

# STATE AND LOCAL INFRASTRUCTURE ASSESSMENT REPORT

## 'ABBOTSFORD' PROPERTY, FAIRLEYS ROAD & ABBOTSFORD ROAD, PICTON PLANNING PROPOSAL

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## APPENDIX A – Demographic Data

## **ACCOMPANYING REPORTS**

**Agricultural Land Capability Study** – Harvest Scientific Services Pty Ltd, 27 February 2013

**Curtilage Study** – NBRS + Partners, June 2013

**Flood Assessment Report** – Floodmit Pty Ltd, February 2013

**Biodiversity Study** – ACS Environmental Pty Ltd, June 2013

**Bushfire Risk Assessment** – ACS Environmental Pty Ltd, June 2013

**Geotechnical Study** – Harvest Scientific Services Pty Ltd, 23 January 2013

**Aboriginal Cultural Heritage Assessment** – Tharawal Local Aboriginal Land Council,

**Onsite Wastewater Feasibility and Water Quality Study** – Harvest Scientific Services Pty Ltd, 14 February 2013

**Contaminated Land Study** – Harvest Scientific Services Pty Ltd, 18 June 2013

**Site Specific Urban Salinity Study** – Harvest Scientific Services Pty Ltd, 8 March 2013

**Potential Impacts of Mine Subsidence** – MSEC, 1 May 2013

**Traffic & Transport Study** – Thompson Stanbury Associates, July 2013

**Wollondilly Transportation Model Traffic Impact** – Gabites Porter, October 2012

**Socio-Economic Assessment Report** – Mike George Planning Pty Ltd, July 2013

**State & Local Context Report** – Mike George Planning Pty Ltd June 2013

## 1.0 EXECUTIVE SUMMARY

This report forms part of a suite of studies required to support a Planning Proposal to rezone part of Lot 1, DP 1086066 situated adjacent to the intersection of Fairleys Road and Abbotsford Road Picton, to enable up to 40 rural residential allotments. The planning proposal also involves rezoning a section of the site that is proposed to be dedicated to Council, to RE1 Public Recreation. It is further envisaged that part of the site may be rezoned E3 Environmental Management.

The site also contains the “Abbotsford Group” of buildings, which is included on the State Heritage Register. It is intended that a Conservation Management Plan be prepared for this group at the development application stage. Adaptive re-use options are to be explored at that stage. This outcome is not contingent on the Planning Proposal, although a study has been undertaken to determine a suitable curtilage, and accompanies the Planning Proposal.

The site study area comprises approximately 66.56 ha of land currently zoned RU2 Rural Landscape, and subject to a minimum lot size of 40 ha. (Wollondilly LEP 2011 – the “LEP”). The LEP contains a series of provisions which require the consent authority to be satisfied that essential infrastructure that is required for development is either available or subject to adequate arrangements, before development consent can be granted.

The Planning Proposal is the product of the set of site attributes, in the context of an identified latent demand for rural living opportunities. The site has limited agricultural potential, notwithstanding its history; is adjacent to Picton Township and readily accessible to town facilities, and is flanked by existing small holdings developments. It is able to be developed without impact on any agricultural use in the vicinity, or on those parts of the site with environmental values. The pattern of settlements adjoined by large lot residential/rural small holdings land use is a distinctive characteristic of the wider locality, and underpins the Council’s vision of “Rural Living”.

The area currently is serviced by sealed roads, electricity and telephone. The implications of up to 40 new dwellings in terms of potential infrastructure demand and funding is conditioned on a number of factors-

- The site is able to be subdivided using existing roads and limited sections of new subdivision road. It is also proposed to realign Abbotsford Road to reduce existing erosion risks as well as raising the level to provide flood free access for the subject land and the residents further along Abbotsford Road and Fairleys Road. These works are normal development costs and no public expenditure on road infrastructure is necessary.
- The proposed development is small and is unlikely to raise any threshold issues where infrastructure upgrading is triggered except with the road realignment and raising which will be funded by the developer of the site.
- Large lot residential development is likely to attract the more affluent end of the market, where there is the capacity to greater self-sufficiency in managing infrastructure demand. Apart from managing on-site sewage disposal, there may be greater emphasis on solar generation, recycling of rainwater, use of energy and water efficient fittings and appliances and wastewater and the like, producing a lower than average demand pattern. Large lot residential households will also tend to be more sufficient in meeting recreational demands on site, because part of the market is to meet needs for large gardens, horses, etc.
- An area between Picton, Tahmoor and Thirlmere that has been identified for urban expansion and has been the subject of a detailed investigation of infrastructure and services (Infrastructure Investigations, TCG, January 2007). Relevant to this assessment, the report identifies that existing services are adequate given the need for developers to fund water and electricity connections at the DA stage.
- The Traffic and Transport Study (Thompson Stanbury Associates) accompanying the subject proposal, notes the proposal to upgrade a section of Abbotsford Road affected by the Planning Proposal, and recommends that the development contribute to the upgrading of the intersection of Argyle Street and Barkers Lodge Road, and the extension of

the planned shared pedestrian/cycle path along Stonequarry Creek to connect with the proposed development.

The particular circumstances of the proposal indicate that apart from the recommended road improvements, the potential development is unlikely to require any public infrastructure expenditure, and that those costs that do arise are adequately addressed by existing authority charges. Moreover, the current statutory planning regime would require provision of services or adequate arrangements made for such services prior to the issue of any subdivision certificates for any future developments.

One of the attractions of the planning proposal is that the site has ready access to an array of services and facilities in the adjoining townships. Part of the proposal is to dedicate land for public recreation purposes, adjoining the sports complex currently being developed. It also includes the realignment of Abbotsford Road which not only represents a public saving but is a public benefit by raising the level to provide flood free access to the future development and other properties further along Abbotsford Road. These material public benefits are likely to obviate any need for s94 contributions towards open space and other facilities that are already in place. The proposal would have the positive effect of boosting the adjoining town economies in the face of the potential impact of proposed development at Wilton.

If the land is converted to R5 Large Lot Residential under the planning proposal, one of the objectives of that zone is to minimise demands for infrastructure

## 2.0 STUDY BRIEF

The study brief is set out below -

### **Study Output**

*An assessment of the provision of appropriate State and local infrastructure*

### **Objectives**

1. *To assess the need for a State developer agreement to fund provision of necessary infrastructure.*
2. *To assess the availability of infrastructure required enabling connection of the study area to water, telephone electricity and drainage services.*
3. *To assess infrastructure required for the provision of services and pedestrian/cycleway/bus transport infrastructure, community facilities and open space identified as necessary by the LES.*
4. *An assessment of the need for the dedication of roads and open space (this may include the potential landscape buffer/habitat corridor) and funding considerations with regard to the ongoing management and maintenance of any such roads and open space.*
5. *To identify the impact of the proposed development on local roads networks.*

### **Tasks/Methodology**

*Analysis of findings of the LES specialist studies and structure plan to determine the timing and mechanism for delivery of infrastructure necessitated by the future subdivision development.*

A separate study brief addresses the question of social and community services and the implications of the proposal for infrastructure of that type are addressed there.

### **3.0 POTENTIAL SITE DEVELOPMENT**

#### **3.1 Planning Proposal**

The Planning proposal would create the potential for up to 40 large residential allotments on the site as well as expand the area of public open space being developed for sporting facilities, and funding improvements to Abbotsford Road.

This would involve applying an R5 Large Lot Residential zone to that part of the site proposed to be developed, and an RE1 Public Recreation Zone to the land to be dedicated. The Lot Size map is proposed to be amended to provide for a minimum area of 4000m<sup>2</sup> over the land to be zoned R5. The heritage precinct curtilage supplements and refines the current heritage listing, but does not require any statutory planning amendment.

The studies carried out for this Proposal have identified parts of the site that might warrant consideration for inclusion in an Environment Protection zone (e.g. E3), but that is not essential at this time. That land is unaffected by the zoning change sought by the Planning Proposal.

#### **3.2 Potential Development Characteristics**

Implementation of the planning proposal would lead to the opportunity for an additional 40 or so allotments that represent a variation on the theme established by the existing planning controls in areas surrounding Picton and other townships. That is, dwellings on allotments that are substantially larger than suburban lots and which cater for a variety of particular market needs. Dwellings will tend to be separated from others and the locality would have a semi-rural character. That outcome is assisted by the context provided by the site topography, with the area of proposed

change being below and framed by an undeveloped ridgeline, and bordering an open space precinct along the creek-line to the east.

It is intended to re-align Abbotsford Road, which will have the benefit of reducing erosion risk, and to service the potential subdivision from existing and realigned roads as well as relatively short lengths of new road. The single land ownership will be conducive to the staged development of the land in accordance with the market..

Large lot residential development is likely to attract the more affluent end of the market, where there is the capacity for greater self-sufficiency in managing infrastructure demand. Apart from managing on-site sewage disposal, there may be greater emphasis on solar generation, recycling of rainwater and wastewater, use of energy and water efficient fittings and appliances and the like, producing a lower than average demand pattern. Large lot residential households will also tend to be more sufficient in meeting recreational demands on site, because part of the market is to meet needs for large gardens, horses, etc.

Forty (40) allotments would potentially house around 100-110 people, at the typical occupancy rate for the locality of 2.8.

Demographic data for the locality reproduced in Appendix A, indicates that the existing residents of the rural areas around the townships and including the study area, have the following characteristics –

- Higher household incomes compared to the adjoining township and NSW average
- Substantially fewer households in need of various forms of government assistance
- Higher proportions of married couples
- Higher rates of car ownership
- Higher rates of attendance at non-government schools
- Higher proportions of larger (4 bedroom) houses
- A demographic structure suggesting higher proportions of families with young children and a low proportion of older age groups

It is reasonable to expect that the future population would have similar characteristics.

### **3.3 Infrastructure Implications Generally**

Development within the study area will manage its own sewage disposal requirements, and will directly fund costs associated with reticulating water and electricity. The small scale of potential development and the possibility it could be staged indicates the unlikelihood there would be any spike in infrastructure demand that would require a public funding response. The weight of investigations into the general locality indicate that existing services have reasonable capacity, and that given existing funding mechanisms, there is capacity to service growth.

The accompanying Parking Traffic and Transport Study confirms that the likely development will require some upgrading of an intersection outside the study area, and will not require upgrading of internal roads. It also recommends that the site be connected to a planned shared pedestrian/cycle path. Costs of these works would be met by the development.

As noted above, a series of factors suggest that services demand on a per-lot basis may well be lower than that for a suburban lot.

## **4.0 EXISTING INFRASTRUCTURE**

### **4.1 Services to Existing Development**

The study area is currently serviced by sealed 2 lane roads, reticulated water to part of the site, electricity and telephone. The area drains to a natural creek network. The relatively minor extent of impervious surfaces is partially balanced by the interception of rainwater in dams.

The study area is close to a range of services, including bus and rail connections to other centres from Picton. Picton township contains schools (primary, high and church), shopping, child-care and aged services, Council and government services. There are currently some gaps in the retail offer (eg whitegoods, cars), although approval has been given for a Discount Department Store in Picton that is likely to extend the range.

The locality is accessible to higher order centres and the Sydney metropolitan area. There are local medical services, but Bowral is the nearest hospital service. Issues associated with community services infrastructure is addressed in a separate report. Major growth is planned at Wilton, which is close to the study area, and is likely to include some higher order services.

### **4.2 Service Agency Consultation and Responses**

Key service agencies were approached on behalf of the owners during 2012. No responses were received that flagged the inability of these service authorities to extend services to the subject area.

## **5.0 FUTURE INFRASTRUCTURE REQUIREMENTS**

### **5.1 Demand**

In broad terms, the planning proposal represents a relatively minor extension of established development patterns that is capable of occurring over a period of time with no material implications for infrastructure. The direct demands associated with connections to water and electricity services, are able to be met through normal development charges. Sewer will be provided using domestic systems, and given water catchment location, the key issues relate to environmental performance, which is a development control issue. The Traffic and Transport Study forming part of the planning proposal identifies the need to upgrade 1 intersection, and also proposes the site be connected with a planned pedestrian/cycle path. These costs would be met by the development confirms that no road or intersection improvement works are generated by the proposal.

The small scale of change and the likely demographic profile, do not create any discernible demand for new or increased social or community services, as separately addressed. The development includes the dedication of land for public recreation purposes to extend the sporting complex being developed on the western side of Picton, and realignment of Abbotsford Road to reduce current soil erosion risks. These material public benefits would appear to remove any basis for s94 contributions towards existing Council infrastructure, noting that the projected demographic suggests that per capita demand for spending on public infrastructure and services is likely to be less than average.

### **5.2 Funding**

The planning proposal, and the likely nature of development that will follow, does not create any discernible demand for funding of infrastructure outside of normal development charges. It can be equated to so-called urban consolidation in the

Sydney Region where infill development is said to soak up spare capacity in existing infrastructure.

## **6.0 CONCLUSION**

There already exists a body of reports on existing services and facilities prepared over more than 15 years, commencing with the Purdon Report commissioned by Wollondilly Council. This planning proposal has complemented this body of reports and reaches a similar a similar conclusion relating to the subject proposed rezoning. That is, from the experience with various forms of rural residential development in the sub-region there are no significant impacts on infrastructure as a result of this in-fill development. It is quite conceivable that the conclusions of this report could have been reached without the exhaustive specialist studies.

That is, the planning proposal will accommodate incremental growth of a kind similar to existing and at a scale that has no material infrastructure implications beyond that addressed by existing development controls and charges.

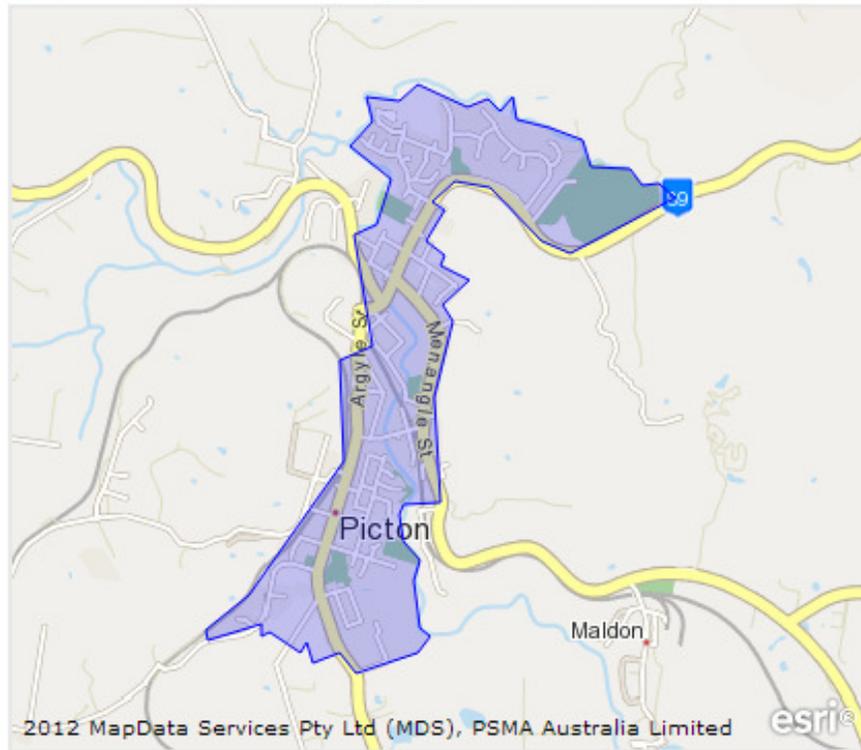
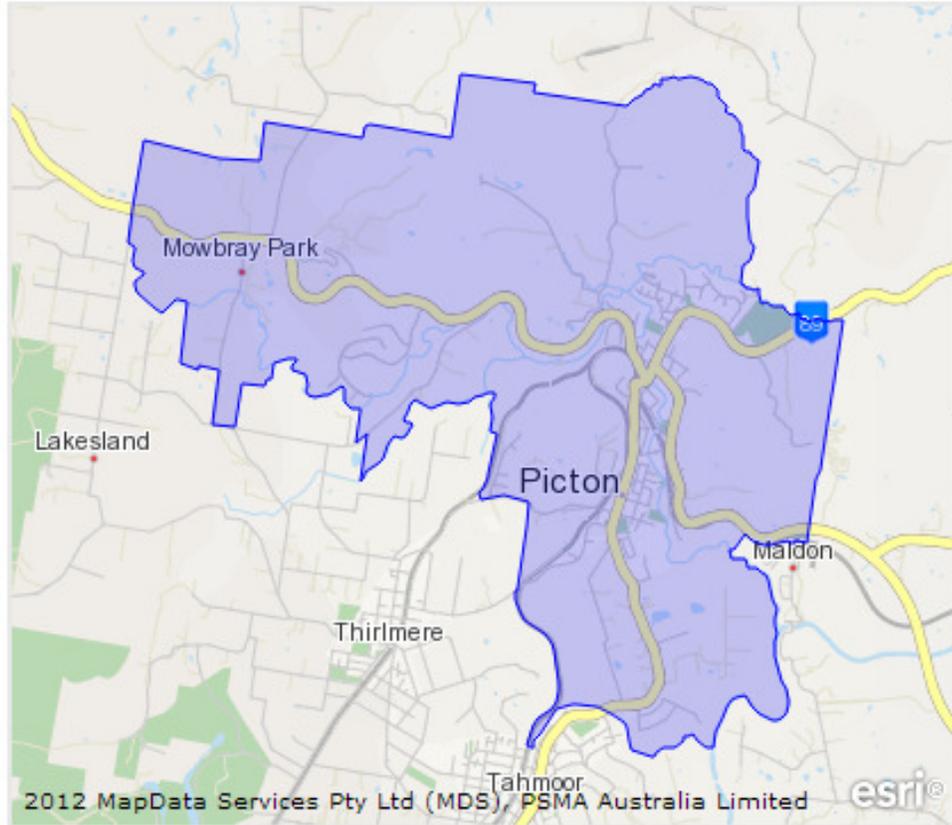
**APPENDIX A**

**DEMOGRAPHIC DATA**



<b>Demographic Characteristic</b>	<b>Picton Urban Centre/ Locality</b>	<b>Picton suburb (non-urban) 2011</b>
Total Persons	3146	1449
Age groups:		
0-4 years	255 (8.1%)	116 (8.0%)
5-14 years	441 (14.0%)	265 (18.2%)
15-19 years	236 (7.5%)	121 (8.3%)
20-24 years	203 (6.4%)	77 (5.3%)
25-34 years	331 (10.5%)	95 (6.5%)
35-44 years	466 (14.8%)	255 (17.6%)
45-54 years	446 (14.1%)	247 (17.0%)
55-64 years	385 (12.2%)	145 (10.0%)
65-74 years	229 (7.2%)	86 (5.9%)
75-84 years	116 (3.6%)	38 (2.6%)
85 years +	38 (1.2%)	4 (0.2%)
NESB Persons <sup>1</sup> :		
(i) No. born overseas in a non-English speaking country	125 (3.9%)	65 (4.5%)
(ii) No. speaking languages other than English at home	122 (3.5%)	58 (4.0%)
In need of assistance	115 (3.6%)	43 (2.9%)
Own own home	331 (29.7%)	113 (26.5%)
Home mortgaged	479 (43.1%)	255 (29.8%)
Private rental	231 (20.8%)	43 (10.9%)
Public housing	39 (3.5%)	10 (2.3%)
Separate house	961 (80.2%)	427 (94.2%)
Semi detached	76 (6.3%)	-
Flat/unit	63 (5.3%)	-
One parent households with dependent children <sup>4</sup>	102 (11.9%)	23 (5.8%)
Median weekly household income	\$1377	\$1433
Married	1254 (51.4%)	655 (61.6%)
4 bedroom household	362 (32.5%)	208 (48.7%)
Car Ownership		
0	72 (6.5%)	8 (1.8%)
1	348 (31.4%)	73 (17%)
2	425 (38.5%)	176 (41.1%)
3	150 (13.5%)	87 (20.3%)
4+	93 (8.4%)	70 (16.3%)
Average household size	2.7	2.8
Infants School		
Catholic	58 (20.0%)	48 (26.3%)
Other Non-Govt	42 (14.6%)	31 (17.0%)
Secondary School		
Catholic	50 (20.7%)	21 (17.9%)
Other Non-Govt	26 (10.8%)	36 (30.7%)

Picton State Suburb



Picton Urban Centre/Locality