

Blackwattle Bay
State Significant Precinct

Attachment 22:

Infrastructure and Contributions Review

June 2021





Blackwattle Bay Infrastructure and Contributions Review

June 2021



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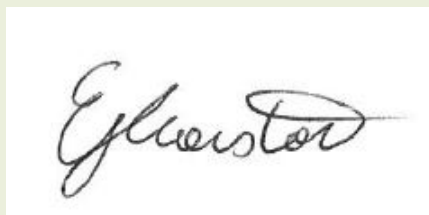
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1.0 INTRODUCTION

The Minister for Planning has determined that the Bays Precinct is of State planning significance which should be investigated for rezoning through the State Significant Precinct (SSP) process. Study Requirements for ‘Blackwattle Bay’ (formerly the Bays Market District) investigations were issued by the Minister on 28 April 2017.

A critical part of Blackwattle Bay’s revitalisation and vision has been the NSW Government’s decision to relocate the Sydney Fish Market (SFM) from its existing location on Bank Street to the head of Blackwattle Bay. This was sought through a State Significant Development Application (SSDA) process and approved in June 2020. The new SFM was designed alongside the baseline Blackwattle Bay studies to ensure that key aspects of the project are consistent with the vision and principles for Blackwattle Bay.

The outcome of the Blackwattle Bay SSP process will be a new planning framework that will enable further development applications for the renewal of the Precinct, connected to the harbour and centred around a rejuvenated SFM. The framework will also provide for new public open spaces including a continuous waterfront promenade, community facilities, and other compatible uses.

The SSP Study identifies the objectives and potential impacts of a Precinct Plan that would result in new planning controls for Blackwattle Bay. The SSP Study will be finalised, exhibited and coordinated with the determination of the SSDA for the relocation of the Sydney Fish Markets.

This Infrastructure and Contributions Report has been prepared by HillPDA on behalf of Infrastructure NSW, to form part of the Blackwattle Bay SSP Study. This report provides a comprehensive baseline investigation to address part of the Study Requirements to assist in determining the SSP Study and the new planning framework for ‘Blackwattle Bay’. The purpose of this report is to:

- Provide a summary of existing contribution frameworks and mechanisms used to fund local and State infrastructure
- Identify and respond to anticipated issues in applying the frameworks to the anticipated demand driven by Blackwattle Bay
- Recommend a framework that addresses Study Requirements for local and State infrastructure and contributions.

This report has been developed to address SSP Study Requirements and support the development of an infrastructure contribution framework for Blackwattle Bay.

1.1 Blackwattle Bay State Significant Precinct

The Blackwattle Bay SSP Investigation Area (Study Area) encompasses the land and water area, known as Blackwattle Bay, between Bank Street and the Glebe foreshore shown in Figure 1. The land is located within the City of Sydney local government area (LGA).

The land within the Study Area is approximately 10.4 hectares (ha) in size. It is largely government owned land containing the SFM (wholesale and retail), recreation and boating operations and facilities. There are three privately owned sites including a concrete batching plant operated by Hymix, seafood wholesaler Poulos Brothers and private developer Celestino who own further wholesaling facilities. The Blackwattle Bay land area wraps around the southern and eastern edges of Blackwattle Bay and is bounded by Bridge Road to the south and Bank Street to the east. The Western Distributor motorway / Anzac Bridge viaduct is located adjacent to the eastern boundary before traversing over the northern section of the site. The water area of Blackwattle Bay is approximately 21 hectares.

Figure 1: Blackwattle Bay State Significant Precinct

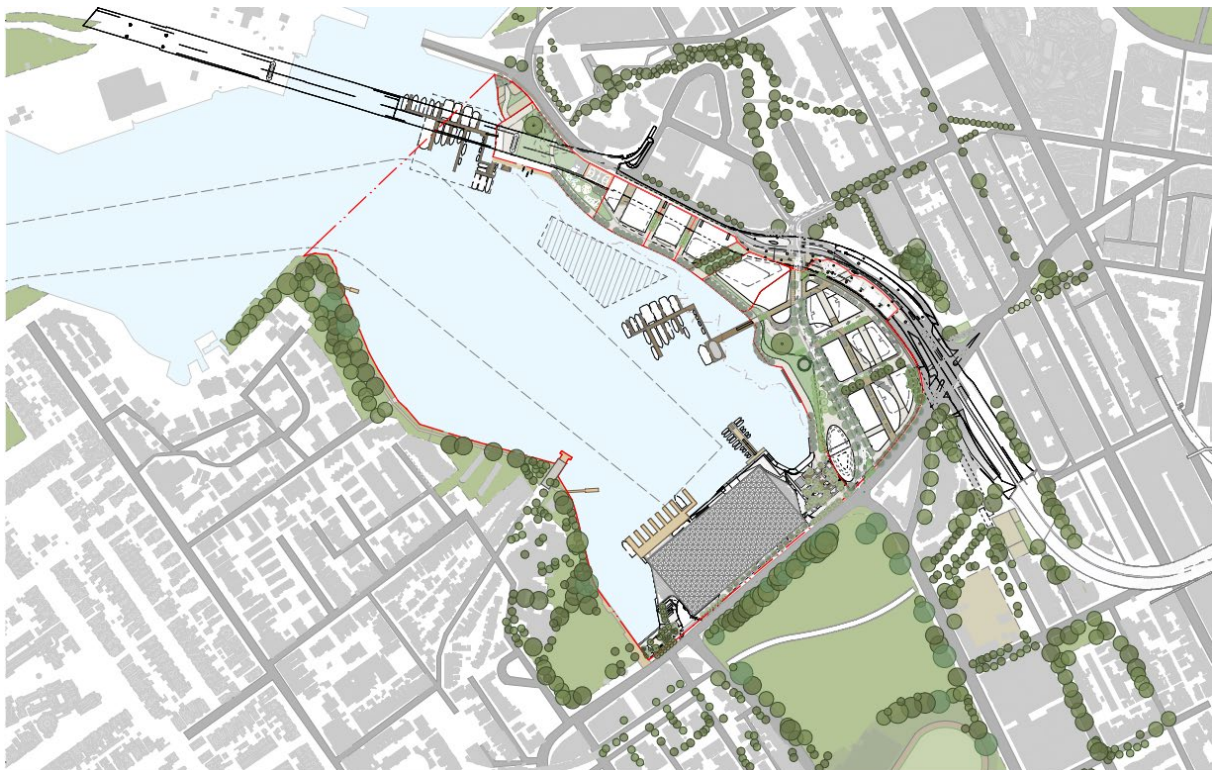


1.2 The proposal

The Precinct Plan is proposing to rezone Blackwattle Bay with a new planning framework and planning controls to enable its future urban renewal.

The Precinct Plan provides a conceptual layout to guide the development of planning controls for the precinct and has informed this report. The Precinct Plan is shown in Figure 2.

Figure 2: Illustrative Precinct Plan



Source: FJMT 2021

The Precinct Plan provides overarching guidance about how the area should be developed based on community and stakeholder input, local character and place, current and future demographics, economic and social trends, cultural and environmental considerations, urban renewal aspirations and needs regarding land use, community recreation, transportation, housing, and jobs. Key characteristics of the Precinct Plan include:

- New homes, jobs and services close to the CBD including:
 - Approximately 5,600 jobs
 - Approximately 2,800 residents
 - Approximately 1,550 dwellings
- A continuous waterfront promenade – the missing link in an otherwise 15km foreshore walk from Woolloomooloo to Rozelle
- New active transport connections to bring the neighbourhood closer to the harbour through new and improved pedestrian and cycling links
- Improved public transport options and minimised vehicle usage strategies including:
 - Minimising car parking spaces with limited on-street parking.
 - Ferry wharf
 - Opportunity for buses to service through site link
 - Connections to the existing light rail
 - Access to a future Sydney Metro West Station in Pyrmont
- New parks and green space with 30,000sqm of new open space
- An authentic, and world class new SFM at the heart of Blackwattle Bay
- An authentic place that builds on Indigenous and industrial stories and celebrates the local character.

Once the Study Area is rezoned and the new planning controls are in place, future development will need to seek development approval through the relevant approval pathway. This will include detailed development proposals and further associated environmental, social and economic assessments.

The Precinct Plan and associated SSP Study respond to the Study Requirements issued for Blackwattle Bay (formerly Bays Market District) by Minister for Planning in April 2017.

1.3 Vision and principles

Principles for a future Blackwattle Bay were formed through extensive community consultation in August 2017. These were further developed in 2019, together with a vision for the precinct. Both are provided below. These have guided the development of the Precinct Plan and will continue to guide future development proposals within the Study Area.

Vision:

“Blackwattle Bay offers an extraordinary opportunity to reconnect the harbour, its surrounding neighbourhoods and the city; to showcase Sydney’s living culture and stories of Country; to build an inclusive and iconic waterfront destination that celebrates innovation, diversity and community.”

Principles:

Landscape and environment

- Improve access to Blackwattle Bay, the foreshore and water activities for all users.
- Minimise additional shadowing to Wentworth Park and Glebe Foreshore (in mid-winter) and create new places with comfortable conditions for people to enjoy.
- Pursue leading edge sustainability outcomes including climate change resilience, improved water quality and restoration of natural ecosystems.

Access and movement

- Prioritise movement by walking, cycling and public transport.
- Balance diverse traffic movement and parking needs for all users.
- Link the Blackwattle Bay precinct to the City, Glebe Island and White Bay and other surrounding communities and attractors.

Land uses and built form

- Mandate Design Excellence in the public and private domain.
- Integrate housing, employment and mixed uses to create a vibrant, walkable, mixed use precinct on the city's edge.
- Maintain and enhance water uses and activities.
- Allow for co-existence and evolution of land uses over time.

Social, economic and community

- A place for everyone that is inviting, unique in character, socially inclusive and affordable.
- Expand the range of recreational, community and cultural facilities.
- Plan for the future community's education, health, social and cultural needs.

New

- Deliver development that is economically, socially, culturally and environmentally viable.
- Embed and interpret the morphology, heritage and culture of the site to create an authentic and site responsive place.
- Foster social and cultural understanding and respect to heal and grow relationships.

1.4 Study requirements

On 28 April 2017, the Minister for Planning issued Study Requirements for the Precinct. Table 1 sets out the study requirements related to local, State and regional infrastructure and the location of information within this report.

Table 1: Study Requirements and location of the required information

Study requirement	Location
8.1. Outline the impact of the proposal on State and regional infrastructure, including public transport, roads, stormwater and drainage, human services, education and health facilities required to meet the characteristics and likely needs of the current population during the development period and the likely future population, including the estimated costs (inclusive of land and capital) and timing of the works.	Section 5.0 (Impacts) Table 17 (Summary of infrastructure schedule)
8.2. Outline the scope, mechanism/s and delivery responsibility for development contributions between the Proponent and infrastructure agencies, such as transport, education and health, for infrastructure that meets the needs of the future population having regard to the infrastructure schedule and the City of Sydney Council's existing contributions plans and possible State Infrastructure Contributions plans.	7.0 (Mechanisms for delivery) Table 17 (Summary of infrastructure schedule)
8.3. Identify land to be reserved for future provision of state infrastructure including but not limited to public transport, health services, schools and emergency services and identify the appropriate zoning to accommodate their future needs.	Figure 15 and Figure 16 (Planned infrastructure)
8.4. Ensure that school provision is determined with reference to the demographic information established by the Population Demographic study at section 26 and outline any consultation with the Department of Education, including reference to their policies and procedures.	Section 5.0 (Impacts)
9.1. Outline the future community profile, in age groups and time series format, of the proposal (as established by the Population Demographics Study) see section 26.	Section 5.1 (Future demographic profile)
9.2. Analyse the existing and currently planned local infrastructure within the catchment of the Precinct.	Section 4.3 (Local infrastructure review)
9.3. The provision of open space and recreation facilities is to be consistent with the City of Sydney Open Space, Sports and Recreational Needs Study 2016. Close consultation with the City of Sydney is required, along with detailed justification for any variation.	Section 3.2.2 (Public open space delivery) Section 6.2 (Demand assessment)
9.4. Identify the local infrastructure needed to meet the needs of the future community including recreation, open space (active and passive), community facilities, education facilities, health facilities, primary care facilities, libraries, childcare, local pedestrian, cycling and transport facilities, local drainage, seawalls, water sensitive urban design, jetties and other foreshore infrastructure. Develop a cost plan of all infrastructure required to support the proposal.	5.2(Benchmarks) 6.0 (On-site infrastructure schedule)
9.5. Prepare an infrastructure schedule for local infrastructure, including the funding arrangements, potential land reservations, floor space provision, estimated costs, timing and delivery responsibilities relevant to staging of the development. The schedule is to differentiate any works that are needed to manage the impacts of the development.	Section 6.1 (Planned infrastructure delivery) Table 17 (Summary of infrastructure schedule) Figure 15 and Figure 16 (Planned infrastructure) Section 7.0 (Mechanisms for delivery)
9.6. Outline the proposed ongoing responsibilities and maintenance of any proposed open space/connections, drainage reserves, community facilities and foreshore infrastructure identified in 9.4.	7.4 (Post development maintenance)
9.7. Consult with the City of Sydney Council to achieve agreement on the provision and responsibilities for local infrastructure and outline details of any agreements with the City of Sydney for public use of community facilities.	5.3 (Consultation review)
9.8. Outline the scope and mechanism/s for development contributions to fund the infrastructure identified in the schedule having regard to existing contributions plans, including the City of Sydney Development Contributions Plan 2015. Identify any gaps in local infrastructure funding and potential funding sources.	7.0 (Mechanisms for delivery)

2.0 METHOD

2.1 Approach

HillPDA has undertaken a two-stage approach to addressing the SSP Study Requirements and preparing an infrastructure delivery framework for Blackwattle Bay. The tasks by stage are shown in Table 2. This two-stage approach allows for a detailed understanding of the:

- Existing framework for delivering infrastructure in the Blackwattle Bay area
- Potential demand associated with the Precinct Plan
- Infrastructure required to meet that demand
- Potential authorities responsible for delivering and/or operating the infrastructure
- Most suitable mechanisms for funding the infrastructure.

Table 2: Approach

Stage	Task
Stage 1: Preliminary investigations	<ul style="list-style-type: none"> ● Site Investigations ● Review the existing infrastructure funding framework ● Policy and regulatory review ● Demographic analysis ● Consult with key stakeholders
Stage 2 Develop framework	<ul style="list-style-type: none"> ● Analyse existing infrastructure provision ● Review existing infrastructure ● Consider how future infrastructure demand is met by on-site infrastructure provision ● Allocate responsibilities and delivery timeframes ● Identify required land reservation ● Estimate infrastructure costs ● Assess available funding mechanisms ● Prepare infrastructure schedule

Where relevant, HillPDA has based the findings of this report on the outcomes and analysis of supporting technical reporting provided by Infrastructure NSW. This has included:

- *Blackwater Bay Social Sustainability Assessment* (Elton Consulting, 2021)
- *Blackwater Bay Precinct Plan: Transport Management and Accessibility Plan* (AECOM, 2021)
- *Utilities and Infrastructure Servicing Report: Blackwattle Bay State Significant Precinct* (AECOM, 2021)
- *Water, Riparian Land, Flooding and Stormwater Study: Blackwattle Bay State Significant Precinct* (Cardno, 2021).
- *Bay Precinct Site 2 – Order of Cost Report 1-6* (Altus, 2021).

2.2 Stakeholder engagement

HillPDA and/or Infrastructure NSW has undertaken preliminary consultation with state and local government organisations to inform this report. The outcomes of engagement are discussed in section 5.3. As discussed in that section, it is anticipated that consultation with these organisations will progress throughout the planning process to confirm the funding, delivery and management of infrastructure associated with the Precinct Plan.

Organisations that have been consulted with include:

- Infrastructure NSW and larger project assessment team
- Department of Planning, Industry and Environment (DPIE)
- Department of Education
- Transport for NSW
- NSW Health
- City of Sydney.

2.3 Infrastructure definition

This project is limited to a consideration of the infrastructure categories identified in Table 3. Additional supporting infrastructure, such as stormwater and utilities servicing, is considered in the context of the infrastructure below (e.g. drainage required to service open space is considered part of the open space delivery).

Table 3: Classifications of infrastructure

Open space and recreation	Community and social facilities	Private, public and active transport	Health and education	Emergency services
<ul style="list-style-type: none"> • Local and district parks • Public foreshore • Playgrounds • Sports fields • Indoor and outdoor courts • Fitness equipment • Aquatic centres 	<ul style="list-style-type: none"> • Libraries • Community centres • Meeting spaces • Museums and galleries • Performing or creative arts spaces • Function centres 	<ul style="list-style-type: none"> • Rail access • Bus stops • Ferry wharves • Cycleways • Footpaths • Roads 	<ul style="list-style-type: none"> • Hospitals • Medical centres • Day care and Preschools • Primary schools • Secondary schools • Tertiary institutions 	<ul style="list-style-type: none"> • Fire stations • Ambulance stations • Police stations
Utilities, stormwater and other supporting infrastructure				

3.0 POLICY AND REGULATORY CONTEXT

3.1 Legislative framework

Development contributions are permitted under the Environmental Planning and Assessment Act 1979 (EP&A Act) under the following sections:

- Section 7.11 (previously s94) – Developer contributions towards provision or improvements of amenities or services
 - Rates are currently capped at \$20,000 per additional dwelling in the site
 - Caps may be exceeded based on approval from the Planning Minister.
- Section 7.12 (previously s94A) – Fixed development consent levies
 - Rates are generally capped at 1% of capital investment value of development
 - Caps may be exceeded if specified in the EP&A Regulation 2000.
- Section 7.22 to 7.26 (previously S94ED to EF) – Special infrastructure contributions (SICs)
 - Rates are determined by the Minister for Planning and Public Spaces
 - The NSW Government has established SICs for a number of developments including urban renewal areas and urban growth areas
 - There are no SICs in place for Blackwattle Bay at present.
- Section 7.4 (previously s93F) – Planning agreements
 - A voluntary agreement or other arrangement between a planning authority (or 2 or more planning authorities)
 - Can require the developer to dedicate land free of cost, pay a monetary contribution, or provide any other material public benefit, or any combination of them, to be used for or applied towards a public purpose
 - Can be entered into by the State or Council with the Minister’s approval.

3.2 Policy framework

3.2.1 City of Sydney Development Contributions Plan 2015

City of Sydney Development Contributions Plan 2015 (City of Sydney, 2015) commenced on 1 July 2016 and allows the CoS to collect contributions of money, land or both from developers to provide for local infrastructure required by development. The contribution plan is enabled by section 7.11 of the EP&A Act.

The land to which the contribution plan applies, includes Blackwattle Bay, which is located in the area known as the West Precinct, as shown in Figure 3. As of when the contribution rates were first published in 2015, the contribution rates per dwelling would be between **\$12,073 (one bedroom)** and **\$20,000 (three bedrooms)**, depending on dwelling size. A secondary **\$25,075** rate may apply for three-bedroom dwellings, pending a potential variation of the cap. It is noted that the rates were published in 2015 and are indexed regularly. Current rates are described below.

The contributions plan does not account for any population growth as the result of future redevelopment in the Bays Precinct, including Blackwattle Bay. It has been assumed that an infrastructure funding framework would be developed for the Bays Precinct, with potential for some elements to be integrated into the Contributions Plan (2015) as informed by this study.

Figure 3: Contribution plan precincts – City of Sydney



Source: City of Sydney Development Contributions Plan 2015

3.2.1.1 Capping of development contributions

Under the Environmental Planning and Assessment (Local Infrastructure Contributions) Direction 2012, Section 7.11 (previous 94) infrastructure contributions were capped at \$30,000 per dwelling in identified greenfield areas and \$20,000 per dwelling across the rest of NSW (with some identified exemptions). These cap amounts have been fixed since September 2010. The site is not defined as a greenfield area, and the \$20,000 cap applies.

At the end of July 2017, the Minister for Planning issued a new direction that amends the 2012 direction to put in place new thresholds for contribution rates both in the Local Infrastructure Growth Scheme transition areas and across the rest of NSW. The CoS and Blackwattle Bay is located in 'other areas.'

In areas where a contributions plan is proposed that exceeds the thresholds, CoS may have it assessed by the Independent Pricing and Regulatory Tribunal (IPART), in accordance with the Department's Development Contributions Practice Note (February 2014), to ensure the plan only contains essential local infrastructure. Once the assessment is finalised, CoS has adopted a final plan, and the Minister for Planning (or the Minister's delegate) has advised CoS of the outcome, the full contribution (above the \$20,000 cap) amount may be applied as a condition of development consent. For IPART approved plans, Council can only collect contributions for infrastructure on the Essential Works list, which does not include community facilities.

3.2.1.2 Development contribution rates

The CoS has developed two rates – one that complies with the cap and one that is expected to apply if and when the \$20,000 cap is lifted. The Contributions Plan 2015 state in Appendix G, section G2:

G.2 Contribution rates, not allowing for \$20,000 cap

If after this plan commences the Minister amends or revokes the 2012 direction so that contributions can exceed \$20,000 per dwelling, the consent authority will impose contributions in accordance with the schedules below to the extent it complies with the amended direction or any other directions issued by the Minister. The contributions will only be applied to applications, including section 96 applications, made after the date on which the amendment or revocation of the direction applies. This clause prevails over other provisions in this plan relating to the contribution rates that will be imposed, to the extent of any inconsistency.

If CoS wishes to apply the higher contribution rates, an application must be made to IPART for review. They would not be allowed to collect contributions for community facilities under an IPART approved plan.

The contribution rates for the West Precinct are shown in Table 4. As noted above, these rates were published in 2015 and are indexed on a regular basis.

Table 4: Contributions Schedule (West Precinct) with the \$20,000 cap

	\$ Per Worker	\$ Per Visitor	\$ Per Resident	\$ 1 bedroom	\$ 2 bedroom	\$ 3 bedroom
Open Space	1,399	6,994	6,994	9,092	13,288	15,061
Community Facilities	360	0	2,275	2,958	4,323	4,900
Traffic & Transport	18	18	18	24	35	39
Stormwater drainage	0	0	0	0	0	0
Total (\$2015)	1,777	7,012	9,287	12,073	17,645	20,000
Total (\$2021)	1,936	7,640	10,119	13,154	19,226	20,000

Source: City of Sydney Development Contributions Plan 2015

The lifting of the cap would increase rates for a 3 bedroom or above dwelling as shown in Table 5. Indexed rates are not published for this potential contribution rate.

Table 5: Contributions Schedule (West Precinct) without the \$20,000 cap

	\$ 3 bedroom
Open Space	18,882
Community Facilities	6,143
Traffic & Transport	49
Stormwater drainage	0
Total (\$2015)	25,075

Source: City of Sydney Development Contributions Plan 2015

These rates will be reviewed by City of Sydney as planning for the Pyrmont Peninsula advances. The existing rates provide a sound starting basis for understanding the local infrastructure contribution commitments. Actual rates payable would vary based on indexation, delivery of additional local infrastructure beyond what is currently planned (See section 4.3) and the potential for credits for future development in the Study Area based on delivery of on-site infrastructure (See section 7.2).

3.2.2 Open Space, Sports and Recreation Needs Study 2016

On 14 November 2016, CoS adopted the *Open Space, Sports and Recreation Needs Study 2016* (City of Sydney, 2016). Volume 2 of the Study, Open Space Delivery Plan, identifies State Government masterplanning sites including the Bays Precinct. Volume 2, section 4.4 of the Study contains the following Open Space Directions and General Principles for the Bays Precinct.

Recommended Open Space Directions (page 18 Open Space Delivery Plan)

The location of the Bays Precinct lends itself to a regional role for open space provision, as it encompasses two local government areas, is destination-focussed, and can complete key missing sections of the Rozelle to Woolloomooloo foreshore walk.

Although details of the proposed urban renewal are not available, the area shares many characteristics with nearby Glebe and Pyrmont. Open space in these areas is characterised by generous foreshore promenades for walking and cycling, headland parks, industrial heritage, and areas for active open space and maritime facilities.

General Principles (page 18 Open Space Delivery Plan)

- *Continuous and uninterrupted pedestrian and cycle access along the foreshore from Pyrmont to Rozelle is fundamental to the transformation of the precinct (Blackwattle Bay masterplanning consideration)*
- *The design of open spaces should reflect the character of the Bays Precinct and provide a range of recreational experiences for a diverse mixed community.*
- *All residents should have access to local open space within 400 metres (Blackwattle Bay masterplanning consideration)*
- *Large open spaces for active recreation and larger organised sports need to be provided.*
- *A diversity of spaces and a range of settings including the waterfront promenade, local/pocket parks, larger park spaces, civic spaces and spaces specifically for small children, young adults and older people should be delivered.*
- *Quality amenities should be provided to support recreational areas including toilets, seating and drinking fountains.*
- *Development should be planned so there is good access to open space and existing and planned open spaces have a high level of solar access.*
- *Priority should be given where possible to approaches and technologies that increase the use of existing open space and facilities, such as multi-purpose courts and synthetic surfaces.*
- *Shared access facilities should be pursued, for example, joint use of underused facilities at schools and universities, including possible joint construction or maintenance agreements in exchange for community access out-of-hours.*
- *Work with neighbouring councils on a regional approach in preparing our Central Sub Regional plan (required by the NSW Government's Metropolitan Strategy released in December 2014), including joint funding for shared facilities that might be located outside the local government area.*
- *Ensure renewal of the Bays Precinct and Central to Eveleigh Precinct provide for recreation and sporting needs across the subregion, not just within the renewal site.*
- *Review planning processes to encourage developers to include sports facilities, especially indoor courts, as part of new developments.*

Blackwattle Bay

The Open Space Delivery Plan contains the following specific information in relation to Blackwattle Bay (referred to as The Bays Market District):

The Bays Market District contains parcels of government-owned land on the Bank Street foreshore, already zoned for open space and included in the Bank Street Masterplan (2006). This land is predominantly used for boating facilities, including the Dragon Boats and the Pyrmont Heritage Boating Club. Renewal should maintain this land as open space and dedicate it to the City of Sydney to ensure its ongoing public use (Blackwattle Bay masterplanning consideration).

Future uses for the land should include maintaining the marine activities currently at the site.

Other opportunities at the Bays Market District include activating the underside of the Western Distributor through public art, and consideration of uses such as skate facilities.

Table 6 below details opportunities, as identified by the CoS, for Bank Street in the Blackwattle Bay (referred to as Bays Market District) area.

Table 6: Bays Market District – Open Space Opportunities

Location	Area (m ²)	Notes
1A Bank Street	190	Northernmost triangle of land constrained by submarine cables and steep topography, it is proposed that this site should remain as a vegetated area.
1-3 Bank Street	1,325	(potential) Adaptive reuse of existing buildings (dependent on level of asbestos contamination and masterplanning opportunities).
5-19 Bank Street	9,059	The proposed future use of the northern part of the site is for maritime/ passive water craft activities including the accommodation of the Sydney Heritage Fleet headquarters. The southern part of the site, approximately 5,134m ² is intended to be developed for public open space / recreation. The Anzac Bridge presents a significant constraint in terms of visual impact and micro climate under the bridge. Option for skate or court facilities as part of facility mix.
1B Bank Street	1,510	Corridor provides opportunity for view corridor and access from Miller Street to Bank Street foreshore.

Source: City of Sydney Open Space, Sports and Recreation Needs Study 2016

Wentworth Park

This Open Space Delivery Plan also identifies Wentworth Park as a beneficiary of the urban renewal of the Bays Precinct as quoted:

'Renewal provides an opportunity to refresh Wentworth Park and return it to genuine public access by removing the greyhound track and its large and intrusive infrastructure. Providing an improved and consolidated area of public open space will allow Wentworth Park to support new development occurring throughout the Bays Precinct. Greater connectivity between the park and the renewed Fishmarkets could be achieved by realigning Bridge Road and introducing traffic calming measures to allow sensitive integration into the park environment.

The return of the entire park for true public use, rather than narrow interest group use, should be subject to an international design competition. The City has coordinated successful international design competitions of this type for Gunyama Park and Aquatic Centre and the Green Square Library and Plaza. The competition should encompass the design of the park, the design of the new Market District at the head of Blackwattle Bay and explore opportunities for greater connectivity between the two.'

In addition, the Open Space Delivery Plan provides a series of directions and recommendations for the future planning, provision, development and recreation facilities located within the CoS. Of relevance to the infrastructure funding for Blackwattle Bay is that this Open Space Delivery Plan sets benchmarks for provision.

The Open Space Delivery Plan does acknowledge that NSW Government will be preparing a specific open space strategy (for the Bays Precinct) that will confirm open space and recreation facility provision outcomes. The work for the subject study will require a review of the CoS's plans and strategies for public infrastructure.

3.3 Review of Infrastructure Contributions in New South Wales

The *Review of Infrastructure Contributions in New South Wales* (NSW Productivity Commission, 2020) (the Review) is an in depth review of the infrastructure contribution system, its effectiveness in funding and delivering infrastructure and potential reforms to increase the efficacy of infrastructure contributions in the future. The review follows the NSW Government's 2019 announcement of reforms to the planning system and a July 2020 issues paper that considered the key issues associated with infrastructure contributions. The review was completed with the goal of enabling the Premier's Priority of creating well connected communities with quality local environments.

The most relevant issues raised in the Review for Infrastructure Contributions in Blackwattle Bay are:

- State Government capital funding is increasingly constrained, with anticipated further competition for funding from other budget considerations
- Contributions raise only a small proportion of the funding needed to meet the demands for infrastructure to support growth and development, with the majority of infrastructure funding through the State budget
- Infrastructure demand and costs are increasing, placing further pressures on supply and feasibility
- Land costs are increasing, outstripping costs associated with embellishment or service provision
- A lack of timely infrastructure provision is a barrier to development
- Critical infrastructure will require additional resilience to withstand and adapt to environmental shocks
- Infrastructure funding should come from both contributions and general rates revenue
- Rate pegging limits local governments' abilities to raise revenue to supplement development contribution costs
- State and local planning agreements allow for innovative solutions to infrastructure contributions, but are not necessarily transparent or principles-based
- Specific infrastructure contribution application has been limited, contributing to the lack of resourcing and timely delivery of infrastructure in some areas.

In response to these issues, the Review recommends a series of reforms to State and local government processes surrounding development contributions. The most relevant reforms to Blackwattle Bay include

- Develop infrastructure contribution plans upfront as part of the zoning process
- Introduce a direct land contribution mechanism to improve both efficiency and certainty for funding land acquisition
- Contribution plans reflect development-contingent costs only
- Local and State planning agreements are consistent with the principles-based approach (e.g. direct delivery of development-contingent infrastructure or impact mitigation works)
- Adopt regional infrastructure contributions (i.e. State level contributions across regions)
- Promote consistency and transparency in works-in-kind agreements.

In February 2021, DPIE published a practice note relating to Planning Agreements. It promotes a principles based approach to preparing and assessing the merit of Planning Agreements. It confirms that Planning Agreements are to provide for the delivery of infrastructure or public benefits generally related to development and reflect the costs of infrastructure. Value capture and revenue raising are confirmed to not be appropriate uses of Planning Agreements.

In March 2021, the NSW Treasurer and Minister for Planning and Public Spaces announced that the State had accepted the remaining recommendations of the Productivity Commission and would facilitate their implementation. Of immediate relevance is the recommendation to adopt regional infrastructure contributions instead of SICs. However, a “Satisfactory Arrangements” provision would still be possible until a regional infrastructure contribution plan was prepared. These mechanisms are discussed further in sections 7.1 and 7.3.

4.0 EXISTING AND PLANNED INFRASTRUCTURE

Existing and planned infrastructure within the catchment of the Precinct has been considered in detail in:

- *Blackwater Bay Social Sustainability Assessment* (Elton Consulting, 2021)
- *Blackwater Bay Precinct Plan: Transport Management and Accessibility Plan* (AECOM, 2021)
- *Utilities and Infrastructure Servicing Report: Blackwattle Bay State Significant Precinct* (AECOM, 2021)
- *Water, Riparian Land, Flooding and Stormwater Study: Blackwattle Bay State Significant Precinct* (Cardno, 2021).

Existing and planned infrastructure is also detailed in:

- Appendix C of the *City of Sydney Development Contributions Plan 2015*
- *Pymont Peninsula Infrastructure Delivery Opportunities Study* (GLN, 2020), prepared as part of the Pymont Peninsula Place Strategy (PPPS).

This section focuses on the social and transport infrastructure within the catchment of the Study Area, as defined in those reports.

4.1 Pymont Peninsula Place Study infrastructure review

As part of the PPPS suite of reporting, *Pymont Peninsula Infrastructure Delivery Opportunities Study* (GLN, 2020) considers the existing infrastructure network in the Pymont area. A map of existing infrastructure prepared as part of that report is extracted in Figure 4. Development within the Study Area would be serviced by much of this infrastructure.

Existing infrastructure in the area includes:

- Bus, ferry and light rail public transport
- Daycare and preschools
- Out of school hours and vacation care
- A primary school
- Tertiary school campuses
- Libraries
- Parks and playground
- Indoor recreation
- Outdoor fitness areas
- A sports field
- Aquatic centres
- Theatres, museums and creative arts spaces
- A function centre.

Figure 4: Existing Pyrmont Peninsula infrastructure (PPPS)



Source: Infrastructure Delivery Opportunities Study 2020 (GLN Planning, 2020)

Existing infrastructure surrounding the Study Area is also considered within the *City of Sydney Development Contributions Plan 2015* as part of the analysis of needs in the West Precinct. Extracts of the relevant schedules are provided below.

Table 7: Existing facilities (West Precinct)

	Childcare centres	Integrated facilities (Library and Indoor Recreation)	Libraries	Local facilities	Indoor recreation	Total
Council	6	1	1	7	2	17
Non-Council	15		1	7	5	28
Total	21	1	2	14	7	45

Source: City of Sydney Development Contributions Plan

4.2 Existing infrastructure review

This section considers existing infrastructure surrounding the Study Area in the suburbs of Pyrmont, Ultimo and Glebe. Analysis is primarily informed by publicly available data from DPIE maintained sources and supplemented by additional desktop analysis. Figures and tables identify the nature of the infrastructure and the general proximity of infrastructure to the Study Area. Maps include 400 and 800 m radii from the centre of the Study Area, signifying a generalised five and ten minute walking distance.

As discussed in the PPPS reporting, *Blackwater Bay Social Sustainability Assessment* (Elton Consulting, 2021) and *Blackwater Bay Precinct Plan: Transport Management and Accessibility Plan* (AECOM, 2021), existing social and transport infrastructure in the area is strained, with a Pyrmont-wide strategy required to meet future demand. Demand for infrastructure generated by the Precinct against relevant benchmarks, and how that infrastructure is proposed to be met on-site, is discussed further in section 5.0.

Infrastructure included in this review is categorised as:

- Transport: Rail, ferry and bus infrastructure
- Recreation: Open space, formal recreation areas and water recreation (wharfs)
- Community facilities: Halls, community centres, libraries and service centres
- Education and childcare: Childcare, public and private schools and tertiary education facilities

Utilities, stormwater and road infrastructure is discussed in detail in supporting technical reports, including:

- *Blackwater Bay Precinct Plan: Transport Management and Accessibility Plan* (AECOM, 2021)
- *Utilities and Infrastructure Servicing Report: Blackwattle Bay State Significant Precinct* (AECOM, 2021)
- *Water, Riparian Land, Flooding and Stormwater Study: Blackwattle Bay State Significant Precinct* (Cardno, 2021).

4.2.1 Transport

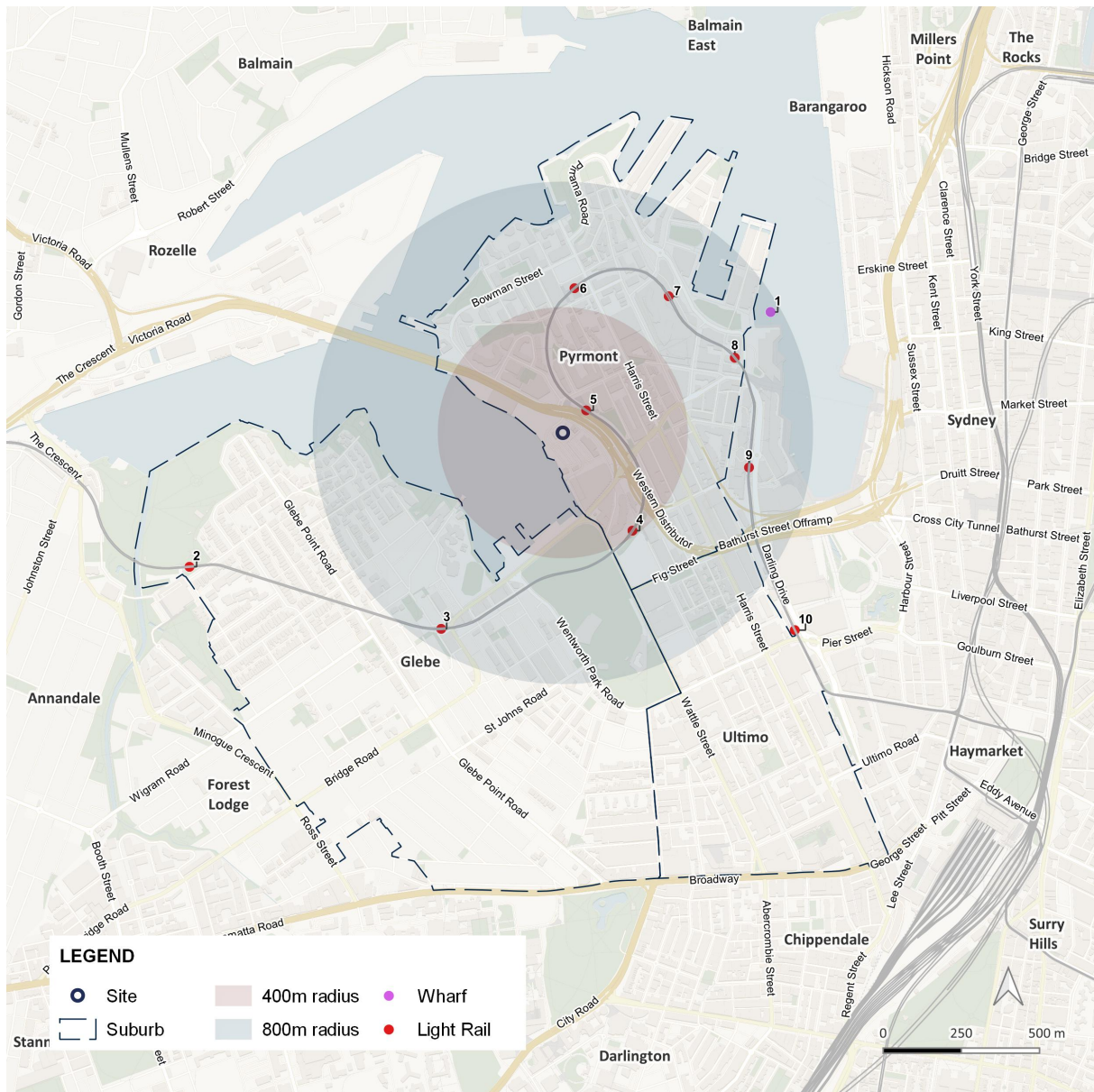
The Study Area is within walking distance of multiple established bus, light rail and ferry services. Mass transit (ferry and light rail) stops are shown in Figure 5 and identified in Table 8, with bus stops shown in Figure 6.

The Study Area is in proximity to multiple forms of transport infrastructure including:

- Bus services available within 400 m connect to the centres of Ryde and Parramatta and to Central Station
- Light rail services are available within 400 m, connecting to Central Station and Dulwich Hill
- Ferry services are available within 800 m at Pyrmont Bay, providing access to the Sydney CBD, North Sydney, Parramatta and Manly.

Sydney Metro has recently announced the location of the planned Pyrmont Station as part of the Sydney Metro West project. The Pyrmont Station construction site has been identified near the intersection of Union Street and Edward Street, approximately 400 m to the north east of the Study Area. When complete, the Sydney Metro West project would provide access to the Sydney CBD, Sydney Olympic Park, Parramatta and the Westmead Health Precinct.

Figure 5: Mass transit infrastructure



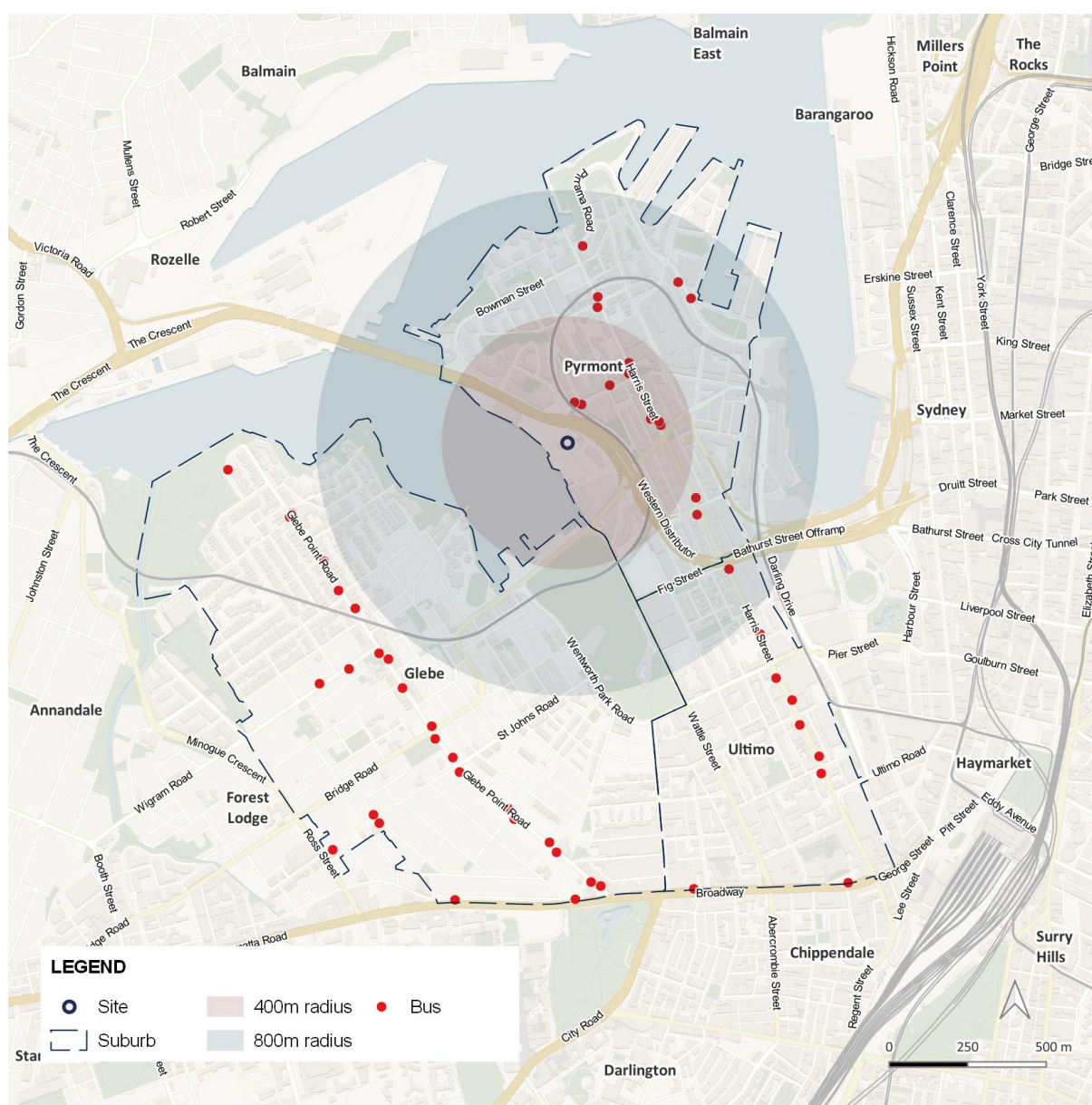
Source: Open Street Map

Table 8: Mass transport infrastructure

Index	Name	Type	Suburb	Proximity
1	Pyrmont Bay Wharf	Wharf	Pyrmont	400 to 800 m
2	Jubilee Park	Light Rail Stop	Glebe	>800 m
3	Glebe	Light Rail Stop	Glebe	400 to 800 m

Index	Name	Type	Suburb	Proximity
4	Wentworth Park	Light Rail Stop	Pymont	<400 m
5	Fish Market	Light Rail Stop	Pymont	<400 m
6	John Street Square	Light Rail Stop	Pymont	400 to 800 m
7	The Star	Light Rail Stop	Pymont	400 to 800 m
8	Pymont Bay	Light Rail Stop	Pymont	400 to 800 m
9	Convention	Light Rail Stop	Pymont	400 to 800 m
10	Exhibition Centre	Light Rail Stop	Ultimo	>800 m

Figure 6: Bus infrastructure



Source: Open Street Map

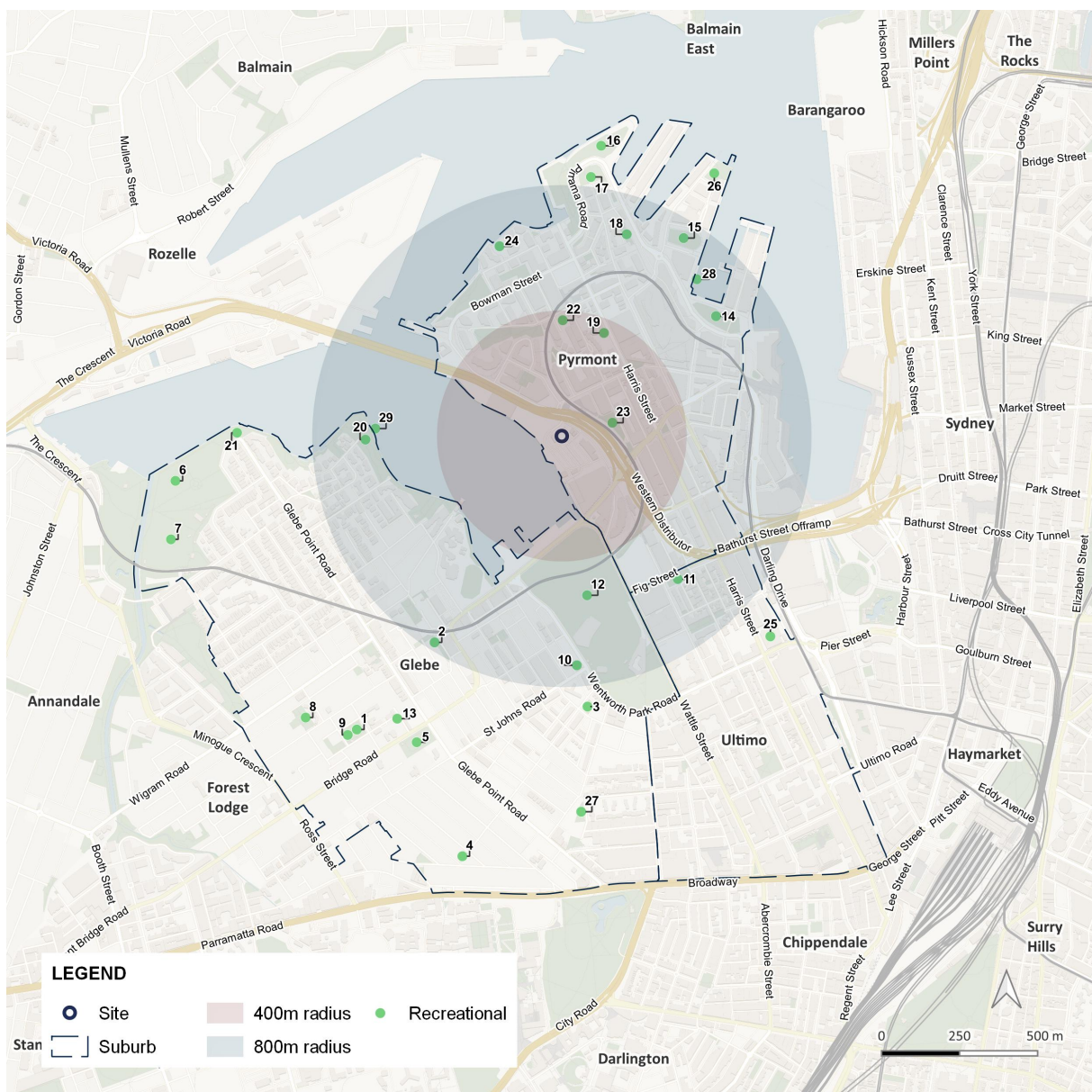
4.2.2 Recreation

The Study Area is located near a range of locally and regionally significant recreation options, including open space, indoor recreation and water recreation facilities. The location of these facilities is shown in Figure 7, with facilities identified in Table 9.

Local open space options, being Carmichael Park, Jones Street Pocket Park and Paradise Reserve, are limited in size and amenity provision. More expansive options are within the 800 m catchment and include Waterfront Park and Wentworth Park. These larger parks offer additional amenities such as picnic areas, playing fields and playgrounds. Other smaller sports facilities, such as the Jacksons Landing Tennis Courts offer local sporting options. The Ian Thorpe Aquatic Centre, located in Ultimo, approximately 800 m to the south east of the Study Area, is a regionally significant indoor recreation facility.

Nearby water based recreation infrastructure includes a variety of wharves and pontoons that can be used by the public, harbourside swimming areas and facilities associated with the Blackwattle Bay Dragon Boat Club.

Figure 7: Recreation infrastructure



Source: Department of Planning, Industry and Environment

Table 9: Recreation infrastructure

Reference number	Name	Type	Suburb	Proximity
1	St James Park	Park		>800 m
2	Park	Park		400 to 800 m
3	Dougherty Reserve	Park		>800 m
4	Residents Park	Park		>800 m
5	Dr H J Foley Park	Park		>800 m
6	Bicentennial Park	Park		>800 m
7	Jubilee Park	Park		>800 m
8	Arthur Gray Reserve	Park		>800 m
9	Tennis Courts	Sports Court		>800 m
10	Millard Reserve	Park		400 to 800 m
11	Fig Lane Park	Park		400 to 800 m
12	Wentworth Park	Park		400 to 800 m
13	Booler Memorial Playground	Park		>800 m
14	Pymont Bay Park	Park		400 to 800 m
15	Metcalfe Park	Park		400 to 800 m
16	Pirrama Park	Park		>800 m
17	Giba Park	Park		>800 m
18	James Watkinson Reserve	Park		400 to 800 m
19	Park	Park		<400 m
20	Blackwattle Bay Park	Park		400 to 800 m
21	Pope Paul Vi Reserve	Park		>800 m
22	Tennis Courts	Sports Court		<400 m
23	Paradise Reserve	Park		<400 m
24	Cadi Park	Park		400 to 800 m
25	Ian Thorpe Aquatic Centre	Swimming Pool		>800 m
26	Ballaarat Park	Park		>800 m
27	Robyn Kemmis Reserve	Park		>800 m
28	Casino Wharf	Wharf		400 to 800 m
29	Blackwattle Bay Wharf	Wharf		400 to 800 m

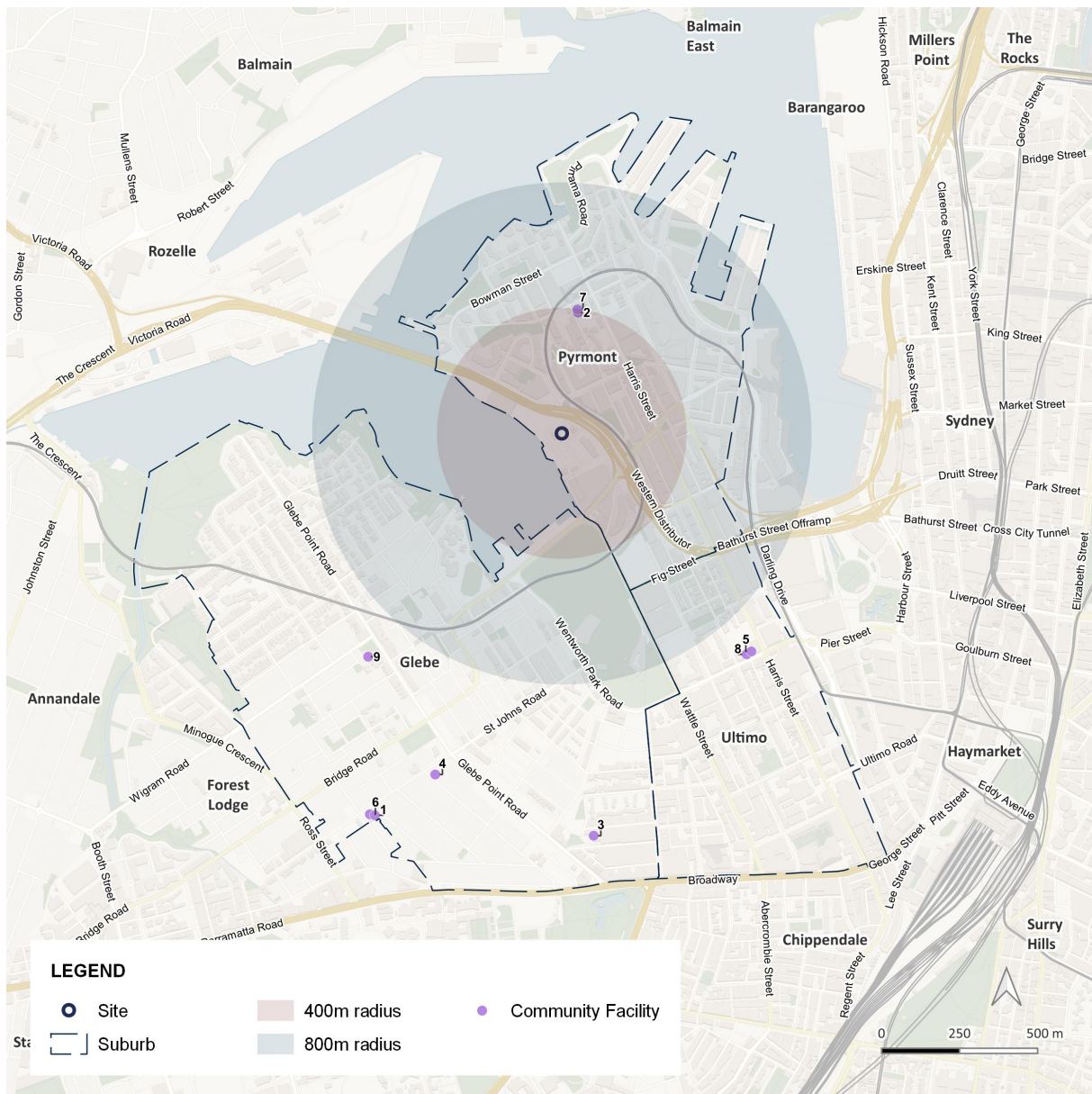
4.2.3 Community facilities

Community facilities provide opportunities for residents, visitors, and workers to gather and participate in social activities. Community facilities can be publicly or privately operated, such as community halls operated by local government or non-profits. They can also provide local interaction points with government agencies, (e.g. a local customer service desk). Community facilities are shown in Figure 8 and identified in Table 10.

Community facilities within a 400 m catchment of the Study Area are limited to the Pymont Community Centre and associated Library Link facility. The Pymont Community Centre offers a gym, three halls and multi-purpose rooms and an internal courtyard for hire. The Library Link serves as a connection to the broader library systems, allowing access and drop off facilities for locals. A child care centre is co-located with the community centre.

Looking beyond the 800 m catchment, the Glebe and Ultimo libraries and the Ultimo Community Centre offer access to the library system and a range of social spaces, community services and spaces for hire.

Figure 8: Community facility infrastructure



Source: Department of Planning, Industry and Environment

Table 10: Community facility infrastructure

Reference number	Name	Type	Suburb	Proximity
1	Glebe Neighbourhood Service Centre	Community Facility	Glebe	>800 m
2	Pyrmont Community Centre	Community Facility	Pyrmont	<400 m
3	Peter Forsyth Auditorium	Community Facility	Glebe	>800 m
4	St Johns Church Hall	Community Facility	Glebe	>800 m
5	Ultimo Community Centre	Community Facility	Ultimo	>800 m
6	Glebe Town Hall	Community Facility	Glebe	>800 m
7	Library Link Pyrmont	Library	Pyrmont	<400 m
8	Ultimo Library	Library	Ultimo	>800 m
9	Glebe Library	Library	Glebe	>800 m

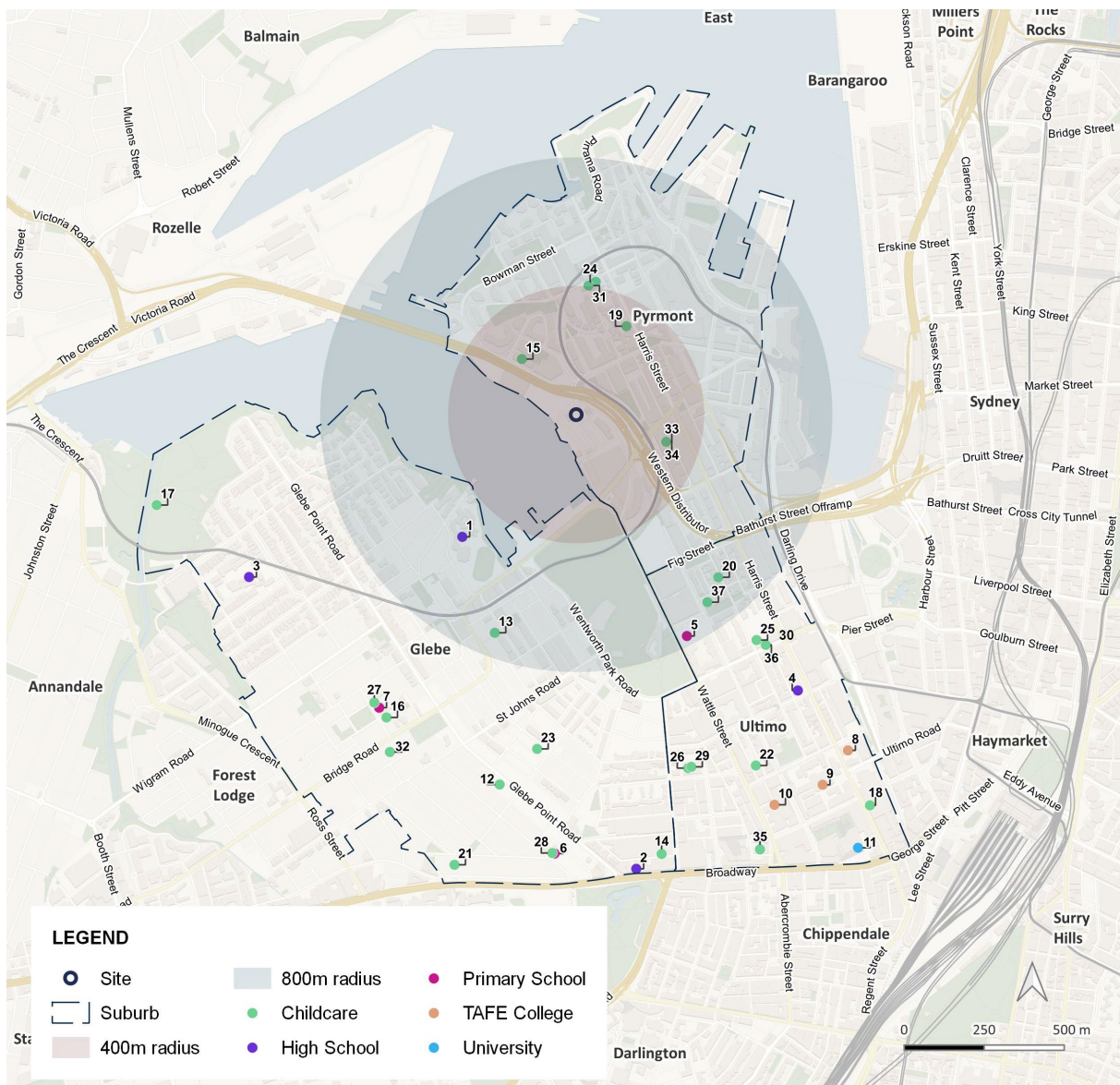
4.2.4 Education and childcare

The distribution of education and childcare facilities surrounding the Study Area is shown in Figure 9, with facilities identified in Table 11. There are seven public schools and three TAFE colleges and the University of Technology (Ultimo campus) within the suburbs of Ultimo and Glebe, including four high schools and three primary schools. There are no education facilities identified in the suburb of Pyrmont.

The two closest schools are Ultimo Public School (primary) and Sydney Secondary College, Blackwattle Bay Campus (high school). These schools are generally within 800 m of the Study Area. Capacity of these schools is discussed in section 5.2.1. Outside of the 800 m catchment, schools are generally accessible by public transport, including light rail and buses. The Fort Street Public School has been temporarily relocated to Wentworth Park as a 'pop up' school while the campus undergoes upgrades, anticipated to be completed in late 2022.

Childcare facilities are located across the three suburbs, with 26 facilities identified. Of those, five are within 400 m of the Study Area and four are between 400 and 800 m away. Broughton Street Kindergarten (13) and Hilda Boler Kindergarten (17) are operated by City of Sydney.

Figure 9: Education and childcare infrastructure



Source: ACARA (2021), School Profile and Location 2020ACECQA (2020), National Child Care Register

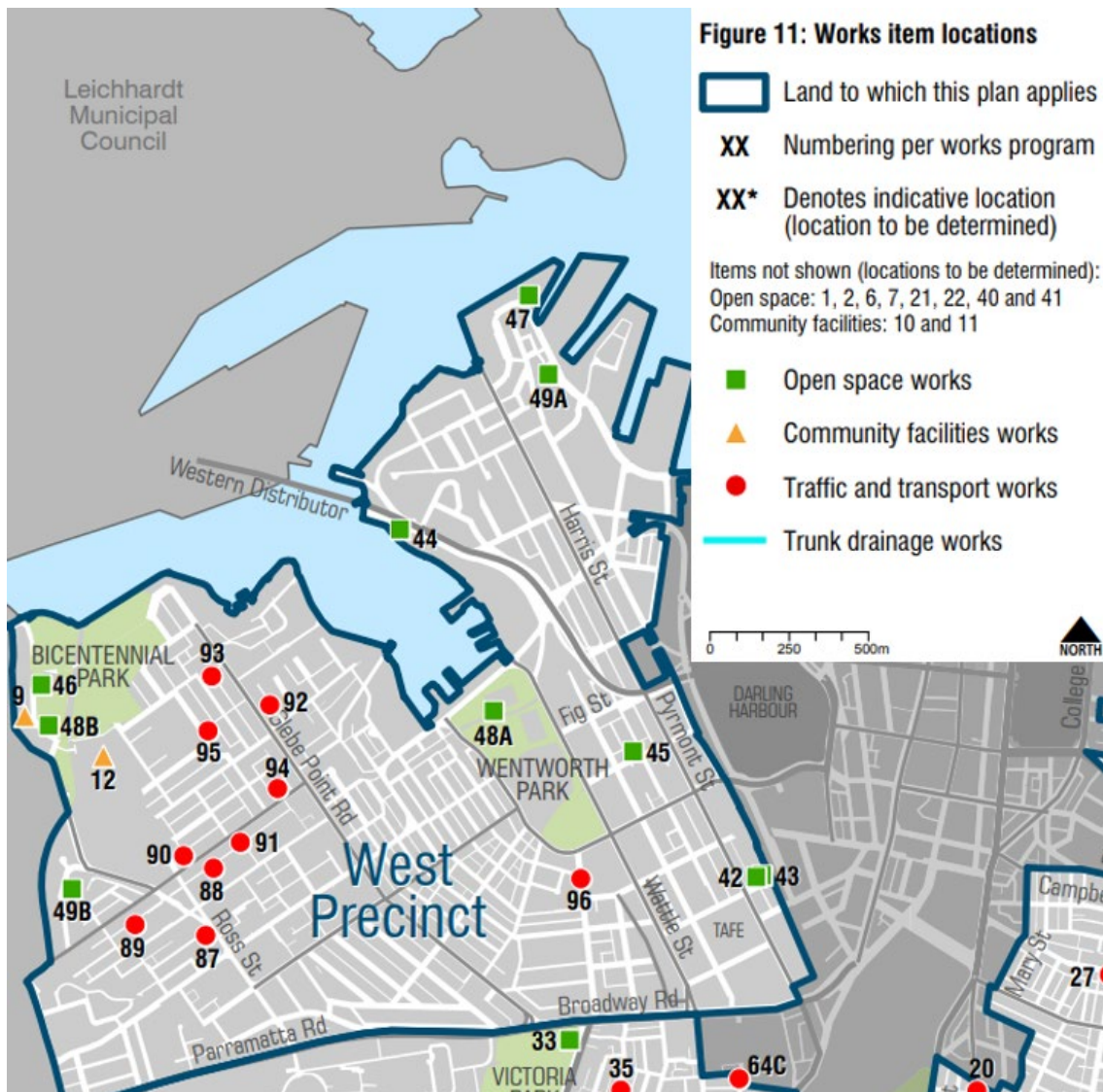
Table 11: Education and childcare infrastructure

Reference Number	Name	Type	Suburb	Proximity
1	Sydney Secondary College Blackwattle Bay Campus	High School	Glebe	>800 m
2	Australian Performing Arts Grammar School	High School	Glebe	400 to 800 m
3	St Scholastica's College Glebe Point	High School	Ultimo	>800 m
4	Westbourne College Sydney	High School	Ultimo	>800 m
5	Ultimo Public School	Primary School	Ultimo	>800 m
6	Glebe Public School	Primary School	Ultimo	>800 m
7	St James' Primary School	Primary School	Glebe	>800 m
8	Ultimo TAFE College	TAFE College	Glebe	>800 m
9	Ultimo TAFE College	TAFE College	Glebe	>800 m
10	Ultimo TAFE College	TAFE College	Ultimo	400 to 800 m
11	University of Technology City Campus-Ultimo	University	Ultimo	>800 m
12	Amigoss Long Day Care Centre	Childcare	Glebe	>800 m
13	Broughton Street Kindergarten	Childcare	Glebe	400 to 800 m
14	Mindchamps Early Learning @ Broadway	Childcare	Glebe	>800 m
15	Thrive ELC Pyrmont Pty Ltd	Childcare	Pyrmont	<400 m
16	Only About Children Glebe	Childcare	Glebe	>800 m
17	Hilda Booler Extended Hours Preschool	Childcare	Glebe	>800 m
18	Inner City Care Childcare Centre	Childcare	Ultimo	>800 m
19	Ku Maybanke Preschool	Childcare	Pyrmont	<400 m
20	Ku Ultimo Children Centre	Childcare	Ultimo	400 to 800 m
21	Ku Laurel Tree House Children's Centre	Childcare	Glebe	>800 m
22	Magic Pudding Child Care Centre	Childcare	Ultimo	>800 m
23	SDN Glebe Children's Education and Care Centre	Childcare	Glebe	>800 m
24	SDN Pyrmont Children's Education and Care Centre	Childcare	Pyrmont	400 to 800 m
25	Kindy Patch Ultimo 1	Childcare	Ultimo	>800 m
26	IGS Preschool	Childcare	Ultimo	>800 m
27	Whoosh Care Glebe	Childcare	Glebe	>800 m
28	Centipede at Glebe School Inc	Childcare	Glebe	>800 m
29	International Grammar School	Childcare	Ultimo	>800 m
30	Ultimo Children's Program	Childcare	Pyrmont	>800 m
31	Pyrmont Children's Program	Childcare	Pyrmont	<400 m
32	Glebe Montessori Academy	Childcare	Glebe	>800 m
33	Genius Learning - Pyrmont 1	Childcare	Pyrmont	<400 m
34	Genius Learning - Pyrmont 2	Childcare	Pyrmont	<400 m
35	Little Zak's Academy Ultimo	Childcare	Ultimo	>800 m
36	Believe Playschool Pty Ltd	Childcare	Ultimo	>800 m
37	Kids Capers Ultimo OOSH	Childcare	Ultimo	400 to 800 m

4.3 Planned infrastructure

The *City of Sydney Development Contributions Plan 2015* includes works schedules and mapping for planned infrastructure delivery in the West Precinct. An extract of the relevant map is provided at Figure 10. As shown in the map, the most proximal planned infrastructure are items 44 and 48A, which relate to open space works at Bank Street and Wentworth Park, respectively.

Figure 10: City of Sydney development contribution plan infrastructure map extract



Source: City of Sydney Development Contributions Plan 2015

The open space provision includes acquisition, dedication and embellishment of existing open space. Table 12 sets out details of works in the *City of Sydney Development Contributions Plan 2015* open space works program in the West Precinct.

Table 12: Detail from City of Sydney Development Contributions Plan open space program

Item	Description	Estimated cost	Priority
40	Acquisition – 0.56 approx – locations to be determined	\$14,767,152	1,2,3
41	Embellishment of acquired land, 0.56 ha approx.	\$2,461,192	1,2,3
42	Dedication of land for a new square at Mary Ann St and Omnibus Ln, Ultimo, 0.07 ha approx.	\$140,000	2
43	Embellishment – Embellishment of dedicated land for a new square at Mary Ann St and Omnibus Ln, 0.07 ha approx.	\$4,200,000	1,2,3
44	Embellishment – Bank St foreshore, Pyrmont, 0.5 ha approx.	\$4,200,000	2
45	Upgrade – Quarry Green Park, Ultimo – refurbishment including seating, lighting, paving and landscape treatments	\$1,103,816	1
47	Upgrade – Pirrama Park, Pyrmont – new fitness station	\$400,000	2
48A	Upgrade – upgrade playing fields subject to community support) and/or improve drainage at Wentworth Park	\$4,000,000	1
49A	Upgrade – Install shading at various existing playgrounds, e.g. James Watkinson Reserve, Pyrmont, and Minogue Crescent, Forest Lodge	\$1,336,365	1 and 2

*priority 1 items are to be completed between 2016 and 2020, priority 2 items are to be completed between 2021 and 2025

Source: City of Sydney Development Contributions Plan 2015

Other infrastructure works are summarised in the tables below. However, these items are not mapped in proximity to the Study Area and are less directly relevant.

Table 13: Summary from City of Sydney Development Contributions Plan community facility program

Description	Estimated total cost	Apportionment	Apportioned cost
1 new child care centre in Glebe Point Road Village (works only)	\$4,156,373	100%	\$4,156,373
1 new integrated multipurpose facility in Glebe Point Road Village (land and works)	\$28,125,000	23%	\$6,468,750
1 new local community centre in Glebe Point Road Village (works only)	\$1,200,000	23%	\$276,000

Source: City of Sydney Development Contributions Plan 2015

Table 14: Summary from City of Sydney Development Contributions Plan transport program

Description	Estimated total cost	Apportionment	Apportioned cost
10 Pedestrian, cycling and traffic calming works	\$900,000	19%	\$200,000

Source: City of Sydney Development Contributions Plan 2015

State infrastructure planning is anticipated to result from the PPPS and its recommendations. The current planned State infrastructure in a Sydney Metro West station to the north-east of the Study Area. Other PPPS identified State infrastructure may include:

- Improved active and public transport connections
- Transport interchanges
- Investigation of repurposing Glebe Island Bridge to link Pyrmont Peninsula with Bays West
- Investigation of delivery of additional public open space, including Wentworth Park.

Delivery of these items would likely be in partnership with local government and private stakeholders. Finalisation the planned State infrastructure would be undertaken through the PPPS implementation process.

5.0 INFRASTRUCTURE IMPACTS

5.1 Future community profile

A demographics profile, *Blackwattle Bay Population Demographics & Workforce Profile* (.id, 2020) has been prepared for the Precinct Plan. It considers the current demographic profile of Blackwattle Bay, relevant case studies and forecasts relating to population, housing and employment. That document should be reviewed for a full review of population changes.

Key findings from *Blackwattle Bay Population Demographics & Workforce Profile* relevant to the future community profile are extracted below.

Population and dwelling impacts

- *The forecasts for the Blackwattle Bay Study Area see an increase in population from 0 in 2016 to 2,795 in 2036. This forecast is based on an increase of 1,546 dwellings in net terms between 2024 and 2032.*
- *Average household size is expected to decrease from at 1.99 in 2026 to 1.90 in 2036.*
- *The area is expected to attract a range of markets including both younger adult age groups driven by all the classic attributes of inner city areas: fast access to CBD jobs in finance, banking and professional services, as well as a range of entertainment and cultural options either on site or within a short walk. There is also expected to be a sizeable component of older working adults and retirees, attracted by waterfront property with close proximity to the new Sydney Fish Market as well as a range of transport options and waterfront trails.*
- *The largest forecast increases by age are in the 25 39 age bracket by 2036. This is partly the result of people migrating to the District in those age groups, as well as the ageing of early movers to the site in their 20s. There are also significant increases in the 50 to 64 age group.*
- *Without the planned SSP development, it is forecast that population and dwelling levels would remain zero within the Blackwattle Bay Study Area.*
- *The forecasts for Blackwattle Bay Catchment see an increase in population from 33,623 in 2016 to 46,127 in 2036.*
- *Without development, population in the catchment is forecast to only reach 43,332 in 2036.¹*

Changes to the demographic profile of local residents are anticipated from 2024 onward with the following approximate dwelling delivery by year:

- 2024: 90 dwellings
- 2025 to 2030: 180 dwellings per year
- 2031 to 2032: 190 dwellings per year.

Additional detail regarding changes to the population and households in the Study Area are provided in Figure 11 and Figure 12. For context, it is anticipated that the bulk of community infrastructure provided in the study area would be completed prior to the occupancy of the dwellings.

¹ *Blackwattle Bay Population Demographics & Workforce Profile* (.id, 2020)

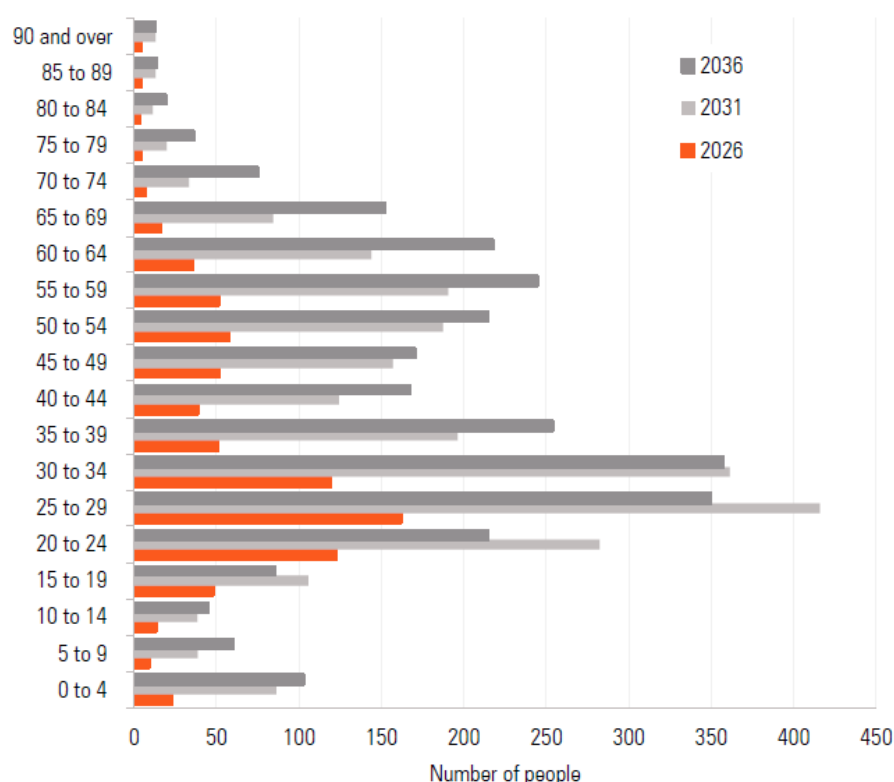
Figure 11: Extract of change in population and households

	2016	2021	2026	2031	2036
Population	0	0	825	2,502	2,795
Change in pop. (5yrs)	-	-	825	1,677	293
Average annual % change	-	-	-	24.8%	2.2%
Households	0	0	414	1,290	1,468
Change in households (5yrs)	-	-	414	876	179
Average h/hold size	-	-	1.99	1.94	1.90

¹ Private occupied and unoccupied dwellings

Source: Profile .id

Figure 12: Extract of change in population by age



Source: Profile .id

Employment forecasts

- It is forecast that by 2036 there could be approximately 5,713 ongoing jobs in Blackwattle Bay.
- Employment opportunities will be largely focused on business services, especially Professional, Scientific and Technical Services and Information Media and Telecommunications, due to the increase in commercial office space planned for the site.
- The new Sydney Fish Market site will continue to support seafood related wholesale and retail as well as a likely uplift in hospitality based jobs.
- Other opportunities could be in health and well being or recreational services, community services, personal services, child care, and serviced apartments/short term.

- Without the planned SSP development, it is forecast that job levels would remain relatively low within the existing SFM site and adjacent private lands. The new SFM which has already been approved would contain approx. 725 jobs.
- The forecasts for Blackwattle Bay Catchment see an increase in jobs from 64,224 in 2016 to 81,788 in 2036. This projection is based on an addition of 5,153 in net terms between 2016 and 2036 as a result of the SSP area development.
- Without development, jobs in the catchment are forecast to only reach 76,634 in 2036.

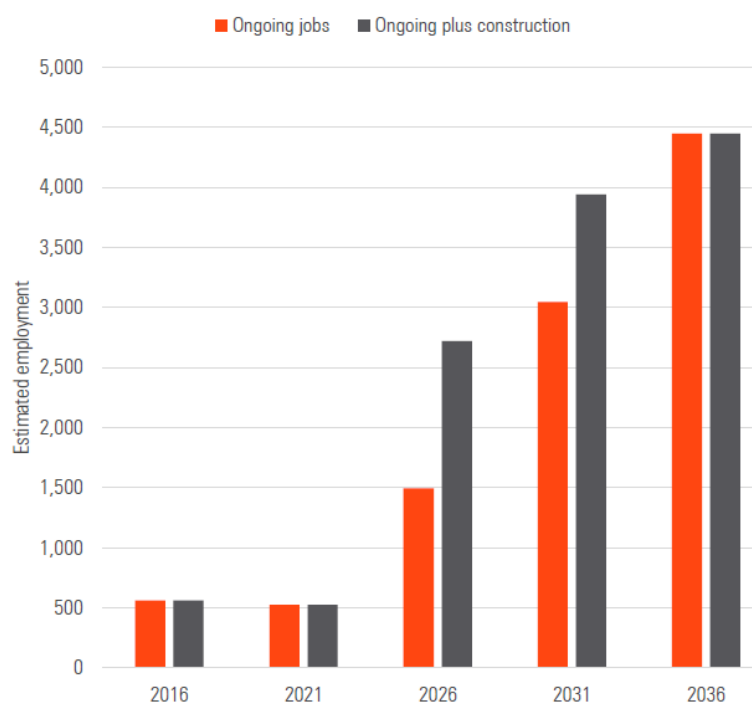
Additional detail regarding changes to the employment in the Study Area are provided in Figure 13 and Figure 14.

Figure 13: Extract of change in jobs

	2016	2021	2026	2031	2036
Ongoing jobs	560	525	1,495	3,044	4,446
Change in jobs (5yrs)	-	-35	970	1,549	1,403
Average annual % change	-	-1.3%	23.3%	15.3%	7.9%
Ongoing plus construction	560	525	2,720	3,941	4,446
Change in jobs (5yrs)	-	-35	2,195	1,221	506
Average annual % change	-	-1.3%	39.0%	7.7%	2.4%

Source: Profile .id

Figure 14: Extract of forecast jobs in Study Area



Source: Profile .id

5.2 Demand generation

5.2.1 Open space, recreation, community and social facilities

The Precinct Plan includes a mix of residential and commercial uses that would generate demand for social infrastructure, such as community centres and public open space. Benchmarks and numerical triggers for social infrastructure provision, as a result of the Precinct Plan's development, are discussed in *Blackwater Bay Social Sustainability Assessment* (Elton Consulting, 2021). An extract of infrastructure provision benchmarks and how they apply to the Study Area are provided in Table 15. The typical supplier of each type of infrastructure is included for context. The ultimate owner of infrastructure provided in the Study Area would be finalised through the detail design and development application process.

Table 15: Summary of local social infrastructure demand

Type	Sub-type	Standard	Source	Demand	Typical supplier
Open space and recreation	Open space	15% of site area for government urban renewal projects	City of Sydney, Local Strategic Planning Statement and Open Space and Recreation Strategy	15% of site area equates to 1.26 hectares	Council/ State
	Sportsfield	One sportsfield for every 5,600 residents; One field for every 120,000 workers	City of Sydney, Baseline Infrastructure Study Also used in Pyrmont Peninsula Place Strategy Social Infrastructure Assessment (2020)	0.5 sportsfields	Council
	Outdoor sports courts	One outdoor sports court for every 2,179 people plus 10% for workers	City of Sydney, Open Space and Recreation Strategy	1.5 outdoor sports courts	Council
	Play space	One play space for every 2,000 people	Parks and Leisure Australia (2012). Also used in Pyrmont Peninsula Place Strategy Social Infrastructure Assessment (2020)	1 play space	Council
	Outdoor fitness	One outdoor fitness station for every 15,000 people	Parks and Leisure Australia (2012). Also used in Pyrmont Peninsula Place Strategy Social Infrastructure Assessment (2020)	Insufficient local demand in Blackwattle Bay	Council
Community and social facilities	Community centre	80 sqm/ 1,000 people plus 10% for worker use	Recognised standard in social infrastructure planning. Also used in Pyrmont Peninsula Place Strategy Social Infrastructure Assessment (2020)	251 square metres	Council
	Library	57.5 sqm/1000 people for populations less than 20,000	NSW State Library, People Places, Public Library Standards	197 square metres	Council
	Early education and care	One long day care place for every 48 residents outside the CBD Plus one place for every 75 workers	City of Sydney, Child Care Needs Study	138 long day care places	Council/ private

Type	Sub-type	Standard	Source	Demand	Typical supplier
	Arts and creative spaces	One major performance space per 100-150,000 people. One Creative Arts Centre for every 20,000- 30,000 people	City of Sydney. Also used in Pyrmont Peninsula Place Strategy Social Infrastructure Assessment (2020)	Insufficient local demand in Blackwattle Bay	Council/ private
Health and education	Medical centre	One GP per 800 people	Existing provision based on Central Eastern Sydney Primary Health Networks	Approximately 3 GPs	State/ private

Source: Blackwattle Bay Social Sustainability Assessment (Elton Consulting, 2021) and HillPDA

The *Blackwattle Bay Social Sustainability Assessment* (Elton Consulting, 2021) does not consider demand for State level health or education infrastructure. The typical benchmark for hospital beds would be 1:500 people, resulting in a need for 5.59 hospital beds. As such, there is not a need for a hospital based on development associated with the Precinct Plan, though this would be considered as part of future PPPS planning.

As detailed in *Pyrmont Peninsula Place Strategy, Social Infrastructure Assessment* (Cred Consulting, 2020) prepared for the PPPS, the local Ultimo Public School currently has capacity for up to 800 students. There were only 314 enrolments as of 2019. As discussed in *Blackwattle Bay Population Demographics & Workforce Profile* (.id, 2020), approximately 100 children aged 5 to 14 would live in the Study Area when it is fully constructed. It is noted that this age range extends outside of the standard service age group of 5 to 11 years old. Assuming all 70 children from the site attended the school, there would still be capacity for future growth of other sites. However, it is noted that the school would be around or further than 800 m from the residential portions of the Study Area, putting it on the edge of the standard walking catchment. As such, while the Precinct Plan would not necessitate an additional public school, it would benefit from one primarily servicing northern Pyrmont.

Likewise, the local high school, Sydney Secondary College Blackwattle Bay Campus had 777 enrolments in 2019. Capacity was not noted in the PPPS reporting, however an inquiry to the campus indicated that they were at capacity and not accepting out of area enrolments. Assuming that approximately 100 children from Study Area attend the school, enrolments would increase to around 880. The school is within 800m of the residential portions of the Study Area and would likely be the local school for new students. Under current Department of Education policy, new local students would be required to be accepted and accommodated by the school.

5.2.2 Private, public and active transport

The Precinct Plan would result in residential, employment and visitor related traffic that would use internal circulation, including active, public and private transport infrastructure, as well as connections to the surrounding transport network. The *Blackwattle Bay Precinct Plan: Transport Management and Accessibility Plan* also identifies a need for upgrades to existing intersections within the Precinct Plan area in order to compensate for additional road users associated with residents, workers and visitors. The intersections are identified in Table 16, along with the Level of Service associated with the 2017 base model and 2033 models with and without development.

Table 16: Summary of transport infrastructure demand

Description	2017 Base Model	2033 without development	2033 with development and transport interventions
Bridge Road and Wattle Street intersection upgrade	D – 51 seconds	E – 58 seconds	F – 99 seconds
Bank Street and Miller Street intersection upgrades	E – 57 seconds	D – 46 seconds	F – 56 seconds

Source: *Blackwater Bay Precinct Plan: Transport Management and Accessibility Plan (AECOM, 2021)*

The TMAP also identifies opportunities for improvement in off-site active transport infrastructure, including walking and cycling infrastructure to reduce demand for private vehicles. Public transport initiatives are also identified, including the planned Pyrmont Sydney Metro Station. The TMAP does not identify these are required infrastructure to support the Precinct Plan but notes that they would improve transport outcomes.

5.2.3 Utilities, stormwater and other supporting infrastructure

5.2.4 Utilities

Utility infrastructure is discussed in *Utilities and Infrastructure Servicing Report: Blackwattle Bay State Significant Precinct* (AECOM, 2021). As discussed in that report, new and upgraded utility infrastructure is required on and off-site to service the development associated Precinct Plan. Utilities involved include:

- Potable water
- Wastewater
- Electricity
- Gas
- Data and telecommunications.

While the bulk of this infrastructure would be required to service new private development (e.g. residential and commercial uses), a portion would be required to service community facilities and the public domain.

5.2.5 Stormwater

Stormwater infrastructure is discussed in *Water, Riparian Land, Flooding and Stormwater Study: Blackwattle Bay State Significant Precinct* (Cardno, 2021). As discussed in that report, a stormwater management strategy has been prepared that would potentially include:

- Relocating and upgrading stormwater trunks that service the surrounding area
- New pits and pipes to support new development and open space
- Filtration, gross pollutant trap and harvesting systems to manage stormwater.

Ultimately, the final infrastructure provision would be a product of detailed design and would meet the relevant standards at that time. A portion of stormwater infrastructure would also service community facilities and the public domain.

5.2.6 Seawall

HillPDA understands that the existing seawall requires upgrading, primarily to support the proposed foreshore promenade. The seawall is in poor condition in many areas and also needs to be raised to manage the impacts of climate change (sea level rise). The seawall would also support elements of the Waterfront Promenade and integral to the provision of open space and pedestrian access, as envisioned by the PPPS.

5.3 Consultation regarding infrastructure demand

Key findings of consultation undertaken by INSW include:

- NSW Department of Education has indicated that they do not require space on site for a public school
- NSW Health has indicated that the site would likely create demand for a medical centre, but does not require space on site for a State health facility
- City of Sydney has indicated they do not support use of local development contributions for funding of seawalls outside the LGA
- TfNSW's roads team has indicated that they do not require any lands within the Study Area for the purposes of road widening. They are however, investigating motorway optimisation through their Smart Motorways group. Improvements may result in minor modifications to interchange access and vehicle movements outside of the Study Area.
- TfNSW's Sydney Metro team has indicated that they do not require any lands within the Study Area for the purposes of Metro West or the associated Pyrmont station.

Consultation is anticipated to be ongoing with the above stakeholders as details of the PPPS and associated infrastructure commitments and contribution options are further developed. In particular, engagement with the City of Sydney regarding the funding, delivery and dedication of infrastructure will continue through the detail design and assessment process. Potential funding and delivery mechanisms are discussed in detail in section 6.0 and 7.0.

6.0 ON-SITE INFRASTRUCTURE DELIVERY

6.1 Planned infrastructure delivery

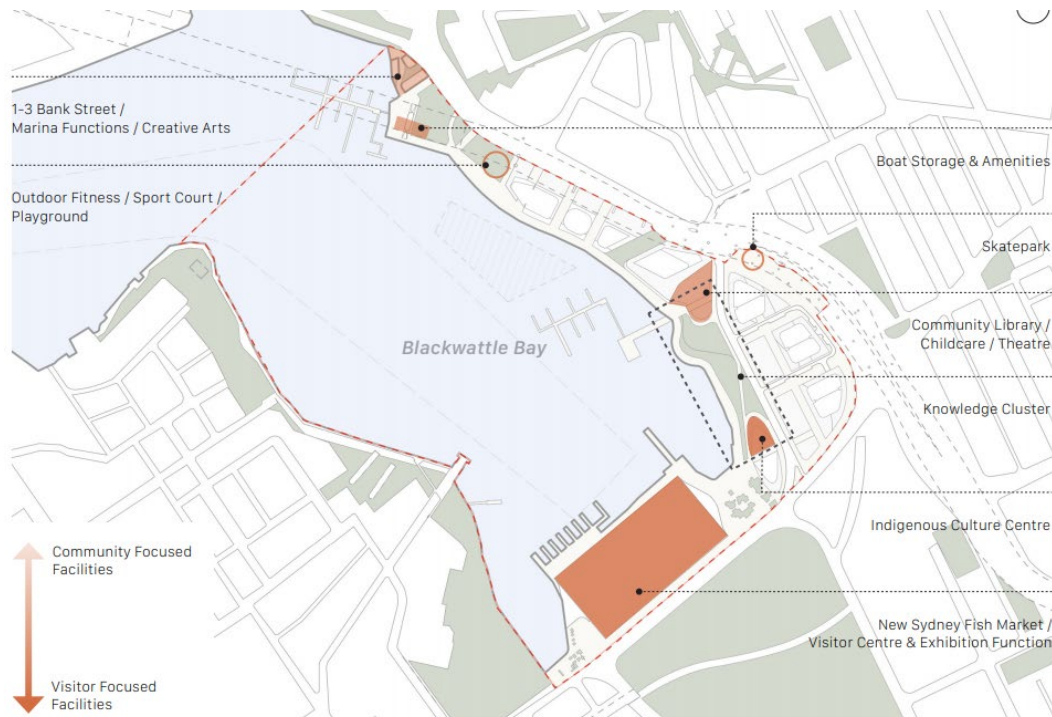
The Precinct will deliver a mix of residential, commercial and community uses within the Study Area. The proposed locations of community facilities and open space uses are shown in Figure 15 and Figure 16.

Figure 15: Proposed open space and public domain



Source: FJMT, 2021

Figure 16: Proposed social and community infrastructure



Source: FJMT, 2021

Key community and transport infrastructure to be delivered includes:

- Bank Street Open Space and adjacent community uses including dragon boat amenities
- Waterfront Promenade
- Waterside Park
- Urban Park
- Ferry wharf
- Intersection upgrades
- Dedicated cycle lanes
- Seawalls.

Delivery of these items, particularly those relating to the public domain, will require upgrades to utilities and stormwater infrastructure. A summary of the types of infrastructure to be delivered, the potential responsible agencies, estimated costs and timing of delivery is provided in Table 17, as informed the indicative preliminary infrastructure costing provided by INSW. State education and health facilities (other than commercially operated medical centre(s) have not been identified for delivery within the Study Area.

Potential mechanisms for funding, delivering and maintaining infrastructure are discussed in section 7.0. Finalisation of the mechanisms, including long term management and ownership, will be undertaken via further consultation with State and local government authorities as strategic infrastructure needs and commitments for the Pyrmont area are determined. Ultimately, the final costing, delivery, ownership and maintenance of infrastructure on site will be determined through the detail design and development assessment processes. This would include direction received via finalisation of strategies associated with the PPPS.

All infrastructure items would either currently be permitted via *State Environmental Planning Policy (Infrastructure) 2007* (Infrastructure SEPP) or would be permitted following the proposed amendments to the Infrastructure SEPP. The mechanisms are discussed further in the Explanation of Intended Effect.

Table 17: Infrastructure schedule summary

Type	Sub-type	Description of potential items used to inform preliminary estimated costs. Further consultation, analysis and design required.	Estimated cost (\$m)	Ownership/management	Timing
Open space and recreation	Site preparation and remediation	<ul style="list-style-type: none"> Works to prepare the Bank Street Open Space area for construction including: <ul style="list-style-type: none"> Demolishing existing buildings and other improvements Remediate land (excavation, disposal and replacement of soil) Locate and demolish or relocate utilities and stormwater 	7.1*		
	Planting and establishment	<ul style="list-style-type: none"> Plant out lands along Bank Street Open Space, Miller Street Reserve, Waterside Park and other identified parks including: <ul style="list-style-type: none"> Applying planting medium/topsoil Apply turf Planting trees and other landscaping Irrigation and hydraulic connections Construction of stormwater drainage and bio-retention Associated retaining walls and temporary hoardings 	8.5		
	Playground and water play areas	<ul style="list-style-type: none"> Construction of playground at Bank Street Open Space area including: <ul style="list-style-type: none"> Paving Installation of playground equipment Construction of water play area at Waterside Reserve including <ul style="list-style-type: none"> Installation of water play fixtures Tiling Boundary wall Water treatment 	0.6	Design and ownership/management to be determined through further consultation.	2024-27
	Active recreation	<ul style="list-style-type: none"> Paving and fitout of active recreation areas at Bank Street Open Space area including: <ul style="list-style-type: none"> Outdoor fitness Basketball court Paving and fitout of a skate park 	0.9		
	Embellishment	<ul style="list-style-type: none"> Installation of cladding to Western Distributor Installation of lighting, water taps and security systems and supporting infrastructure Installation of furniture and fitments such as <ul style="list-style-type: none"> Bollards Seating Waste bins Signage Tree grates Shade structures Solar panels Public art 	16.2		

Type	Sub-type	Description of potential items used to inform preliminary estimated costs. Further consultation, analysis and design required.	Estimated cost (\$m)	Ownership/ management	Timing
		<ul style="list-style-type: none"> Media screen Associated concrete slabs, paving and other items related to pedestrian areas 			
	Seawall and waterfront promenade	<ul style="list-style-type: none"> Construction of a seawall and associated Waterfront Promenade areas including: <ul style="list-style-type: none"> Demolition of existing seawall Construction of new seawall (sandstone blocks, concrete panels infill and cladding) Paving Waterfront Promenade Edge protection along Waterfront Promenade/sea wall Planting along Waterfront Promenade 	13.0		
	Sub-total		46.4		
Community and social facilities	Mixed community space	<ul style="list-style-type: none"> Delivery of approximately 1,500 sqm of community space adjacent to Bank Street Open Space Delivery of approximately 4,000 sqm of community space adjacent to Waterside Park 	24.5	Provision of space and ownership/ management to be determined through further consultation.	2024-26
	Dragonboat storage and associated facilities	<ul style="list-style-type: none"> Construction of approximately 700 sqm of dragon boat amenities and associated infrastructure 	4.9		
	Sub-total		29.4		
Private, public and active transport	Pedestrian access connections	<ul style="list-style-type: none"> Pedestrian water access as part of Waterfront Promenade (non-seawall) 	5.3	To be determined through further consultation.	2024-28
	Bus infrastructure	<ul style="list-style-type: none"> Provision of new bus stops (quantity and location to be confirmed) 	0.5		
	Ferry wharves	<ul style="list-style-type: none"> Construction of ferry wharf adjacent to Waterside Park 	3.6		
	Roads	<ul style="list-style-type: none"> Upgrades to: <ul style="list-style-type: none"> Bridge Road and Wattle Street intersection Bank Street and Miller Street intersection Construction of roadways, kerbs, line marking, paving and footpaths Installation of light poles 	10.8		
	Sub-total		45.2		
Total			120.9		2024-28

Notes: *Assumes remediation costs cannot be otherwise obtained from source of pollution. Does not include costs for remediation of Waterside Park area.

Source: Altus, 2021

6.2 Addressing infrastructure demand

An assessment of the Precinct Plan's delivery of infrastructure within the Study Area against the demand for infrastructure is provided in Table 18.

The assessment includes a consideration of the numerical requirements City of Sydney's *Open Space, Sports and Recreation Needs Study* cited in 5.2.1. The qualitative and principle focused requirements of the study, cited in 3.2.2 have been incorporated into the design of the open space, providing opportunities to enjoy the space. These qualities are expressed in detail in the FJMT Urban Design reporting. The qualities and principles are primarily achieved by providing a diversity of size and type of spaces across the Study Area, with a 10m wide uninterrupted foreshore access provided along the length of the Study Area. It is anticipated that the detail design process would incorporate any further feedback from City of Sydney regarding specific design outcomes.

Table 18: Addressing infrastructure demand

Type	Sub-type	Demand	Response
Open space and recreation	Open space	15% of site area equates to 1.26 hectares	As detailed in the FJMT Urban Design report, the open spaces of the Precinct Plan equate to approximately 30 per cent of the Study Area, including a range of parks plazas. The demand for open space is exceeded.
	Sportsfield	0.5 sports fields	A sports field is not proposed in the Study Area, and as detailed in the Elton Social Sustainability Assessment, would impractical and not in alignment with community preferences. Further such a sport field is not identified in the City of Sydney's <i>Open Space, Sport and Recreation Needs Study</i> . Instead, the PPPS recommends enhancement of the existing Wentworth Park site. As such, demand would be met by a form development contributions associated with future development (e.g. Development contributions or Planning agreement)
	Outdoor sports courts	1.5 outdoor sports courts	A basketball court is planned in the Bank Street Open Space area. A skate park and dragon boat amenities are also planned in the Study Area. Considering the range of active recreation uses on the site, this would result in a relative exceedance of demand.
	Play space	1 play space	A playground is planned for the Bank Street Open Space area
	Outdoor fitness	Insufficient local demand	An outdoor fitness area is planned for the Bank Street Open Space area
Community and social facilities	Community centre	251 sqm	Over 5,500 sqm of mixed community space is proposed across the Study Area. This may be used for a community centre, library, long day care, arts and creative spaces or other community facilities. Likewise, long day care may be provided privately as part of the commercial uses provided in the Study Area.
	Library	197 sqm	
	Early education and care	138 long day care places	
	Arts and creative spaces	Insufficient local demand	
Health and education	Medical centre	Approximately 3 GPs	Demand for GPs would likely be met through a medical centre provided in the commercial portions of future development, should the market support the use. Alternatively, a portion of the mixed community space could potentially be allocated to a service provider.
	Primary school	n/a	A primary school is not proposed on the Study Area.

Type	Sub-type	Demand	Response
			The local primary school appears to have capacity for enrolments resulting from the Precinct Plan. However, it may not be within a walking catchment for the entire Study Area.
	Secondary school	n/a	A secondary school is not proposed in the Study Area. NSW Department of Education has indicated that there is not a requirement for a new high school, however the local school has indicated that there is not capacity for out of area enrolments, suggesting that capacity is an issue. This should be considered further as part of the PPPS implementation.
Private , public and active transport	All	n/a	<p>The Precinct Plan incorporates plans for</p> <ul style="list-style-type: none"> Internal roads Active transport infrastructure Upgrades to intersections Bus infrastructure A ferry wharf <p>As discussed in the AECOM TMAP, on-site infrastructure and coordination with surrounding infrastructure would reduce demand of private vehicle transport.</p>
Emergency services	All	Demand not identified by relevant agencies.	Emergency services are not planned for in the Study Area.
Utilities, stormwater and other supporting infrastructure	All	As required	<p>Incorporation of required stormwater and utilities access has been incorporated into overall infrastructure delivery. Non-infrastructure development (e.g. recreation and commercial development) would be required to provide their own connections.</p> <p>It is noted that seawall construction is integral to the delivery of the waterfront promenade envisioned by the PPPS, and as such, is planned for delivery as part of the Precinct Plan</p>

6.3 Alignment with Pyrmont Peninsula Place Strategy identified infrastructure

The PPPS identifies several place priorities for Blackwattle Bay that are relevant to the provision of infrastructure. Infrastructure related priorities are summarised in Table 19. As shown in the table, the Precinct Plan aligns with the PPPS's envisioned infrastructure related place priorities for Blackwattle Bay.

Table 19: Response to PPPS Blackwattle Bay infrastructure place priorities

Place priority	Response
Create a continuous harbourside foreshore promenade connecting to Darling Harbour, Barangaroo and Walsh Bay arts and cultural precinct in the east and the new Sydney Fish Market and Glebe to the west, and beyond.	The planned infrastructure includes delivery of a foreshore promenade along the boundary of the Study Area.
Investigate a new ferry wharf in Blackwattle Bay.	The planned infrastructure includes a planned ferry wharf as part of marina structures.
Formalise public boating facilities, including launch points and storage for kayaks, canoes and dragon boats to enhance public access and use of the water for recreational activities.	The planned infrastructure includes a mix of private and public boating facilities, including dragon boat storage.
Facilitate an active transport loop around the Peninsula.	The Precinct Plan design would facilitate delivery of an active transport loop, with details of integration with the wider Peninsula to be determined as part of the detail design process.

Place priority	Response
Create a new district park near Bank Street of approximately 1 hectare.	The planned infrastructure includes delivery of a public park near Bank Street. The planned area for the park is approximately 1 hectare and would include a mix of playground, fitness and active recreation facilities.
Showcase the area's Aboriginal and working harbour heritage in new public domain and upgrades.	The planned infrastructure includes allowances for public art as part of the public domain delivery. Details regarding the specific features of public art, heritage integration and other detailing would be finalised as part of the detail design process.
Use Greener Places to guide the design of activated, safe and inclusive public areas.	The planned infrastructure would allow for incorporation of the draft <i>Green Places Design Guide</i> , including a mix of formal parks, waterfront areas and linear systems. Details regarding open space would be finalised during the detail design process.
Contribute towards the provision of new community and cultural facilities, including community and library floor space, communal rooms, work-based childcare services, production space for creative arts and medical services.	The planned infrastructure includes provision for a substantial quantum of community facility floorspace across the Study Area. Allocation of the floorspace to specific land uses would be finalised as part of the detail design process.
Formalise the public boating facilities at Bank Street.	The planned infrastructure includes an allowance for dragon boat storage and associated facilities at Bank Street.
Investigate the feasibility of a harbour pool at Blackwattle Bay subject to water quality and working harbour considerations (eg. a temporary pool during summer) or a pool on the waters edge.	The planned infrastructure does not currently include an allowance for a harbour pool. HillPDA understands that this is due to concerns regarding water pollution and practical access considerations.

7.0 MECHANISMS FOR DELIVERY

The Department of Planning, Industry and Environment is currently progressing planning associated with the PPPS and its outcomes. As noted by the PPPS, significant infrastructure investment is planned and required for delivery in the Pyrmont area to deliver the vision of the PPPS. This includes a mix of State and local infrastructure delivered and managed by a range of public authorities.

This section considers the mechanisms for the funding and delivery of infrastructure on-site, interactions with State and local contribution plans and the ongoing operations related to delivered infrastructure.

7.1 Special infrastructure contributions

The PPPS indicates that a SIC scheme may be required to deliver the wide range of State infrastructure required to support future residents, workers and visitors to the Pyrmont area. As noted in section 3.3, this is unlikely to eventuate.

As indicated in section 6.0, the Precinct Plan is anticipated to deliver significant public infrastructure that would service the surrounding area. This includes:

- A district level park, with a mix of passive and active recreation
- Waterfront Promenade and other pedestrian-focused links
- Public transport facilities
- Upgrades to intersections with State-owned roads.

The Pyrmont Peninsula area has not yet been identified as a proposed Special Contribution Area. The PPPS anticipates that an Infrastructure Delivery Plan will be refined in the near future that investigates the infrastructure costs, staging, sequencing, delivery partners and mechanisms. This would be prepared in collaboration with City of Sydney, TfNSW and other infrastructure agencies. The outcome of this work may result in the development of a SIC that captures funding for State infrastructure.

The PPPS also states that planning proposals that proceed ahead of an endorsed Infrastructure Delivery Plan will need to identify how infrastructure opportunities and place priorities are to be delivered. Further, the recent *Review of Infrastructure Contributions in New South Wales* (Productivity Commission, 2020) discourages the use of new SICs and recommends region-based infrastructure levies instead.

Should a SIC not be applied to the Pyrmont area (including the Study Area), an alternate funding and delivery arrangement will be required to ensure delivery of the infrastructure described in section 6.0 identified via the SSP Study process. This would be via a Satisfactory Arrangements Clause that applies to future development, described further in section 7.3.

7.2 Local infrastructure contributions

The *City of Sydney Development Contribution Plan 2015* applies to development within the Study Area. Development contribution rates under that plan, as described in section 3.2.1 would apply to the site, providing for infrastructure across the West Precinct noting that updates are being prepared to align with the Pyrmont Peninsula Place Strategy. section 2.4 of the plan allows for alternatives to monetary contributions via dedication of land, provide works in kind or another material public benefit, when the council agrees to an offer. Such an alternative for a portion of monetary contributions may be sought for works in kind.

An alternative contribution would potentially be justified by meeting the unmet demand for community infrastructure generated by the surrounding communities, as detailed in *Blackwattle Bay Social Sustainability Assessment* (Elton Consulting, 2021). As noted in the plan, the council may choose to accept such an offer, but

not obliged to do so. As advised by the plan, consultation with the council will be ongoing to discuss the structure of an alternative contribution.

The *City of Sydney Development Contribution Plan 2015* would not anticipate the development of the PPPS (including the Study Area) as proposed. An update of the contribution plan to include demand generated by the Study Area should consider the on-site infrastructure proposed, which typically exceeds the benchmarks discussed in section 5.2.1. Identification of additional infrastructure requirements would be the responsibility of the City of Sydney, with works in kind agreements subject to approval by City of Sydney.

7.3 Satisfactory arrangements clause and planning agreements

A ‘Satisfactory Arrangements’ clause is proposed to be applied to the Study Area under the Sydney LEP. The purpose of such a clause is to ensure that developers make satisfactory arrangements to contribute to the provision of State public infrastructure prior to development occurring. It is anticipated that such a contribution, unless otherwise provided for via a SIC, would be negotiated via a Planning Agreement. The Planning Agreement would be negotiated between the developer and a planning authority, with the potential for the authority delivering the infrastructure also being a party. Planning Agreements would dictate if infrastructure was delivered as an in-kind (e.g. developer delivered) or cash contribution (e.g. agency delivered).

As INSW would likely lead the development of significant on-site infrastructure such as public open space, prior to private development, it would be likely that INSW would be party to such a Planning Agreement to allow for recoupment of expended funds. Note, mechanisms relating to the provision of affordable housing are addressed in the HillPDA *Housing Diversity and Affordability Report 2021*.

7.4 Post-development maintenance

Local infrastructure typically owned and operated by local government, namely local road reserves and stormwater assets, would be the responsibility of City of Sydney to maintain in accordance with existing policy, if ownership were to be accepted. Similarly, land and built form assets may be owned by a State agency, with management delegated to City of Sydney under Crown Land Manager arrangements under the *Crown Land Management Act 2016* (CLM). Such an arrangement would allow for Council to maintain and program land uses through existing processes but would need to be negotiated with Council.

Ownership of other infrastructure would be confirmed via the detail design process, with potential ownership including TfNSW, Port Authority, Department of Planning, Industry and Environment, relevant utility companies and local body corporates. It is anticipated that the following infrastructure categories would remain in State ownership:

- Buildings
- Storage facilities
- Seawalls
- Wharves
- Jetties.

Ownership would be finalised through the development application process.

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