BR12 has been allocated to the Rossmore Precinct based on an estimate that half of anticipated demand is generated from that Precinct.

<sup>d</sup> This refers to items IN5-IN11 and PC1 in the Works Schedule

### Provision of cycling pathway

The adopted ALN contributions plan states:

*"A comprehensive bicycle network is proposed for both the Austral and Leppington North Precincts, which will link the centres, schools, transport nodes and various residential neighbourhoods with key strategic routes and onward destinations."*<sup>22</sup>

In our Draft Report we noted that no allowance was directly made in the schedule of works spreadsheet for shared paths or cycle paths. The council has since confirmed with us that the cycle pathways will be provisioned in future and that road lengths in the current plan have been made to accommodate the necessary space.

It has therefore chosen to retain references to cycle pathways in the ALN contributions plan and we consider this approach is reasonable.

We conclude that nexus has been established for all transport works within the ALN contributions plan.

Table 4.6 shows the technical studies for transport works.

Table 4.6 Technical studies for transport works in the ALN contributions plan

Author	Title	Date
AECOM	Austral and Leppington North Precincts Transport Assessment	August 2011
AECOM	Post Exhibition Transport Report (Addendum).	July 2012

### 4.4.3 Open space

Elton Consulting's *Social Infrastructure and Open Space Assessment* of the Precincts examined open space needs based on the projected demographics of the ALN Precincts (see Table 4.7). The infrastructure requirements are based on council standards and consultation with the DPE. The study by Elton Consulting identified a need for district level parks and sportsgrounds in addition to local open space due to the large population projected for the ALN Precinct. This study establishes nexus for the open space infrastructure in the ALN contributions plan.

Table 4.7 ALN contributions plan open space nexus studies

Author	Title	Date
Elton Consulting	Social Infrastructure and Open Space Assessment	August 2011



#### 4.4.4 Land

For the delivery of stormwater works, SMEC's Development Master Plan identified that the area within the ALN contributions plan consists mainly of flat topography. This limits the hydraulic capacity to convey stormwater flows that reduce the risk of flood. The council adopted its current strategy involving streetscape raingardens to circumvent this issue. The amount of land required for stormwater works fell from the 103 hectares initially indicated by Cardno in 2011 in the ILP to 73 hectares in the adopted 2021 plan.<sup>23</sup> SMEC's strategy reduces the need to acquire more land but leads to higher maintenance costs in the long-term. The council has accepted this cost trade-off. The lower provision of land in the ALN contributions plan compared to the ILP's 103 hectares recommendation is reasonable, considering the council's adopted strategy.

AECOM's transport study concluded that 5.2 hectares of land is required for new and upgraded infrastructure.<sup>24</sup> The ALN contributions plan includes 5.6 hectares to be acquired, representing a reasonable alignment between the contribution plan and the conclusions of the transport study.<sup>25</sup> Council GIS data shows all items are wholly within the contribution plan area with the exception of the BR12 Kemps Creek Gurner Road upgrade, where half of the work costs have been allocated to Rossmore Precinct.

The plan includes 120 hectares of open space, 106 hectares of which is yet to be acquired. This is lower than the benchmark rate of 2.84 hectares per 1000 people of the Liverpool Council which would require 154 hectares to meet the projected population requirements and Elton's *Demographic and Social Infrastructure Assessment* which recommended 135 hectares.<sup>26</sup> This will be expanded upon further in Section 7. Council GIS data shows all items are within the contribution plan area.

The levels of land to be acquired in the contribution plan are consistent with the provisions recommended by the council's studies, except in the case of open space where provision is lower.

#### 4.4.5 Plan administration

Plan preparation and administration activities are necessary for the facilitation of the development, and we have concluded that nexus has been demonstrated for these costs.

### 4.5 Reasonable Cost

The Practice Note requires contributions plans to demonstrate:

*"the proposed development contribution is based on a reasonable estimate of the cost of the proposed public amenities and public services,"*

In this report we present our assessment of whether the council has made a reasonable estimate of costs for each item on the Essential Works List.

We consider that ensuring a contributions plan includes a *reasonable* cost estimate of essential land and works increases the likelihood that the '*impactor pays*' principle is conserved. This means that the new development will pay for the services they require. It minimises the chance that general ratepayers of the local government area will need to pay for the services in the new area, while at the same time ensuring that developers do not pay too much for the services delivered.

All estimates have a level of uncertainty associated with them. Estimates may be incorrect for many reasons including using a method that prioritises simplicity over accuracy, using general rather than site-specific information, incomplete information at the time of the estimate, or unexpected events. Estimates can also become less accurate over time. A reasonable estimate is one that falls within a reasonable band of uncertainty. That is, one that is close to the actual cost of delivering infrastructure but may be higher or lower.

Across stormwater, open space and transport works we found that the council's estimates were consistently lower than those calculated by IPART using either our benchmarks or the advice of consultants. IPART's estimates range from 10% to 61% higher than the estimates included by the council in the ALN contributions plan.

Our view is that the council's approach to estimating costs is reasonable but likely to be low. We consider that in the early stages of a project, such as for the current stage of the ALN contributions plan, the band of reasonable uncertainty is wider than the later stages of a project when more recent and detailed information on design, circumstances and construction rates is available.

#### 4.5.1 Stakeholder views on reasonable costs

In response to our draft recommendation that the council review its costs within 2 years, Vantage Property was concerned a review of all work costs within the next 2 years will create further uncertainty for developers as rates may change.<sup>27</sup> It also noted inconsistency between the assessment of the neighbouring Camden Growth Area contribution plan.<sup>28</sup> Our key objective is to ensure contribution rates are cost reflective. While we seek consistency where relevant, our assessments are informed by relevant information at the time of the assessment including changes to design standards and economic conditions.

Vantage Property's position was that the council should undertake a re-costing of infrastructure now and make the findings available for public comment before finalising the contribution plan.<sup>29</sup> Alternatively, they requested that IPART remove the recommendation and maintain the standard approach to indexation of costs.<sup>30</sup> We consider that the proposed level of contributions in the plan will be reasonable and will not over-recover for services. We consider that costs across all major infrastructure categories of the ALN contributions plan are more likely to be underestimated than overestimated. We have provided recommendations on how the council should review its costs soon (1 - 2 years) and achieve a greater level of certainty on the rate of contributions included in the plan. This includes carefully monitoring the actual costs of infrastructure delivery within the precinct and using this information within a future review.

Vantage Property also requested IPART direct the council to amend the contribution plan to include appropriate savings and transitional arrangements to ensure development applications that have been lodged but not yet determined are not subject to an increase in contributions.<sup>31</sup> Moreover, Vantage also submitted that IPART and the Planning Minister should provide a specific direction to phase in the implementation of revised costs over 3 years.<sup>32</sup>

We note that IPART's role does not extend to implementation of the plan. We consider that contributions rates should be cost reflective and based on a reasonable estimate of costs to provide appropriate signals about the actual cost of development and facilitate efficient development. We do not consider the current capped rate of \$30,000 per residential lot, or an amount below the recommended rate, to be reflective of the actual cost of development.

The council was supportive of a comprehensive review of all work costs in its submission to our Draft Report, but noted that until real time and actual cost data is available, indexation will continue.<sup>33</sup> The council seeks an option from the Minister to allow council to make adjustments to the current draft CP with real and actual cost of items when they have been delivered.<sup>34</sup> The council is concerned that without real and actual cost adjustments on works/land completed, there is a risk of costs not being recouped and passed onto rate payers.<sup>35</sup>

The council also expressed concern about the recommended plan review within 3 years. The council stressed that as these items have been supported and given the timeframe of a recommended review in 3 years and another Ministerial approval, the development approval prior to the next review will likely to have occurred, risking a major financial unfunded gap to council.<sup>36</sup> If development rates continue, then there is little to no way to recoup costs without a future levy on rates.<sup>37</sup> It also noted that since the lodgement of the draft plan, significant increases to land values and building costs have occurred. It seeks to update the plan with real / actual costs data.<sup>38</sup> We have not been provided with these costs and therefore have not reviewed them. We therefore do not recommend any actual costs be substituted in the plan. We do consider that actual costs are used to inform future updates of the plan.

We understand that the legislative framework governing local infrastructure plans does not allow the council to amend the cost of works or land acquisition values (other than a CPI increase of those costs or values) within the schedules without an IPART review. Therefore, changing any assumption or strategy underlying the plan would require a new plan and assessment by IPART.

IPART's function is to ensure that there is a reasonable cost estimate for the council's contribution plan, the purpose of which is to ensure that developers, commercial landowners, and residents pay for the services they require.

#### 4.5.2 Stormwater

IPART understands that the stormwater strategy was created to adequately provision stormwater infrastructure without needing to acquire more land. We note costs of the plan are comparatively high, both in total and on a per hectare basis. This reflects the Precincts' relatively small net developable area (NDA) available for stormwater works and the high proposed cost for the implementation of the hybrid raingarden strategy. Land acquisition costs are \$144 million, and the total cost of stormwater land and works in ALN is \$434 million.

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The council also expressed concern about a decrease in the supply of housing that would result if further land acquisition was required.<sup>39</sup> The council has performed adequate options analysis and has accepted that maintenance costs for its proposed strategy will be higher than under an entirely end-of-pipe solution.<sup>40</sup>

SMEC prepared a memo responding to the concerns raised by IPART and JWP. This memo indicated that maintenance costs under the current plan would be around \$2 million more expensive per year when compared with an entirely end-of-pipe solution. However, an end-of-pipe solution would require at least \$39 million of additional land be acquired.<sup>41</sup> The council has chosen to absorb this higher maintenance cost, citing the high upfront capital costs of land acquisition and the desire to avoid a reduction in housing supply.<sup>42</sup>

### JWP and SMEC disagree on stormwater management costs

SMEC produced the council's stormwater cost estimates. JWP's (our consultant's) analysis indicated that costs in the proposed stormwater plan are underestimated by about 62%.<sup>43</sup> The primary factor JWP identified was SMEC's analysis of raingarden costs using a Melbourne-based price of \$1,000 per m<sup>2</sup>. JWP consider that a more appropriate cost can be found in the 2020 *Western Sydney Engineering Design Manual*, recommending a cost of \$1,400-1,500 per m<sup>2</sup> based on Blacktown's most recent infrastructure programs.<sup>44</sup> JWP's report calculated Council's construction costs are underestimated by \$179 million. A comparison of the cost estimates provided by both SMEC and JWP are listed in Table 4.8 below.

Table 4.8 Council stormwater cost estimates compared with JWP estimates (\$millions, \$Mar2021)

Item	Council Cost Estimate	JWP Cost Estimate
Streetscape Raingardens	64	165
Drainage Systems with 1% AEP Basins	103	134
Drainage Systems with 50% AEP Basins	98	130
Drainage Systems without Basins	14	25
Creek Culverts	10	16
<b>Total</b>	<b>290</b>	<b>470</b>

Note: SMEC's Memo addressed that that its costs were underestimated in various areas, but did not provide exact new estimates for most items. The costs proposed in the original plan have therefore been used for consistency.

Note: Totals may not add due to rounding.

In its submission to the Draft Report, Vantage Property raised concerns the revised stormwater strategy does not achieve a significant improvement in stormwater quality nor a reduction in costs.<sup>45</sup> Vantage Property stated that the new strategy requires a total increase in costs of \$105m from the 2014 contribution strategy, with an increase to the contribution rate of \$6,500 per new dwelling.<sup>46</sup> Vantage Property argues without a cost benefit analysis between both regimes, the costs cannot be demonstrated to be reasonable.<sup>47</sup>

In an attachment to its submission, Vantage contracted Infrastructure and Development Consulting (IDC) to provide more analysis on the stormwater management plan. IDC stated it had recently finalised construction of the first subdivision in the ALN precinct (Vantage groups Austral Estate Stages 3 & 4) using streetscape raingardens and has gained insight into the challenges and costs. IDC considered that the council's revised strategy was not appropriate because:

## Assessment of ALN

- it was inefficient to use numerous small basins instead of fewer larger ones
- there are extra costs that associated with constructing raingardens
- there is a high maintenance cost of using many small raingardens because:
  - there are no pre-treatment pollutant traps
  - raingardens will become clogged with sediment easily
  - it is expensive to spread the maintenance load over so many small, spread-out facilities.<sup>48</sup>

The original stormwater plan created by Cardno was a high level plan, with council and SMEC deciding that the plan was not feasible to implement because of:

- high cost of land needed to expand end of pipe treatment
- insufficient stormwater quality outcomes
- basins having insufficient gradients
- safety and maintenance issues.<sup>49</sup>

SMEC and the council discussed other solutions such as using wetlands or engineered solutions but considered these were not feasible, therefore, the council opted for a hybrid solution.<sup>50</sup>

IPART's role is to assess whether the costs of the plan are within reasonable estimates. We consider the stormwater infrastructure costs presented within the ALN contributions plan are reasonable. However, we consider it likely that the council's estimates are more likely to be lower than higher than its actual costs. If this is the case, the council may be setting developer contributions lower than needed to reflect the actual infrastructure costs of meeting the needs of residents and businesses. If this were to be material enough, the council may be forced to fund land and works from general revenue, resulting in a higher burden on ratepayers in future to recover the shortfall.

**We recommend the council review costs in the near future.**

The council has noted that the ALN contributions plan will be implemented over the course of 2 decades and that this will present multiple opportunities for re-evaluation of costs. We note that once the construction of the stormwater system has commenced, council will have the opportunity to analyse actual cost data to improve its estimates.

We see no material benefit to further delay the implementation of the ALN contributions plan to refine cost estimates at this point.

We consider it likely that costs will increase in the future. As with other works items, we expect the council will improve its estimates with actual data as it becomes available as the works within the contribution plan are delivered, in particular costs associated with the stormwater management plan. We consider that after a review of the stormwater strategy is complete, and it has collected actual costs of approximately 2 years of delivery, the council will have better information to refine the cost estimates.

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## 4.5.3 Transport

The methodology used to calculate transport costs in the ALN contributions plan involved estimating base rates by type of transport works on a square meter basis, and extrapolating this to different roads and areas for each of the type of works. At an early stage of the ALN contributions plan we consider that this methodology will produce a reasonable estimate. However, we note that our estimates are generally higher than those presented by the ALN contributions plan. We estimate transport works costs at \$100 million, whereas council estimates \$91 million when adjusting to June 2022 CPI. This is a difference of around 10%. Table 4.9 (below) outlines the differences between IPART's benchmark estimates and those in the contributions plan.

Table 4.9 Council transport cost estimates compared with IPART benchmarks (\$millions, \$Jun2022)

Item	ALN contributions plan Cost Estimate	IPART Benchmark Estimates
Local Roads (New and Upgraded)	18	20
Collector Roads (New and Upgraded)	28	35
Street Tree Planting	<1	N/A (See below)
Pedestrian Crossings	2	7
Intersections	4	1
Pedestrian Refuge	2	1
Bus Shelters	1	1
Culverts <sup>a</sup>	36	37
<b>Total</b>	<b>91</b>	<b>101</b>

a. The unique nature and cost calculations for culverts in the ALN contributions plan make them difficult to calculate with IPART benchmarks.

Note: Totals may not add due to rounding.

Source: Liverpool CP2021 – Austral and Leppington North Works Schedule – March 2021, IPART [Local Infrastructure Benchmark Costs](#) and IPART analysis.

Table 4.10 Example costs for transport works in the ALN CP (\$Jun22)

Item no.	Description of works	Cost
CR26	Upgrade road full width (150m)	\$577,291
PB1	Example Pedestrian Crossing (Road at DC20)	\$108,463
IN5	Example Roundabout (Gurners Ave/Fourth Ave)	\$174,708

Source: Liverpool City Council, Austral and Leppington North, *Draft Liverpool CP 2021 – Austral and Leppington North – Works Schedule – March 2021*.

The potential sources of difference between the cost estimates are the following:

- The time passed since the cost estimates and supporting assumptions were initially produced in July 2011.
- Differences in the methodology (with benchmarking being a less detailed approach to estimating costs).

## Assessment of ALN

**The council should review costs in future**

Although we have concluded that the cost estimates are reasonable, our view is they are more likely lower than the actual costs the council will incur. A low-cost estimate in a contributions plan risks under-collecting contributions which could lead to the under provision of transport items for future residents or an increase in costs to all rate payers.

We consider that the implementation of the ALN contributions plan over 2 decades will allow costs to be examined and adjusted as the infrastructure is delivered. We recommend that the council conduct a comprehensive re-examination of costs in the next 12-24 months and resubmit the plan to IPART for review within three years.

**4.5.4 Open space**

The cost of open space works in the ALN contributions plan is \$129 million (25% of total works costs). Total open space provision costs are \$442 million to provide the facilities to serve a significant increase in population projected in the Precincts.

Table 4.11 Open space works costs in ALN contributions plan (\$millions, \$Mar2021)

Item code <sup>a</sup>	Infrastructure item	Costs in ALN contributions plan
LP2-LP66	Local Passive Open Space Embellishment	36
DP2-DP12	District Local Open Space Embellishment	40
LS1-LS9	Local Sporting Fields Embellishment	37
DS1	District Sporting Field Embellishment	9
	Contingency	6
	<b>Total</b>	<b>129</b>

<sup>a</sup> These are the item codes in the Works Schedule for local parks, district parks, local sportsgrounds, and district sportsgrounds

Note: Totals may not add due to rounding.

Source: Liverpool CP2021 – Austral and Leppington North Works Schedule – March 2021

**The council's methodologies are reasonable**

The council have based their open space cost estimates in the ALN contributions plan on cost per sqm basis. Costs for groundworks, planting, turf, paving and walkways/cycleways, and individual item costs for furniture and playgrounds have been calculated at a per sqm rate. This rate has then been taken and used to estimate open space infrastructure costs based on the projected area need for each item.<sup>e</sup>

The estimates then use these rates to determine embellishment costs for each open space location. A document of indicative costs was prepared by Elton Consulting in 2011. This calculated open space embellishment costs are based on the following:

- Data from the Australian Construction Handbook (Rawlinson's Edition 29, 2011)

<sup>e</sup> For instance, groundworks cost \$14.3/m<sup>2</sup> and are required for 100% of the land for delivery of a local park, therefore a 3,500/m<sup>2</sup> (median sized) local park would require \$50,120 of groundworks.

## Assessment of ALN

- Cost experience from Blacktown Council's contributions plan in Alex Avenue and Riverstone Precincts
- Information provided by Liverpool and Camden Councils on previous projects.

These costs were then further revised by WT Partnership (WTP) who created a Cost Review document in 2012. In calculating open space embellishment, the Council has chosen to use figures from both documents and a small number of costs were derived from internal or Camden Council experience. Numbers from both WTP and Elton have been used to calculate open space costs, although in most instances the differences are marginal.

This is a reasonable approach considering the early stage of the ALN contributions plan, but in future the plan should be updated with actual costs obtained from implementation of the ALN contributions plan, quotes, or quantity surveyor reports.

### Open space works estimates are reasonable but likely low

In our analysis of open space embellishment cost estimates we have prepared a representative cross-section of the works to compare to our 2014 benchmarks. Below are two tables which compare the cost of several local and district parks to estimates prepared by IPART.

Table 4.12 Example Local passive space embellishment costs in ALN contributions plan (\$millions, \$Jun2022)

Item Code	ALN contributions plan Cost Estimate	IPART Benchmark Estimates
LP2	2.0	3.9
LP12	1.5	1.9
LP22	1.6	3.7

Source: Liverpool CP2021 – *Austral and Leppington North Works Schedule – March 2021*, IPART *Local Infrastructure Benchmark Costs* and IPART analysis

Table 4.13 Example District passive space embellishment costs in ALN contributions plan (\$millions, \$Jun2022)

Item Code	ALN contributions plan Cost Estimate	IPART Benchmark Estimates
DP2	4.6	8.5
DP5	2.9	5.8
DP10	11.4	19.1

Source: Liverpool CP2021 – *Austral and Leppington North Works Schedule – March 2021*, IPART *Local Infrastructure Benchmark Costs* and IPART analysis

Compared to IPART benchmarks, the council's estimates for the items in Table 4.12 and

Source: Liverpool CP2021 – *Austral and Leppington North Works Schedule – March 2021*, IPART *Local Infrastructure Benchmark Costs* and IPART analysis



## Assessment of ALN

Table 4.13 are low. The risk of low-cost estimates is that the ALN contributions plan will not raise sufficient funds to deliver open space embellishments, or the existing ratepayers will be required to provide the funds to fund adequate open space provision and base level embellishments.

Table 4.14 District passive space embellishment costs in ALN contributions plan (\$millions, \$Jun2022)

Item	ALN contributions plan Cost Estimate	IPART Benchmark
District Open Space Embellishment	7.7	11.7
District Park Furniture	0.1	0.1
District Park Picnic Facilities	0.1	0.1
District Park Outdoor Courts	0.1	0.2
District Park Playground	0.4	0.4
District Park Parking	0.2	0.6
On Costs	2.3 (27% of works)	-
Congestion	-	1.9 (15% for light congestion)
Demolition Costs	0.1	0.2
Contingency	0.6 (7% of works)	3.0 (20% of works)
<b>Total</b>	<b>13.0</b>	<b>18.2</b>

Note: Totals may not add due to rounding.

Source: Liverpool CP2021 – Austral and Leppington North Draft IPART Submission – Apr 2021 [D21/8533], IPART [Local Infrastructure Benchmark Costs](#) and IPART analysis

Overall, we found the council has likely underestimated costs of open space embellishment in ALN when compared to IPART benchmarks. IPART's analysis also applies a larger portion for the contingencies.

Where costs are further from our estimates, such as parking and local and district park embellishment, we consider there is a risk that the ALN contributions plan will not deliver on these items for the residents of the Precincts. This would result in either reduced liveability in the ALN precinct for residents or a future increased cost to ratepayers to meet the shortfall.

### Liverpool Council should re-examine costs

As with the other elements of the ALN contributions plan we have assessed, we recommend the council revise cost estimates for any future review. This issue may be a result of a high level estimating approach of cost per square metre, rather than individual cost estimates for each park and sports field. Quantity Surveying reports or quotes on detailed concept designs would provide more accurate cost estimates.

As detailed design information, quotations and actual data obtained from site-specific completed infrastructure projects become available, they will provide a better approach to estimating costs. We therefore conclude that open space costs are reasonable, although likely low. These should be re-examined in a future review of the ALN contributions plan as it is implemented.

## Assessment of ALN

## 4.5.5 Land

The council requires significant amounts of land to accommodate the works of the ALN contributions plan. The works will require 186.3 hectares, representing 16% of the available NDA for the Precincts. Land valuation costs are the same across all contribution plan items and therefore addressed collectively by our assessment. The ALN contributions plan includes \$492.09 million for land acquisition, which represents 48.9% of total costs.

Land costs in ALN contributions plan represent the total cost of acquiring land for open space, transport, stormwater management and community facilities (including land value, conveyancing costs, compensation etc).

Table 4.15 Land costs in contribution plan (\$millions, \$Mar2021)

Category	Total area (ha)	Total cost
Transport	6	26
Stormwater	73	144
Open space	107	314
Community services	1	7
<b>Total</b>	<b>186</b>	<b>492</b>

Note: Totals may not add due to rounding.

Source: Liverpool Contributions Plan 2021 – Austral and Leppington North Precincts  
IPART's Information Paper on assessing land costs.

Table 4.16 Example costs for land in the ALN CP (\$Mar2021)

Item no.	Description of land	Cost
LP2	Land to be acquired for LP2 (1.61ha)	\$6.3m
DP2	Land to be acquired for DP2 (3.65ha)	\$4m
LS1	Land to be acquired for LS1 (5.7ha)	\$23.7m
DS1	Land to be acquired for DS1 (9.1ha)	\$27.6m

Source: Liverpool City Council, Austral and Leppington Nth, works schedule spreadsheet.

Table 4.17 Land costs per m<sup>2</sup> in CP18 (\$/m<sup>2</sup>, \$Jul2019)

Underlying zoning	Average value
R2 Low Density Residential	340
R3 Medium Density Residential	430
B5 Business Development	450
B1 Neighbourhood Centre	400
E4 Environmental Living	135
E2 Environment Conservation	35
RU6 Transition	65

Source: Civic MJD Land Valuation Report

### Land cost valuations and methodology are reasonable

The market values in Table 4.17 were determined by MJ Davis based on examining recent property purchases in the area and an analysis of local conditions. The costs have been indexed to the council's Land Value Index (LVI), an index which measures the underlying changes in land values over time. Liverpool City Council publishes a quarterly update to this LVI. This approach is consistent with other areas of the Liverpool LGA in the past.

The council has applied an allowance for heads of compensation (types of compensation required for each property) under the *Land Acquisition (Just Terms Compensation) Act 1991*. The median costs per m<sup>2</sup> are broad estimates for the budgeting of the contribution plan. Value assessments involving two evaluating professional parties will be conducted for individual properties being acquired later.

### The LVI should only apply to future land purchases

The council proposes to apply the LVI to index the monetary contributions rates for Works Schedule items that relate to land as set out in Part 5 of the ALN contributions plan.

This is the contributions rate calculated using the land cost shown within the works schedules of the ALN contributions plan as 'future land acquisition'.<sup>51</sup>

The council proposes indexing the amount twice, the first time to the approval date of consent, and then to the consent amount until the date of payment.

Consistent with the council's proposed approach, we consider that the LVI should only be applied to the land contributions rates based on costs of land *not yet acquired*. It is unreasonable to apply the LVI to the land contributions rates based on costs of land already acquired, since the value of those acquisitions have already been settled. Any land costs already incurred should be inflated by the ABS issued Consumer Price Index, consistent with the regulation.<sup>52</sup>

This is most simply achieved by applying the LVI to the land contributions rates based on cost of land not yet acquired listed in the plan's works schedule. However, the council can only update the works schedule costs when it submits the plan to IPART for review, which usually occurs every few years. We acknowledge that this will result in delayed reallocation of future and previous land acquisitions and therefore the indexation of land costs and potential over-recovery of contributions rates for land.

This is because where a parcel of land has been acquired in between reviews, indexation with LVI, which is typically higher than CPI, will apply for the remainder of the review period. We consider this is reasonable as it achieves a balance between cost-reflectivity and simplicity and consistency with the regulations. This is because contributions plans are long-term planning documents which establish costs and revenues over several decades and there is some uncertainty about the exact timing of cashflows. We do not consider the administrative effort and cost of the council submitting annual updates to IPART for review is proportionate to the benefit of improved cost reflectivity and accuracy. Further, the regulations do not allow councils to make these types of amendments to a plan without a review by IPART.

## Recommendations



3. The LVI should only apply to the value of land not yet purchased, at the time the contributions plan is adopted. Any future reviews of the plan should revise the value of land not yet purchased to be indexed by the LVI.

## Land acquisition cost allowance is reasonable

The council has applied a 12% land acquisition allowance for heads of compensation under the *Land Acquisition (Just Terms Compensation) Act 1991*. This is the same allowance included in the July 2016 Valuation Report for the Camden Growth Areas contributions plan (CGA-CP). This allowance is in place as the council does not yet know which properties it will need to compulsorily acquire and subsequently which additional costs it will incur as part of compensation.

IPART prefers that compensation costs in contribution plans be based on fixed costs rather than a percentage of market value. This is because reasons for compensation usually comprise costs per property, while market values can fluctuate significantly over time. At this stage it is not known how many properties will need to be acquired. In the future with more information available, the council should provide a cost per property. We consider the 12% allowance reasonable at this time as it is informed by the opinion of an external professional land evaluator and recent experience in neighbouring LGAs.

We consider the underlying methodologies used by the council to be reasonable for determining land value. Professional valuations that are pegged to an appropriate LVI have been used and land values estimates are more recent than those used for most of the contribution plan's work costs. We therefore consider that the estimates are likely to reflect accurate values and have concluded that land costs in the ALN contributions plan are reasonable.

## Land costs should be regularly reviewed

We note that the valuation data is 3 years old and changes in land values since 2019 may have a material impact on future land costs. Because land value estimates are more recent than those used for works costs and an appropriate LVI has been adopted as an index, we have concluded that the estimates for land are reasonable. Therefore, we consider the risk of under-recovery in this area to be low. Land values can change quickly over time and should be regularly reviewed. The council should monitor actual land acquisition costs as compared to the estimates and use this information to increase the reliability of the land valuation estimates. We recommend the council review its baseline land valuations every 3-4 years.

The Valuer General of NSW responded to our Draft Report and in its submission expressed a view that indexing land values with a CPI would risk producing inaccurate values for contributions.<sup>53</sup>

#### 4.5.6 Plan administration

The ALN contributions plan includes costs of \$7.6 million for plan administration, which is 1.5% of the total cost of works in the plan. This allowance is consistent with IPART's recommended benchmark rate for plan administration.

We therefore consider \$7.6 million in plan admin costs in the ALN contributions plan to be reasonable. We note however, that total plan administration costs could increase in future reviews of the ALN contributions plan, for example if the works cost was to increase.

#### Recommendations

4. ✓ Liverpool Council should comprehensively review all works costs in the ALN contributions plan within the next 2 years. The review should include:
  - a. any changes to assumptions or strategies within the plan
  - b. actual costs of delivering land and works within or near the precinct (where available)
  - c. site-specific estimates, recent benchmarks, or other relevant sources.
5. ✓ Following the review of the ALN contributions plan, Liverpool Council should submit the plan to IPART for assessment within 3 years from the date that this plan becomes an "IPART reviewed contributions plan" within the meaning of the Minister's 2019 Direction.

### 4.6 Apportionment

#### 4.6.1 Stormwater

Costs have been 100% apportioned to new development of the ALN contributions plan area. We consider this is appropriate as the upgrades to the stormwater system have demonstrated nexus to the development. The upgrades are required to adequately manage the increased stormwater quantity that will be generated from the post development changes in land uses. It's also required to adequately manage the quality of stormwater to be discharged to local water courses. Between the new development types, costs have been apportioned 93% to residential developments and 7% to non-residential. This reflects the ratio of NDA being apportioned for residential and commercial purposes.

Existing residents and nearby areas are unlikely to impact the need for the works, we therefore consider the ALN contributions plan's apportionment reasonable.

#### 4.6.2 Transport

Upgrades and expansion of the current transport network will be necessary to accommodate the new residents of the ALN area. Costs have been apportioned 93% to residential development and 7% to non-residential, reflecting the percentage of NDA being apportioned to dwellings and for commercial activities. The costs of transport related expenses in the ALN contributions plan have been ascribed entirely to the ALN contributions plan, with one exception. Half of the costs of the BR12 Kemps Creek Gurner Road upgrade have been apportioned to the Rossmore Precinct. This road will serve the residents of Rossmore and is partially located in the Precinct. We consider the apportionment in the rest of the ALN contributions plan reasonable.

#### 4.6.3 Open space

Contributions for open space in the ALN contributions plan have been levied entirely on new developments and exclusively to residential development. The contributions rates are based on a per person demand. The council has assumed that demand for open space is generated only by the residential development in the Precinct. We consider this approach is reasonable given the nature of the embellishment proposed.

#### 4.6.4 Plan administration

Contributions payments for plan administration are apportioned entirely to new developments. Costs have been apportioned 93% to residential development and 7% to non-residential, reflecting the percentage of NDA being apportioned to dwellings and for commercial activities. In general, the size of a development will be proportional to administration costs. This approach reflects the work involved in delivering the level of infrastructure created based on residential and non-residential development size. We consider this approach reasonable for calculating contributions to administration of planned infrastructure in the ALN contributions plan.

### 4.7 Timing of infrastructure delivery

The council has provided varying priority levels for the delivery of infrastructure. Stormwater infrastructure is to be delivered as land is developed. Open space and transport items have been given varying priority levels, ranging from when the local area is developed to some items to be delivered coinciding with other relevant items.

A 20-year timeframe is assumed for the delivery of infrastructure in the ALN contributions plan area. The council intends to monitor the plan, which will allow for review and adjustment of population projections, and the works schedule, as required. A more specific timeframe on the delivery of items can be delivered as the ALN contributions plan progresses. We consider that the council's timing of infrastructure is reasonable at this stage.

#### 4.7.1 Stormwater

Stormwater works are to be delivered at the same time as development; priority will be based on the pace of development in each area. We consider this a reasonable approach to stormwater infrastructure delivery timeframe.

#### 4.7.2 Transport

The council has established differing levels of priority for the delivery of transport infrastructure, with roads to be developed as needed. Construction of roads has been prioritised to coincide with development, with lower priorities being directly related to the construction of relevant nearby infrastructure such as parks. This is a reasonable approach considering the early stage of the ALN contributions plan and its implementation timeline over 2 decades.

#### 4.7.3 Open space

The council has proposed to deliver open space in line with local development of each area. It has stated that it will not commence work on the district sportsground until the population approaches capacity. We consider that the delivery timeframe of infrastructure is reasonable.

#### 4.7.4 Land

The council intends to acquire land for the ALN contributions plan in line with development and local infrastructure needs over the next 2 decades. We consider this approach reasonable.

#### 4.7.5 Plan administration

The timely delivery of works and land has been established in previous sections of this report. An allowance for plan administration is required over the approximately 20-year life of the plan to enable timely delivery of land and works.

### 4.8 Consultation

IPART must assess if council has conducted appropriate community liaison and publicity in preparing the ALN contributions plan.

The council exhibited the current draft of the ALN contributions plan from 18 March to 14 April 2020. Submissions relating to the plan were mostly provided by various property developers including:

- Infrastructure and Development Consulting on behalf of Vantage Property
- Vantage Property
- Crownland Developments

## Assessment of ALN

Most public agencies did not provide objections and instead were limited to general comments and considerations. DPE's Environment, Energy and Science Group (EES) also noted an objection.

Table 4.18 Exhibition submissions and Council responses

Stakeholder	Comment	Council response
Utility firms	Sites owned to be acquired by utility companies should be rezoned to SP2 Infrastructure	Plan amended for utility company sites to be zoned as SP2
EES	Council did not provide a Biodiversity Consistency Report with their exhibition	The Biodiversity Consistency Report was provided to the EES
Property developers	Roundabouts and pedestrian crossings, which were not identified by the traffic study have been included in the contribution plan	The AECOM study is a high level layout for roads while Council staff identified a need for these items at the local and Precinct level.
	The required filtration area for residential uses was very similar to the commercial and industrial area (usually it is considerably lower).	Raingardens are to be located at intersections, as such there will be fewer in commercial and industrial areas. As such, residential catchments would have to make up for the lower filtration of commercial areas
	Will raingardens require retrofitting in existing developments?	No, raingardens will be built in new development areas of the contribution plan.
	A handful of developers objected to the proposal to introduce streetscape raingardens, preferring a traditional end-of-pipe solution	SMEC's studies identified considerable topographic difficulties with an end-of-pipe solution. Streetscape raingardens minimise the need for additional land acquisition as a solution.

Source: IPART Application ALN CP April 2021 p37. [D21/8532]

## 4.9 Any other matters

The DPE Practice Note allows IPART to consider whether the plan complies with other matters IPART considers relevant. This chapter identifies two other issues we consider relevant which are:

- the provision of open space within the plan
- assessment of the ALN contributions plan against EPA regulations and requirements.

### 4.9.1 Provision of open space

The provision of open space in the ALN contributions plan is low at 2.08 ha per 1,000 people. Many of the council's own internal benchmarks for open space have not been met, as shown in Table 4.19 below.



Table 4.19 ALN contributions plan compared with Liverpool open space guidelines

Guideline	Quantity in ALN contributions plan
2.83 ha space per 1,000 people	1.94 ha per 1,000 people
Minimum local park size = 2,000m <sup>2</sup>	41 of 46 local parks > 2,000m <sup>2</sup>
Local park to be within 5 minute walk of most residents	Likely achieved for majority of 46 parks
District parks to be minimum size of 3 ha	5 of 11 parks >3 ha
One district park per 5 or 10K people	5,007 people per district park
Local sporting field >4ha	3 of 4 fields >4h
One local sports field per 10K people	13,769 people per local sports field
District sports field >6ha	District sports field is 9ha
One district sports field per 60K people	1 district sports field for 55,078 people (est. future pop. ALN Precinct)

Source: Liverpool City Council *RECREATION, OPEN SPACE AND SPORTS STRATEGY 2018-2028, Liverpool CP2021 – Austral and Leppington North Draft IPART Submission – Apr 2021* and *IPART Analysis Tribunal Briefing - ALN CP draft decisions - 21 December 2022*

Our comparison of guideline rates of open space against that proposed under the ALN plan indicates that the proposed level of open space provision under the ALN contributions plan is low. A lack of open space means decreased liveability for residents of the Precincts, and reduced accessibility and connectivity to local parks. These are most pronounced in the South-West and North-East areas of the ALN Precinct. The provision of guideline levels of open space can be challenging for many contribution plans. The council has noted the challenges of providing open space.<sup>54</sup>

In its submission to the Draft Report, the council acknowledged that the projected number of residents will increase in the ALN Precinct.<sup>55</sup> To consider additional space, the council will have to complete independent technical studies as well as revise open space provision in response to existing shortages and density being higher than planned.<sup>56</sup>

The council stated it had recently completed the Leppington Town Hall Centre Planning proposal, highlighting the need for additional open space and submitted it to DPE for consideration.<sup>57</sup> The council has also stated that local space in ALN will be supplemented by access to the Western Sydney Parklands directly next to the Precincts. The council has discussed options to further increase residents' access to open space, these include:

- Further embellish or purchase additional open space in the ALN contributions plan boundaries within nexus parameters.
- Continue discussions with local schools for use of open space outside school hours or during the holiday period.
- Continue dialogue with Camden Council regarding shared access to open space.
- Provide additional pathways and bridges to allow better access to open space inside and outside of the contribution plan boundaries. This is especially relevant for the North-East and South-West areas to address accessibility.

We note there are opportunities to further consider improving the provision of open space and access in the ALN contributions plan in a future review of the plan.

## Recommendations



6. Liverpool Council should explore the recommended options to increase open space provision to meet industry standards and internal benchmarks prior to future resubmission of the plan to IPART.

## 4.10 Minor errors in the calculation of monetary contribution rates

We have also identified minor errors in the calculation of monetary contribution rates presented in the table in section 1.2.1 of the ALN contributions plan. These are in the order of 0.3% for one category of population-based charges for the 'Roads' category of infrastructure. We have recommended changes to this table to correct the error in the plan prior to adoption. This is discussed further below.

### 4.10.1 Assessment against the EPA regulations and requirements

We have determined that ALN contributions plan contains most of the information required by Clause 212 of the *Environmental Planning and Assessment Regulation 2021* (EPA). This clause requires the inclusion of certain information in a contributions plan for the purpose of establishing scope and location.

We have reviewed the plan to assess whether the council has included contribution rates for different types of development as per clause 212(e) of the EP&A Regulation. Section 1.2.1 of the ALN contributions plan presents monetary contribution rates for residential and non-residential development. In addition to the error in the roads category of population-based charges we consider the way this information is presented is likely to make it difficult for stakeholders to understand what contributions rate will apply to all development types. This is because the table does not present all types of residential development.

We have prepared a revised table, both correcting the errors, and presenting other categories of residential development.

We have included all the categories of development as presented in Table 4.20 of the ALN contributions plan and the assumed occupancies for each development type.

This will better indicate the rates to be paid for more types of residential development including categories such as apartments, units, flats, secondary dwellings, and retirement living.

We have also recommended relabelling 'Roads' to 'Transport' to better reflect the range of infrastructure items included under this category, and improve consistency with the language of the Essential Works List.

We recommended different headings and additional notes for the population and Net Developable Area based rates to improve clarity of which rates apply to which development types.

#### Assessment of ALN

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Recommended changes to the existing Monetary Contributions Rate table are denoted in red underlined text. To ensure transparency and consistency for stakeholders, we recommend the council calculate and present its contributions rates in line with Table 4.20 in this report (see below).

Table 4.20 Recommended amendments to Monetary contributions table (chapter 1.2.1 of the ALN contributions plan)

Essential Infrastructure		Population based residential rates (\$ / lot or residential dwelling by development type)						NDA based residential and non-residential rates
Item	Item cost apportioned to Austral and Leppington North Development	\$ per additional person	For subdivided lots, detached dwelling, detached dual occupancy (each dwelling)	For Semi- detached town house, terrace, attached dual occupancy (each dwelling)	For flat, unit, apartment, secondary dwellings	Seniors living dwellings	In all other residential accommodation	\$ per hectare of equivalent NDA *
			Assumed occupancy 3.4 persons*	Assumed occupancy 2.6 persons*	Assumed occupancy 1.8 persons*	Assumed occupancy 1.5 persons*	Assumed occupancy 2.6 persons*	
Open Space								
Land	\$314,141,561	\$5,704	\$19,392	\$14,829	\$10,266	\$8,555	\$14,829	Not applicable to commercial development. See population calculations for residential developments
Works	\$128,559,170	\$2,334	\$7,936	\$6,069	\$4,201	\$3,501	\$6,069	
Subtotal	\$442,700,731	\$8,038	\$27,328	\$20,898	\$14,468	\$12,057	\$20,898	
Community facilities								
Land	\$7,359,828	\$134	\$454	\$347	\$241	\$200	\$347	Not applicable to commercial development. See population calculations for residential developments
Subtotal	\$7,359,828	\$134	\$454	\$347	\$241	\$200	\$347	
Transport								
Land	\$26,394,265	\$445	\$1,512	\$1,156	\$801	\$667	\$1,156	\$21,697**
Works	\$87,641,540	\$1,477	\$5,021	\$3,840	\$2,658	\$2,215	\$3,850	\$72,043**
Subtotal	\$114,035,805	\$1,922	\$6,534	\$4,996	\$3,459	\$2,883	\$4,996	\$93,740**
Stormwater								
Land	\$144,195,081							\$118,532
Works	\$290,496,427							\$238,795
Subtotal	\$434,691,508							\$357,327
Plan administration		Residential development pays drainage and plan administration contributions calculated on an NDA basis						

Assessment of ALN

Allowance	\$7,600,457			\$6,248
Subtotal	\$7,600,457		Residential development pays drainage and plan administration contributions calculated on an NDA basis	\$6,248
TOTAL	\$1,006,388,329			

. Assumed occupancy rates are as per table 3.4 of this plan. Equivalent NDA of the development is approximately 1,217 ha as per section 3.3.2 and the associated footnote (p 24) of this plan. Figures may differ due to rounding.

.. NDA rates for roads apply to non-residential development only

## Assessment of ALN

As discussed in section 3, we have also calculated indicative contributions rates for typical dwellings to help stakeholders compare likely contribution rates.

## Recommendations



7. Liverpool Council should amend its '**monetary contributions rate**' table currently in section 1.2.1 of the ALN contributions plan in line with Table 4.20 in IPART's final report.

A summary of our assessment of ALN contributions plan against the EPA clause 212 is provided in Table 4.21.

Table 4.21 Assessment against EPA regulations and requirements

Subclause	Requirement	Location in contribution plan
1(a)	Purpose of the plan.	Section 2.4
1(b)	Land to which the plan applies.	Section 2.3
1(c)	The relationship between the expected types of development in the area to which the plan applies and the demand for additional public amenities and services to meet that development.	Sections 3.1, 3.2, 3.3 & 3.4
1(d)	The formulas to be used for determining the section 7.11 contributions required for different categories of public amenities and services.	Sections 4.2.2, 4.3.2, 4.4.2, 4.5.2 & 4.6.2
1(e)	The section 7.11 contribution rates for different types of development, as specified in a schedule in the plan.	Section 1.2.1
1(f)	A map showing the specific public amenities and services proposed to be provided by the council.	Section 5. Infrastructure location map is available separately.
1(g)	a works schedule that contains an estimate of their cost and staging (whether by reference to dates or thresholds).	Section 2.11.3
1(h)	If the plan authorises monetary section 7.11 contributions or section 7.12 levies paid for different purposes to be pooled and applied progressively for those purposes, the priorities for the expenditure of the contributions or levies, particularised by reference to the works schedule.	Sections 2.13 & 5.
2(b)	If a contributions plan authorises the imposition of a development levy condition, the plan must contain the method, if any, of adjusting the proposed cost of carrying out the development, after being determined by the consent authority, to reflect quarterly or annual variations to readily accessible index figures adopted by the plan between the day of the determination and the day by which the levy must be paid.	Section 2.8.5
3	A contributions plan must contain information about the council's policy about the following— (a) the timing of the payment of monetary development contributions, (b) development levies, (c) the imposition of development contribution conditions or development levy conditions that allow deferred or periodic payment.	Section 2.9.1, 2.7 and 2.9.3

## Assessment of ALN

Subclause	Requirement	Location in contribution plan
4	A contributions plan that provides for the imposition of development contribution conditions or development levy conditions in relation to the issue of a complying development certificate must provide that monetary payments in accordance with the conditions must be made before the commencement of the building work or subdivision work authorised by the certificate	Section 2.13
5	In determining the section 7.11 contribution rates or section 7.12 levy percentages for different types of development, the council must take into consideration the conditions that may be imposed under section 4.17 (6)(b) of the Act or section 97 (1)(b) of the Local Government Act 1993.	Section 2.7
6	A contributions plan may authorise monetary development contributions or development levies paid for different purposes to be pooled and applied progressively for the different purposes only if the council is satisfied that the pooling and progressive application will not unreasonably prejudice the carrying into effect, within a reasonable time, of the purposes for which the money was originally paid.	Section 5.3

## Assessment of ALN

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## Assessment of ALN

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- <sup>3</sup> Liverpool City Council, [submission to IPART's Draft Assessment of Austral Leppington North Contributions Plan for Liverpool City Council](#), 13 June 2023, p 5
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- <sup>5</sup> Liverpool City Council, *Liverpool Contributions Plan 2021 – Austral and Leppington North Precincts*, April 2021.
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- <sup>7</sup> Department of Planning and Environment, *Practice Note – Local Infrastructure Contributions*, January 2019, p 16.
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- <sup>9</sup> JWP, Review of Stormwater Works – Nexus and Costs–Final Report, July 2023 p 20.
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- <sup>19</sup> JWP, *Review of Stormwater Works - Nexus and Costs -FINAL REPORT* July 2023 p.22
- <sup>20</sup> Vantage Property, [submission on IPART's Draft Assessment of Austral Leppington North Contributions Plan for Liverpool City Council](#), 5 June 2023, p 6.
- <sup>21</sup> Liverpool City Council, *Application for assessment - ALN Precincts*, April 2021, p 36.
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- <sup>25</sup> Liverpool City Council, *Liverpool Contributions Plan 2021 – Austral and Leppington North Precincts*, p.74.
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- <sup>27</sup> Vantage Property, [submission on IPART's Draft Assessment of Austral Leppington North Contributions Plan for Liverpool City Council](#), 5 June 2023, p 8.
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- <sup>29</sup> Vantage Property, [submission on IPART's Draft Assessment of Austral Leppington North Contributions Plan for Liverpool City Council](#), 5 June 2023, p 8.
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- <sup>36</sup> SMEC, Memorandum Responding to IPART Queries, September 2022, p 5<sup>37</sup> SMEC, Memorandum Responding to IPART Queries, September 2022, p 5<sup>38</sup> Liverpool City Council, [submission on IPART's Draft Assessment of Austral Leppington North Contributions Plan for Liverpool City Council](#), 13 June 2023, p 6
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- <sup>48</sup> Vantage Property & IDC, submission on IPART's Draft Assessment of Austral Leppington North Contributions Plan for Liverpool City Council, Attachment A, 5 June 2023, p 1.
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- <sup>50</sup> Liverpool City Council, submission on IPART's Draft Assessment of Austral Leppington North Contributions Plan for Liverpool City Council, 13 June 2023, p 5.
- <sup>51</sup> Liverpool City Council, Liverpool Contributions Plan 2021 – Austral and Leppington North Precincts, April 2021, p17 and pp 64-79.
- <sup>52</sup> *Environmental Planning and Assessment Regulation, 2021*, cl 207
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- <sup>54</sup> Email, 2022 01 10 *Council Response on Open Space*
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- <sup>56</sup> Liverpool City Council, submission on IPART's Draft Assessment of Austral Leppington North Contributions Plan for Liverpool City Council, 13 June 2023, p 4.
- <sup>57</sup> Liverpool City Council, submission on IPART's Draft Assessment of Austral Leppington North Contributions Plan for Liverpool City Council, 13 June 2023, p 4.

**CTTE 05**

**Minutes of the Governance Committee meeting  
held on 15 November 2023**

<b>Strategic Objective</b>	Visionary, Leading, Responsible Position Council as an industry leader that plans and delivers services for a growing city
<b>File Ref</b>	393118.2023
<b>Report By</b>	Melissa Wray - Council and Executive Support Officer
<b>Approved By</b>	Tina Bono - Director Community & Lifestyle

**EXECUTIVE SUMMARY**

A Governance Committee Meeting was held on 15 November 2023.

This report attaches a copy of the minutes of the meeting for Council endorsement.

**RECOMMENDATION**

That Council:

1. Receives and notes the Minutes of the Governance Committee meeting held on 15 November 2023; and
2. Endorse the recommendations in the Minutes.

**REPORT**

The Minutes of the Governance Committee meeting held on 15 November 2023 are attached to this report.

The minutes contain the following actions or Committee recommendations:

**Item No. 02 – Development Assessment**

**Action Items:**

- With regards to Class 1 Appeals, future reports to contain percentages of appeals settled by agreement or through judgement of a court.
- Clr Ammoun to send specifics to the CEO of a constituent who has contacted Clr Ammoun regarding Council's request for further reports.

**Item No. 04 - Review of Council's Financial progress, forecasts and assumptions**

**Action item:**

A report to be sent to Councillors on all motions this financial year which include spending money that is not included in the budget.

**Item No. 06 - Review of Council's Memberships and status of WSROC Engagement**

**Action Item:**

That the CEO to come back to the committee with a report.

**FINANCIAL IMPLICATIONS**

None of the actions contained in the minutes will have a financial impact on Council.

**CONSIDERATIONS**

<b>Economic</b>	There are no economic and financial considerations.
<b>Environment</b>	There are no environmental and sustainability considerations.
<b>Social</b>	There are no social and cultural considerations.
<b>Civic Leadership</b>	Provide information about Council's services, roles and decision making processes. Deliver services that are customer focused. Operate a well-developed governance system that demonstrates accountability, transparency and ethical conduct.
<b>Legislative</b>	There are no legislative considerations relating to this report.

<b>Risk</b>	The risk is deemed to be low and is considered to be within Council's risk appetite.
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**ATTACHMENTS**

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1. Minutes of the Governance Committee Meeting held on 15 November 2023



## **MINUTES OF THE GOVERNANCE COMMITTEE MEETING HELD ON 15 NOVEMBER 2023**

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### **PRESENT:**

Mayor Ned Mannoun  
Councillor Ammoun  
Councillor Goodman (Online)  
Councillor Green  
Councillor Harle (Online)  
Councillor Rhodes  
Hon John Ajaka, Chief Executive Officer  
Mr Farooq Portelli, Director Corporate Support  
Ms Tina Bono, Director Community & Lifestyle  
Ms Michelle Mcilvenny, Director Customer & Business Performance  
Mr Shayne Mallard, Director City Futures  
Mr Jason Breton, Director Operations  
Ms Lina Kakish, Director Planning & Compliance (Online)  
Ms Betty Boustani, Senior Advisor  
Dr Clare Cochrane, Public Arts Officer  
Mr Ariz Ashraf, Acting Coordinator City Design and Public Domain  
Mr William Attard, Manager Development Assessment  
Ms Nancy-Leigh Norris, Executive Planner  
Ms Liana Pham, Strategic Planner  
Mr Craig Lambeth, Manager Community Recreation  
Mr Scott Sidhom, Manager Infrastructure Planning  
Mr Earl Paradeza, Senior Management Accountant  
Ms Susan Ranieri, Council and Executive Services Coordinator  
Ms Melissa Wray, Council and Executive Support Officer (minutes)

The meeting commenced at 10.10am

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## 2

**APOLOGIES**

Deputy Mayor Macnaught, Councillor Hadid, Councillor Hagarty, Councillor Kaliyanda and Councillor Karnib

**DECLARATIONS OF INTEREST**

Nil

Mayor Mannoun moved a motion in relation to membership and quorum of the Governance Committee Charter as follows:

**Motion:**

**Moved: Mayor Mannoun**

**Second: Cllr Ammoun**

That the Committee recommends Council

1. Amend the Governance Committee Charter in Clause 8.1 to allow seven (7) committee members.

Therefore clause 8.1 of the Governance Committee Charter be amended as follows:

**8. MEMBERSHIP**

**8.1 Councillor Representation:**

Seven (7) Councillors are members of the Governance Committees.

The Committee recommends Council choose the seven (7) voting members.

2. Amends the Governance Committee Charter in Clause 10.1 to allow quorum to be four (4) Councillors. Therefore Clause 10.1 be amended as follows:

**10. QUORUM AND RECOMMENDATIONS**

10.1 The quorum for a meeting of the Committee will be four (4) Councillors.

On being put to the meeting the motion was declared CARRIED.

**INFRASTRUCTURE AND PLANNING COMMITTEE****ITEM NO:** ITEM 01**FILE NO:** 325311.2023**SUBJECT:** Public Art at Bigge Park**COMMITTEE DECISION****Motion:****Moved: Mayor Mannoun****Second: Cllr Green**

That the Committee recommends that Council:

1. Notes this Interim Report related to a comprehensive investigation into a Public Art program at Bigge Park;
2. That the CEO is to commence an immediate process looking at art and any other necessary lighting and infrastructure within Bigge Park;
3. Open an Expression of Interest (EOI) process with artists;
4. Prepare a report to come back to Council in April 2024; and
5. To activate the creating of the concept of a circular walkway and to examine the concept.

On being put to the meeting the motion was declared CARRIED.



## 4

**ITEM NO:** ITEM 02  
**FILE NO:** 352977.2023  
**SUBJECT:** Development Assessment

**COMMITTEE DECISION**

**Motion:**                      **Moved:**    **Mayor Mannoun**      **Second: Cllr Green**

That the Committee receives and notes the Development Assessment report.

On being put to the meeting the motion was declared CARRIED.

**Action Items:**

- With regards to Class 1 Appeals, future reports to contain percentages of appeals settled by agreement or through judgement of a court.
- Cllr Ammoun to send specifics to the CEO of a constituent who has contacted Cllr Ammoun regarding Council's request for further reports.

**ITEM NO:** ITEM 03  
**FILE NO:** 366047.2023  
**SUBJECT:** Report on DCP Amendment for Social Impact Assessment

## COMMITTEE DECISION

**Motion:**                      **Moved: Mayor Mannoun**                      **Second: Clr Rhodes**

Defer this report until Councillors receive a briefing on what are the outcomes that this policy delivers.

On being put to the meeting the motion was declared CARRIED.

**BUDGET COMMITTEE****ITEM NO:** ITEM 04**FILE NO:** 373560.2023**SUBJECT:** Review of Council's Financial progress, forecasts and assumptions**COMMITTEE DECISION****Motion:** **Moved:** Mayor Mannoun **Second:** Cllr Green

That the Governance Committee receives and notes the report.

On being put to the meeting the motion was declared CARRIED.

**Action item:**

A report to be sent to Councillors on all motions this financial year which include spending money that is not included in the budget.

## STRATEGIC PRIORITIES COMMITTEE

**ITEM NO:** ITEM 05

**FILE NO:** 347633.2023

**SUBJECT:** Sporting Grants and Donations Program

## COMMITTEE DECISION

**Motion:**                      **Moved: Mayor Mannoun**                      **Second: Clr Ammoun**

The Committee recommends that council:

1. Endorses the alterations to the Representative Sport Donations Program (formally Sporting Donations);
2. Endorses the creation of a 'Sport Affordability Donations Program'; and
- 3. Continue to investigate what further can be done to assist.**

On being put to the meeting the motion was declared CARRIED.

## 8

**ITEM NO:** ITEM 06  
**FILE NO:** 382102.2023  
**SUBJECT:** Review of Council's Memberships and status of WSROC Engagement

**COMMITTEE DECISION**

**Motion:**                      **Moved:**    **Mayor Mannoun**                      **Second:** **Clr Ammoun**

That Committee:

1. That Committee discontinues membership of:
  - Western Sydney Regional Organisation of Councils (WSROC)
  - Committee for Sydney
  - National Growth Areas Alliance
2. Utilise savings to improve recognition of South West Sydney through more targeted memberships.
3. To direct the CEO to prepare a strategy in relation on advocacy and government relations and to examine each of the existing memberships on how they come within the strategy and benefit the strategy and report back to Council.

On being put to the meeting the motion was declared CARRIED.

**Action Item:**

That the CEO to come back to the committee with a report.

**ITEM NO:** ITEM 07  
**FILE NO:** 373531.2023  
**SUBJECT:** Liverpool Civic Place

**COMMITTEE DECISION**

**Motion:**                      **Moved:** Mayor Mannoun                      **Second:** Cllr Green

That the Committee

1. receives and notes the information as there are nil recommendations for this reporting period; and
2. to get the report back to council.

On being put to the meeting the motion was declared CARRIED.

## 10

**GENERAL BUSINESS:**

An update was provided on the animal shelter.

**Action Item:** A report to come to Councillors early in 2024.

**Clr Green** enquired about the removal of the tree that was raised at the 25 October 2023 Council meeting. She enquired if there has been an investigation. A report will be submitted to Councillors once the investigation has been completed.

**An update was provided regarding the vandalism at Bigge Park.**

**Action:** Report to come back to Council with regards to enhancing CCTV to cover the memorial in Bigge Park.

Investigation into plaques to be made theft proof. Possibly anchor or stainless steel.  
Investigate relocation of tennis court sign

**THE MEETING CLOSED AT 2.29pm.**

**CTTE 06**

**Minutes of the Project Control Advisory  
Committee Meeting held on 15 November 2023**

<b>Strategic Objective</b>	Visionary, Leading, Responsible Position Council as an industry leader that plans and delivers services for a growing city
<b>File Ref</b>	394200.2023
<b>Report By</b>	Melissa Wray - Council and Executive Support Officer
<b>Approved By</b>	Shayne Mallard - Director City Futures

**EXECUTIVE SUMMARY**

A Project Control Advisory Committee Meeting was held on 15 November 2023.

This report attaches a copy of the minutes of the meeting for Council endorsement.

**RECOMMENDATION**

That Council:

1. Receives and notes the Minutes of the Project Control Advisory Committee meeting held on 15 November 2023; and
2. Endorse the recommendations in the Minutes.

**REPORT**

The Minutes of the Project Control Advisory Committee meeting held on 15 November 2023 are attached to this report.

The minutes contain the following actions or Committee recommendations:

**Action Items:**

**Strategic Planning**

**Action:**

Presentation at next Committee meeting – LCC Contribution Plan Reform Program



## **Operations & City Futures**

### **Action:**

Schedule a Councillor Workshop - Short Term Priority Infrastructure planning program – Site specific projects funded by Contributions, Operational budgets and West Invest (priority and sequencing for 3-year Delivery Plan)

## **Corporate Support & City Futures**

### **Action:**

Schedule a Councillor Workshop - Land Acquisition program - 10-year priority program

## **FINANCIAL IMPLICATIONS**

None of the actions contained in the minutes will have a financial impact on Council.

## **CONSIDERATIONS**

<b>Economic</b>	There are no economic and financial considerations.
<b>Environment</b>	There are no environmental and sustainability considerations.
<b>Social</b>	There are no social and cultural considerations.
<b>Civic Leadership</b>	Provide information about Council's services, roles and decision making processes. Deliver services that are customer focused. Operate a well developed governance system that demonstrates accountability, transparency and ethical conduct.
<b>Legislative</b>	There are no legislative considerations relating to this report.
<b>Risk</b>	There is no risk associated with this report.

## **ATTACHMENTS**

1. Minutes of the Project Control Advisory Committee Meeting held on 15 November 2023



## MINUTES OF THE PROJECT CONTROL ADVISORY COMMITTEE MEETING

15 November 2023

### PRESENT:

Mayor Ned Mannoun  
Councillor Ammoun  
Councillor Harle – (Online)  
Councillor Rhodes  
Councillor Hagarty (Online)  
Councillor Goodman (Online)  
Hon John Ajaka, Chief Executive Officer  
Mr Farooq Portelli, Director Corporate Support  
Ms Tina Bono, Director Community & Lifestyle  
Mr Jason Breton, Director Operations  
Ms Lina Kakish, Director Planning & Compliance  
Ms Michelle Mcilvenny, Director Customer & Business Performance  
Mr Shayne Mallard, Director City Futures  
Ms Betty Boustani, Senior Advisor  
Ms Claire Scott, Coordinator Contributions Planning (Online)  
Mr Luke Oste, Acting Manager City Planning (Online)  
Mr Scott Sidhom, Manager Infrastructure Planning (Online)  
Ms Susan Ranieri, Council and Executive Services Coordinator  
Ms Melissa Wray, Council and Executive Support Officer (minutes)



## OPEN

**Meeting opened at 2.50pm.**

### 1. WELCOME, ATTENDANCE AND APOLOGIES

Deputy Mayor Macnaught, Councillor Green, Councillor Hadid, Councillor Karnib and Councillor Kaliyanda

### 2. DECLARATIONS OF INTEREST

Nil

### 3. PRESENTATION – OVERVIEW OF CONTRIBUTIONS PLAN

The first committee meeting was an overview presentation on the contributions plan, which had included some action suggestions, these suggestions has enabled the actioning of reports that will then allow further investigation on how the contribution plans are working over the coming meetings.

#### **Presentation 1**

Ms Claire Scott, Coordinator Contributions Planning presented on Contribution Planning Framework and Status.

#### **Key Issues were:**

- Escalating financial debt
- Dysfunctional delivery /Inadequate planning and program responsibility
- Team resourcing /Organisation priority
- 'Out of date' plans and internal policies
- Procurement of service delivery
- Reviewing / updating infrastructure programs and costs
- State SEPP – push down to Council to deliver and manage – no review or assistance

#### **Key recommendations are:**

- Develop Contribution Planning framework and strategy
- Adequate resourcing
- Contribution Plan – Forecast infrastructure delivery plan (life of plan)
- Maintain, review and update strategic position....
- Financial resourcing – policy, plan and advocacy
- Ministerial awareness... need a review for significant growth areas – alignment with Camden and Penrith

**Action Items:****Strategic Planning****Action:**

Presentation at next Committee meeting – LCC Contribution Plan Reform Program

**Operations & City Futures****Action:**

Schedule a Councillor Workshop - Short Term Priority Infrastructure planning program – Site specific projects funded by Contributions, Operational budgets and West Invest (priority and sequencing for 3-year Delivery Plan)

**Corporate Support & City Futures****Action:**

Schedule a Councillor Workshop - Land Acquisition program - 10-year priority program

**Presentation 2**

Mr Scott Sidhom, Manager Infrastructure Planning presented on the Improvements to Infrastructure Planning.

**Key Issues were:**

- Traffic issues
- Safety concerns
- Access issues
- Drainage issues
- Environmental issues
- Piecemeal outcomes
- Inconsistent infrastructure provision
- Pavement condition issues
- Lifecycle Issues
- Maintenance issues
- Partial road construction



**Key recommendations are:**

**Delivery Management Office (DMO)**

- Oversight of all delivery methods
- Ensure a coordinated approach to infrastructure provision and coordination
- Centralised and independent, oversight function.
- Responsible for setting, reviewing and governing the prioritisation of all infrastructure projects.
- Maintain a live program
- Deal with changing priorities
- Prioritisation of land acquisition for infrastructure provision

**Delivery Management Framework (DMF)**

- DMF process maps

**4. GENERAL BUSINESS**

Nil

**CLOSE**

Meeting closed at 4.34pm