

## Relevant Information for Council

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**FILE:** X038757 **DATE:** 24 June 2022

**TO:** Lord Mayor and Councillors

**FROM:** Graham Jahn AM, Director City Planning, Development and Transport

**SUBJECT:** Information Relevant To Item 11.10 – Public Exhibition - Planning Proposal - Pitt and Hunter Street - Sydney Local Environmental Plan 2012 and Sydney Development Control Plan 2012 Amendments

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### For Noting

This memo is for the information of the Lord Mayor and Councillors.

### Purpose

This memo is to provide additional information requested by Councillors on the public benefits provided by the applicant.

### Background

At the meeting of the Transport, Heritage, Environment and Planning Committee on 20 June 2022, further information was sought on the relationship of any value uplift of the proposal and the public benefit offer associated with the planning proposal.

### Approach to infrastructure provision and planning agreements for Central Sydney

The City can only require<sup>1</sup> contributions relating to development in accordance with the provisions of the Environmental Planning and Assessment Act 1979. The requirements for voluntary planning agreements, which are the only contributions mechanism available at the planning proposal stage, are very detailed in both the Act and guidelines imposed by the NSW Department of Planning and Environment.

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<sup>1</sup> Non voluntary contributions

The fundamental principle for contributions under the current legislative scheme is that they are intended to reflect the demand for infrastructure created by development, rather than be a means by which the community shares in the wealth created through the improvement of land. There is no mechanism in the current legislation to require the capture or sharing of the increase value when the planning controls applicable to an individual piece of land are changed. This however does not prevent a consent authority from considering purely voluntary contributions relating to a proposal.

The NSW Planning Agreements Practice Note (February 2021) is clear in its statement:

"the use of planning agreements for the primary purpose of value capture is not supported as it leads to the perception that planning decisions can be bought and sold and that planning authorities may leverage their bargaining position based on their statutory powers."

The current approach taken by the City provides certainty and transparency to the development industry and is consistent with this requirement.

### **Infrastructure provision under the Central Sydney Planning Framework**

The original version of the Central Sydney Planning Strategy included value capture contributions in its planning proposal guideline.

Developed in 2013-15, the draft Central Sydney Planning Strategy was considered by Council and when published by the City in 2016 proposed several innovative solutions to guide contributions made by developers for the provision of public infrastructure commensurate to the scale of development being proposed.

The July 2016 Report to Council notes that a draft Guideline for site-specific planning proposals would provide a transparent framework for the preparation and assessment of proposals as well as a framework for sharing value in planning gain resulting from changes to the CBD planning controls to fund infrastructure delivery.

In early 2019, with the Central Sydney planning proposal having not been progressed by the Department, the Council resolved to place the draft Strategy, Planning Proposal, Development Control Plan and draft Guideline (collectively the Central Sydney Planning Framework) on non-statutory exhibition in order to identify the level of public support for the proposal.

The March 2019 Report to Council discussed an attached the draft Guideline for Site Specific Planning Proposals in Central Sydney (the draft Guideline) including suggested rates for uplift contributions to be secured by a voluntary planning agreement. Being in a guideline, it was not a statutory obligation.

Based on economic analysis, a rate of \$1200 per square metre of additional floor space for the northern core and \$600 per square metre of additional floor space for the remainder of Central Sydney was put forward. The draft Guideline also set out the infrastructure demand for Central Sydney and which could be funded through this mechanism.

A copy of these draft Guidelines from March 2019 is provided at Attachment A.

At the time, it was understood that the rate of statutory contributions payable at the development application stage would remain at 1 per cent in accordance with s61 of the City of Sydney Act 1988.

Following subsequent negotiations, in December 2019, the then Minister for Planning agreed to enable the Central Sydney Planning Framework to proceed to gateway subject to several significant amendments. These included the substitution of the City's proposed approach to contributions for community infrastructure, for an increased development contribution levy of 3 per cent for all development in the Central Sydney area regardless of development having an uplift or not. This was reasoned that surrounding development benefitted from community infrastructure improvements as much as the planning proposal in question. The City's analysis indicated that there was measurable benefit in having the certainty of the statutory 3 per cent contribution rate compared to the guideline, as well as better equity of contributions being paid at the higher rate by all eligible development across the area. The Central Sydney Planning Framework was subsequently amended by Council and proceeded to gateway, public exhibition, and finally was made as an amendment to the Sydney LEP and a new contributions plan in November 2021.

The background to the changed approach to contributions is set out in a Lord Mayoral Minute on the topic, endorsed by Council on 9 December 2019.

### **Public benefit offer - 105-107 Pitt and 15-25 Hunter Streets**

This Offer accords with the Central Sydney Planning Framework as adopted by Council.

The letter of Offer accompanying the proposal sets out the public benefits offered by the proponent. The letter of Offer is included at Attachment C to the subject report. It includes an offer to pay Council the 3 per cent development contribution required under the Central Sydney contributions plan before construction starts. This is a benefit as the NSW Government has proposed that contributions be paid at the back end of projects prior to the issue of an occupation certificate. This would delay by several years receipt of contributions and, in the City's opinion, increase the uncertainty in receipt of the contributions. As noted in the public benefit offer, the applicant estimates the infrastructure contributions to be approximately \$9.9M, to be cost updated closer to construction. Note, additional affordable housing contributions will be payable by condition of consent estimated to be at least \$5.3M.

Other aspects of the public benefit Offer are public access easements over private land, sustainability commitments and the provision of public art. The minimum value of the public art at 0.5 per cent of the total cost of development is approximately \$1.65M. Note, the creation and embellishment of the public access easement land will be required by conditions of consent.

The uplift considered in the planning proposal for Pitt and Hunter Street is envisaged by the Central Sydney Planning Framework. The current planning controls in the tower cluster area in the LEP would enable an FSR for the site of 18.75:1 for commercial or 22:1 for hotel uses without a planning proposal. The proposal seeks an FSR of 22:1 above ground but for commercial uses inclusive of the design excellence bonus.

In assessing the request for a planning proposal, the City does not attempt to calculate the financial value (or proponent risk) created by a planning proposal for the purposes of capturing land value uplift consistent with NSW legislation and guidelines. However, it will consider any purely voluntary contributions that may be proposed.

**Graham Jahn AM, Director City Planning and Development**

Prepared by: Sally Peters, Manager Central Sydney Planning

**Attachments**

**Attachment A.** Draft Guideline for Site Specific Planning Proposal in Central Sydney -  
March 2019

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Approved



**GRAHAM JAHN AM**

Director City Planning, Development and  
Transport

# **Attachment A**

**Draft Guideline for Site Specific Planning  
Proposals in Central Sydney**

# Guideline for Site Specific Planning Proposals in Central Sydney

The Central Sydney Planning Strategy can be accessed on the City of Sydney website at [www.cityofsydney.nsw.gov.au](http://www.cityofsydney.nsw.gov.au)

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# 1

## Introduction

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This Guideline details the planning pathway to access additional height and density through site specific planning proposals.

It outlines the steps for the preparation and consideration of site specific planning proposal requests (Requests).

Consistent with the draft Central Sydney Planning Strategy the Guideline limits these growth opportunities to employment floor space and promotes the efficient use of land. It provides for the delivery of cultural, social and essential infrastructure and improved public spaces that support growth.

The Guideline outlines the methodology for determining a possible maximum building envelope as well as the minimum submission requirements for a Request including requirements for:

- Community Infrastructure Contribution,
- using land efficiently,
- footpath pedestrian capacity testing, and
- site testing.

The Guideline outlines matters for consideration in determining if a Request has strategic merit. These matters also inform the City's consideration of State Significant projects.

By outlining the minimum requirements for preparing and considering a Request, and extending these considerations to State Significant projects, the Guideline:

- provides a streamlined pathway
- promotes the planning and land use principles of the NSW Government's Greater Sydney Region Plan and Eastern City District Plan and the City's Sustainable Sydney 2030 program, and
- increases public confidence in local planning decisions, by providing transparency, consistency and certainty as to process and outcomes.

Ultimately, whether a Request is supported or not, or what form a Request is supported in, is subject to a strategic merit assessment and the determination of Council and the Central Sydney Planning Committee.

**A site specific planning proposal** contains a justification for and the intended effect of a change to planning controls in a local environmental plan (LEP). Changing planning controls is a statutory process set out in the Environmental Planning and Assessment Act 1979.

In the City of Sydney, changes will require amendment to Sydney LEP and will generally be accompanied by an associated amendment to Sydney DCP.

The process for making a Request is outlined on page 7. Requests are considered made when all documentation prepared in accordance with the Guideline is lodged with Council and the appropriate fee is paid.

#### Terms used in this Guideline

<b>Sydney LEP</b>	Sydney Local Environmental Plan 2012 (the Guideline assumes Planning Proposal: Central Sydney is made)
<b>Sydney DCP</b>	Sydney Development Control Plan 2012
<b>FSR</b>	Floor space ratio as defined by Sydney LEP and is a measure of density

## stage

1

### Undertake pre-planning

Before preparing a Request proponents are to seek pre-Request advice from the City. The following minimum information should be prepared for discussion:

- an assessment against the Guideline's minimum site tests (see section 8)
- concept level urban design analysis and built form drawings, including indicative site layout, building envelopes, proposed heights and floor space ratio (including a schedule of the areas within the development)
- wind, daylight/sky view factor testing
- indicative public benefit offer, and
- indicative amalgamation or easement details.

Before providing pre-Request advice, the City may seek comment from the Central Sydney Planning Committee (CSPC), Design Advisory Panel (DAP) and relevant City staff on the merits of the potential Request and public benefit offer.

The pre-planning stage is critical as it sets the key parameters for future planning. Demonstrating best endeavours in achieving amalgamations or easements for light and air in particular may take more than 12 months to document and investigate.

2

### Prepare a Request

The proponent makes a Request in the form of a justification report. This must be prepared in accordance with the Act, the Standard Instrument – Principal Local Environmental Plan (Standard Instrument) and guidelines published by the Department of Planning and Environment, including A guide to preparing planning proposals and A guide to preparing local environmental plans.

To lodge a Request the proponent requires a Request to Prepare a Planning Proposal form, Request Checklist and confirmation of fee. The form, checklist and details of fees are available on the City's website.

The proponent is to provide any technical studies required to support the Request including those outlined in the Request Checklist.

3

### Lodge a Request

Requests must be lodged in accordance with the Request to Prepare a Planning Proposal form and Request Checklist.

4

### Consideration by the City

A Request for additional height and/or density is more likely to be supported where planning merit is appropriately demonstrated. The Request must be consistent with state and local planning strategies and plans, demonstrate the use and built form is appropriate, show that it is of net public benefit and it materially contributes to the aims, objectives and actions of the Central Sydney Planning Strategy.

5

### Draft Planning Agreement

Public benefits are typically be secured in a Planning Agreement between the Council and the proponent. The process for the preparation of a Planning Agreement is outlined in the City's Planning Agreement Guidelines.

6

### Reporting and public exhibition

If the Request is supported, including an appropriate public benefit offer, the City will prepare a report, planning proposal and DCP for the consideration of Council and the CSPC. Council will also consider the appropriateness of the public benefit offer.

If Council and the CSPC endorse the public exhibition of the planning proposal and public benefit offer, the planning proposal is referred to the Greater Sydney Commission (or their delegate) for Gateway Determination. If a Gateway is issued, the planning proposal, DCP and Planning Agreement will be placed on public exhibition.

7

### Making a Local Environmental Plan

After the exhibition period the City will consider all submissions and the outcomes of the exhibition will be reported to Council and the CSPC. If approved, the draft Planning Proposal will either be referred to the Minister for Planning to 'make' the LEP or, if that has been delegated by the Minister, Council will resolve to 'make' the LEP.

The LEP will not be made until the Planning Agreement has been executed and registered on the title of the land. Once made, the LEP comes into effect once it is published on the NSW Legislation website.

## Central Sydney Planning Strategy

In July 2016, Council and the Central Sydney Planning Committee endorsed the draft Central Sydney Planning Strategy (the Strategy) for public exhibition. The Strategy formed the basis of changes to planning controls as well as identifying a pathway for Requests to increase height and density controls.

### The Strategy provides the strategic basis for this Guideline

This Guideline provides a framework for the preparation and consideration of Requests. Its purpose is to:

- provide opportunities for additional floor space on appropriate sites that serve the workforce, visitors and wider community;
- provide opportunities on Strategic Opportunity Sites for additional height where significant public benefit can be demonstrated;
- ensure planning proposals align with the aims, objectives and actions of the Central Sydney Planning Strategy and have planning and architectural merit;
- ensure that planning proposals commit to achieving sustainable development above minimum requirements;
- provide for an intensity of development that is commensurate with the capacity of existing and planned infrastructure, particularly public transport, open space and pedestrian infrastructure;
- describe the City's priorities for infrastructure;
- provide a transparent and consistent approach to the evaluation of planning proposals; and
- describe the process for preparing site-specific planning proposals, including required supporting documentation, and the decision making process.

The Strategy provides the strategic basis for this Guideline.

## Where this plan applies

This Guideline applies to all land in Central Sydney as shown in Figure 1.



## Minimum site tests – snapshot

This snapshot provides a succinct reference to some of the minimum requirements for Requests lodged under this Guideline. The minimum requirements are expanded upon in section 8.

Requests are to meet the following minimum requirements\*:

- new buildings cannot contain residential or serviced apartment floor space
- a minimum Site Area of 1,000 square metres
- commit to participating in a full design competition
- deliver net-zero carbon, zero waste and water efficient outcomes
- demonstrate best endeavours to use land efficiently accommodating appropriate tower setbacks and outlook
- be accompanied by a cumulative assessment of footpath pedestrian capacity (see section 7)
- be accompanied by a public benefit offer in line with the following community public benefit infrastructure contribution rates:

Contribution area	Contribution rate
Area 1 as shown in Figure 2	\$1,200** per square metre above existing mapped FSR plus accommodation floor space under Sydney LEP (excluding design excellence), or \$1,200 per metre for each square metre of gross floor area achieved above the existing mapped maximum height under Sydney LEP, whichever is greater
Area 2 as shown in Figure 2	\$600 per square metre above existing mapped FSR plus accommodation floor space under Sydney LEP (excluding design excellence), or \$600 per metre for each square metre of gross floor area achieved above the existing mapped maximum height under Sydney LEP, whichever is greater

\*unless otherwise stated by the Guideline

\*\*subject to indexation (see page 16)

## Applicable development, site testing and pre-planning

Not all sites are suitable for an uplift in height and/or density. This may be due to a number of reasons - failing minimum site size requirements, an inability to accommodate compliant tower setbacks and outlook or many other considerations as outlined in Sydney LEP and Sydney DCP.

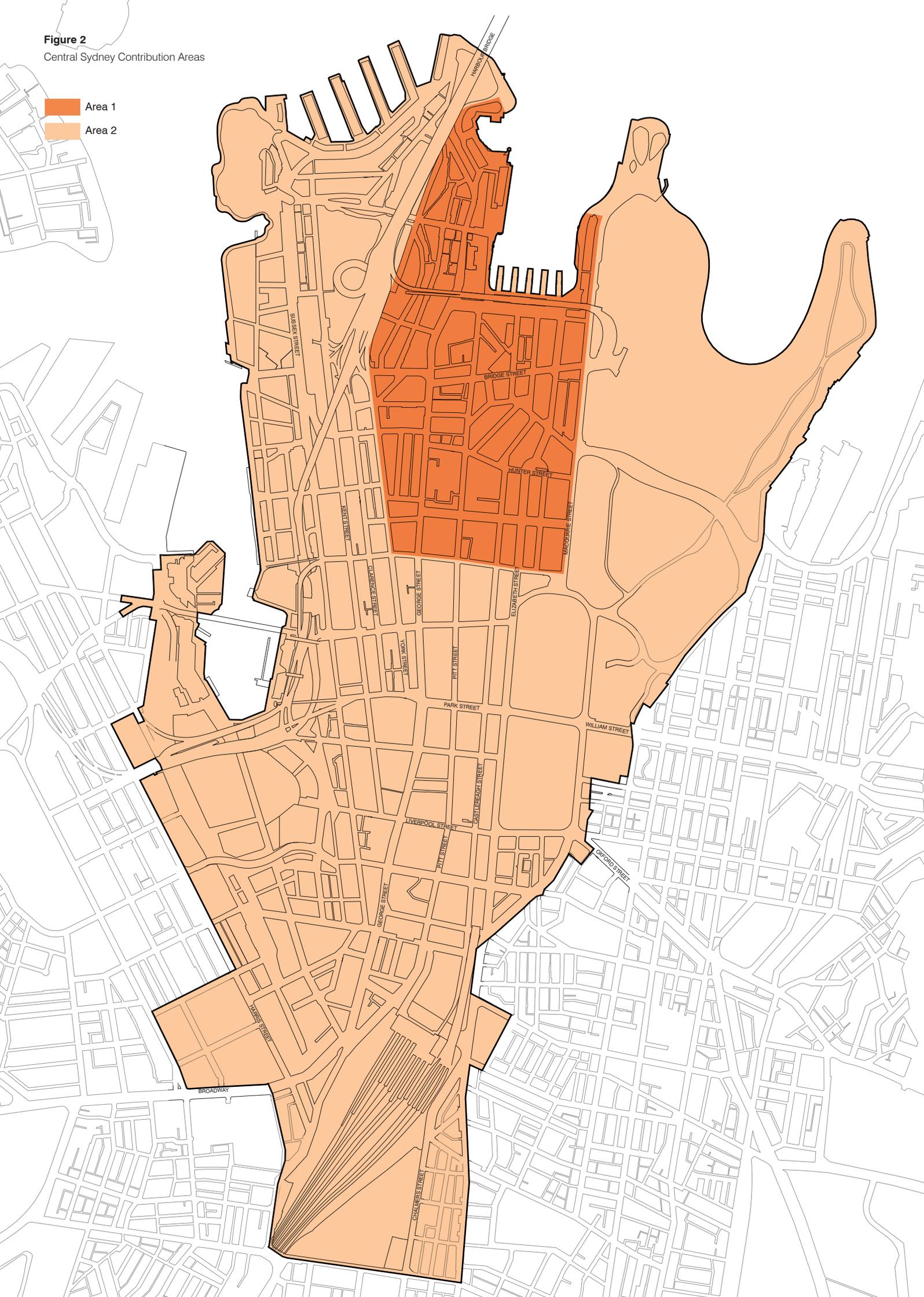
## State Significant Development

When commenting on State Significant Development and State Significant Infrastructure projects under *State Environmental Planning Policy (State and Regional Development) 2011* the City will review any proposal against the Guideline and the Strategy.

This approach will provide a consistent, certain and transparent measure for the community. It will also assist in ensuring these projects are consistent with the aims of the Strategy and the NSW Government's Region and District Plan, avoiding the pitfalls of ad-hoc planning decisions in the absence of up-to-date, well considered and publicly consulted planning strategy.

**Figure 2**  
Central Sydney Contribution Areas

- Area 1
- Area 2





**2**

Height

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The draft Central Sydney Planning Strategy's approach to height is based on the key principle of a liveable city. Central Sydney's parks, streets and precincts together play a key role in making Sydney a highly liveable city, so protecting their sunlight access, setting and character is a priority.

The Strategy provides opportunities for tall buildings to be built to greater height on appropriate sites where they will ensure no additional overshadowing of protected spaces during protected times and the safe and efficient operation of Sydney Airport (see Figure 3).

Some areas within Central Sydney are unsuitable for tall buildings such as those with narrow street blocks, those with inappropriate site dimensions, close to significant public places or due to heritage considerations (see Figure 6). As such, addressing the minimum site tests at pre-planning stage is essential.

### Environmental Height Terrain

Figure 5 is a topographic overlay of the maximum heights available in Central Sydney before a built structure will penetrate a sunlight protected space, a protected public view and the Tower Tide Line as per the Strategy, and, Sydney Airport Prescribed Airspace.

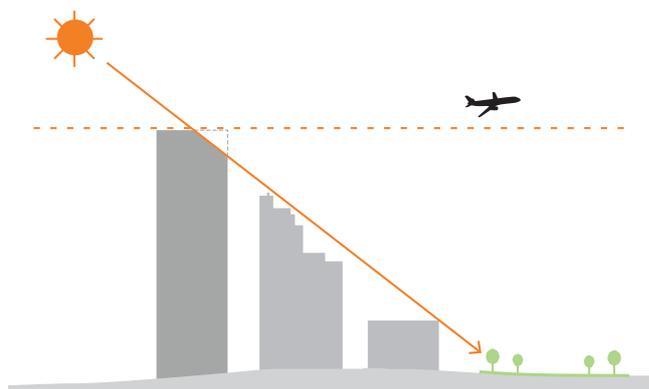
It is a theoretical boundary over Central Sydney that defines a taller city skyline, but at the same time maintains sunlight to and the setting of its most important places and spaces, and the safe and efficient operation of Sydney Airport.

The Environmental Height Terrain is provided as a rigorously analysed and tested guide as to the maximum building heights that may be acceptable across Central Sydney. As accurate as it is, it is a guide only with the onus on the proponent to confirm these levels via electronic modelling.

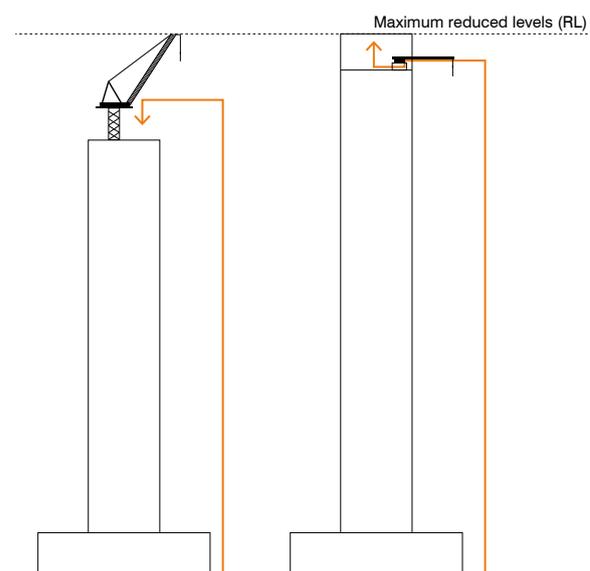
### Resources and pre-planning consultation with the City

Site testing will require preliminary envelope analysis to address overshadowing, public impact, Sydney Airport Prescribed Airspace, wind and daylight impact. The testing onus is on the proponent in relation to justifying their proposed envelope in line with the matters for consideration of the Guideline. A detailed review of the site testing will be undertaken by the City only after a Request has been received. The level of testing conducted at pre-planning stage is up to the proponent, but with more detailed testing (e.g. full analysis as opposed to desktop studies) comes greater certainty for both the proponent and the City.

**Figure 3**  
Maintaining solar access and aircraft safety



**Figure 4**  
Cranes and their use within height constraints



The following forms part of the minimum submission requirements for Requests in relation to site testing:

Analysis	Minimum technical requirements
<b>Overshadowing of protected public spaces</b>	<p>A detailed site survey and demonstrated compliance via an overshadowing envelope analysis of sun protection controls including Sun Access Planes and No Additional Overshadowing as detailed in tables 4_19 and 4_20 of the Strategy.</p> <p>To demonstrate compliance with No Additional Overshadowing controls buildings and land between the subject site and the protected space will require detailed surveys.</p> <p>An indicative model of the sun protection controls can be provided by the City.</p>
<b>Public view protection planes</b>	<p>A detailed site survey and demonstrated compliance via a view analysis of public view controls detailed in figure 4_24 of the Strategy.</p> <p>To demonstrate compliance with public view controls buildings and land between the subject site and the protected space will require detailed surveys.</p> <p>An indicative model of the public view protection controls can be provided by the City.</p>
<b>Sydney Airport Prescribed Airspace</b>	<p>A detailed site survey and demonstrated compliance via an envelope analysis of airspace protection charts detailed at <a href="http://www.sydneyairport.com.au/corporate/community-environment-and-planning/planning/airspace-protection.aspx">http://www.sydneyairport.com.au/corporate/community-environment-and-planning/planning/airspace-protection.aspx</a></p> <p>Prescribed Airspace includes Procedures for Air Navigation services – Aircraft Operations Surfaces, Navigation Aids Protected Surfaces, High Intensity Light Protected Surfaces, Radar Terrain Clearance Chart Surfaces and Precision Approach Path Indicator system protection surfaces.</p> <p>For envelopes within 30 metres of an airspace protection surface detailed construction methodology must be provided demonstrating no temporary penetrations of surfaces are required for cranes and other construction equipment (see Figure 4).</p>
<b>Wind tunnel testing</b>	<p>A quantitative wind effects report is to be prepared by a suitably qualified wind specialist. The report is to detail findings of wind tunnel testing conducted in accordance with Schedule 11 of Sydney DCP. The report is to identify all locations and elements requiring wind management.</p> <p>Note: Wind tunnel testing is a mandatory requirement for all Requests. This wind tunnel testing may also apply where setback and separation variations to Sydney DCP are proposed.</p>
<b>Wind and daylight equivalence test</b>	<p>Where variations to Minimum Street Setbacks, Minimum Side and Rear Setbacks, Building Form Separations and Tapering controls under Sydney DCP are proposed a Procedure B: Wind and Daylight Equivalence report is to be prepared in accordance with Schedule 11 of Sydney DCP.</p>

**Figure 5**

Potential maximum heights available subject to Sun Access Planes, No Additional Overshadowing controls, Sydney Airports prescribed airspace, protected public views and the Tower Tide Line (indicative only)

0m

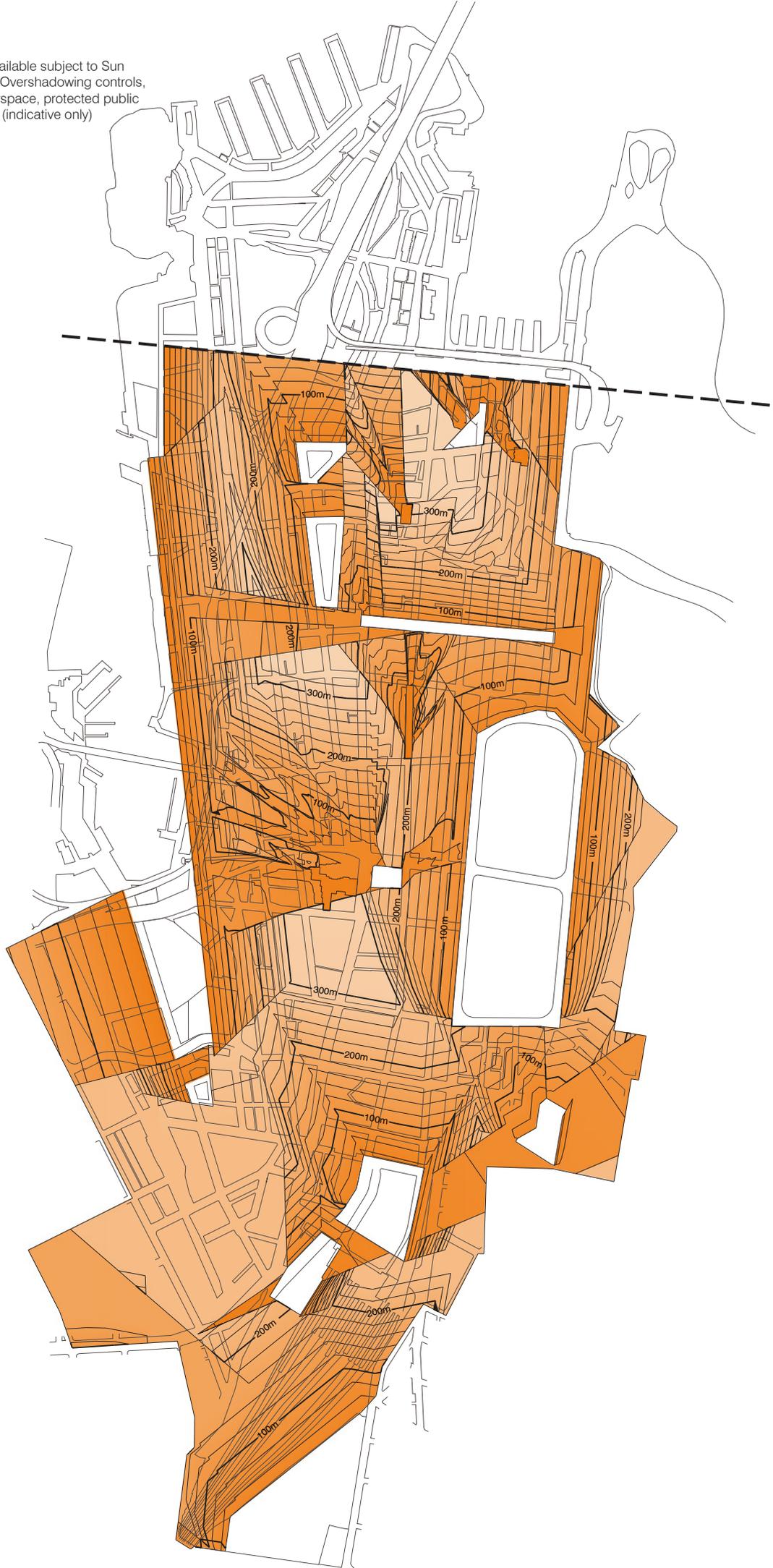


320m

— 100m contours

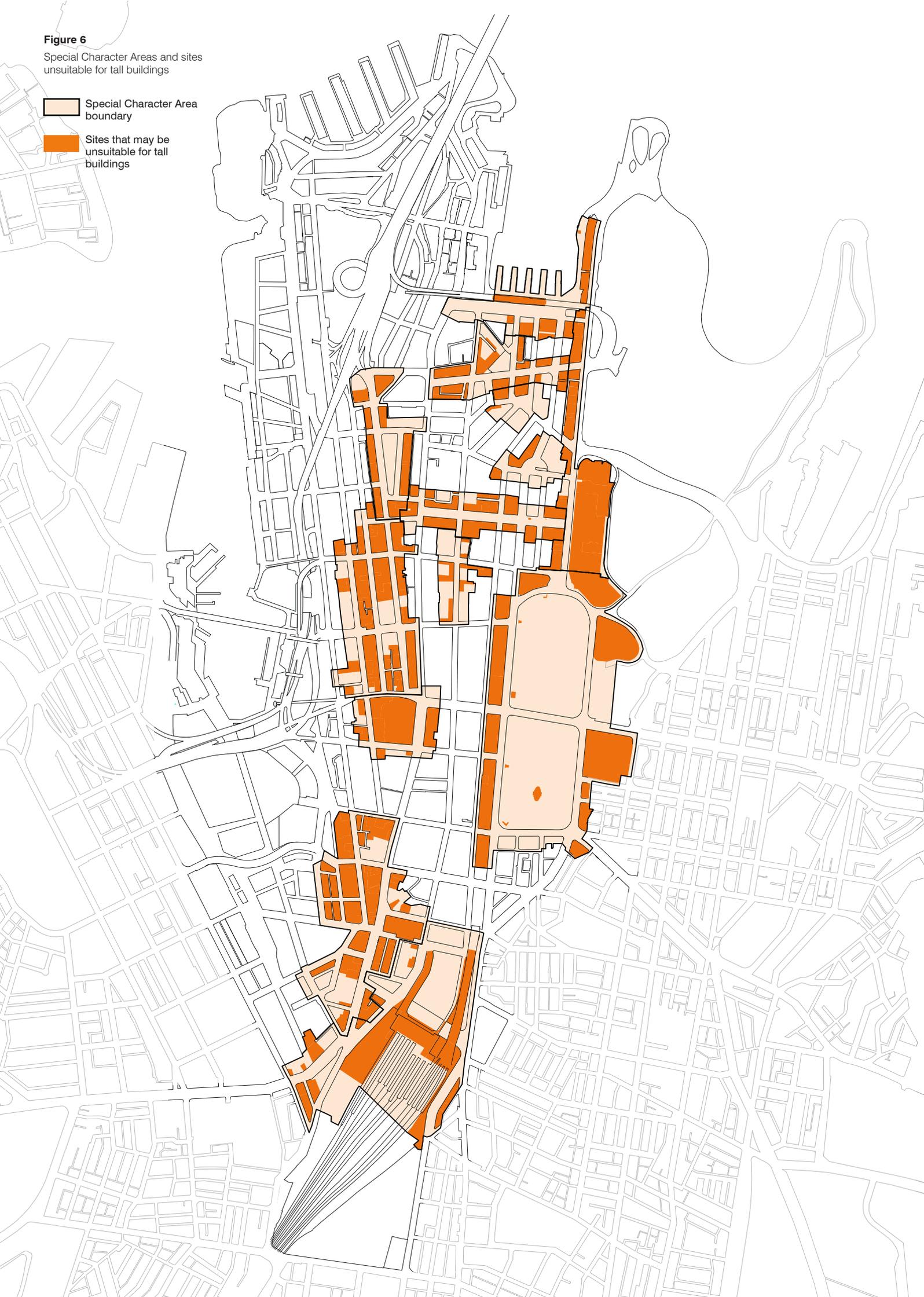
— 20m contours

— "Tower tide line"



**Figure 6**  
Special Character Areas and sites  
unsuitable for tall buildings

-  Special Character Area boundary
-  Sites that may be unsuitable for tall buildings





### **3**

Floor space ratio (FSR)

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The Guideline enables sites to increase their maximum FSR to match their building envelope as determined first in compliance with the below considerations and then with consideration given to building efficiencies and required podium - tower forms:

- maintaining sun light access to parks and places
- maintaining and enhancing important public views
- ensuring the efficient and effective operation of Sydney Airport
- respecting the existing predominantly low scale setting of Sydney Harbour, its built icons and surrounding heritage and special character areas
- maintaining appropriate daylight access to public places, and
- managing wind impacts in public places.

Compliance with the above is demonstrated via compliance with the relevant controls in Sydney LEP, Sydney DCP and the Strategy.

Only after considering the above and setting a maximum envelope would a maximum floor space ratio be set. Any floor space achieved above the maximum floor space ratio shown for the land on the Floor Space Ratio Map and accommodation floor space as defined in Sydney LEP, is Strategic Floor Space where 10% of the total permitted floor space is subject to demonstrating design excellence, which is at the discretion of the consent authority.

Attachment 1 provides a formula that calculates, as a guide, what maximum FSR a site may achieve under the Guideline.

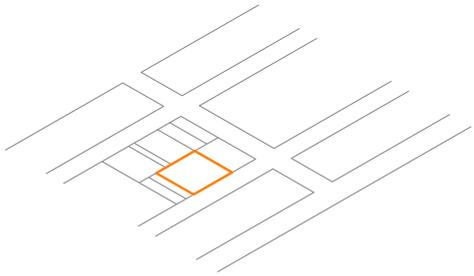
In determining a final maximum FSR the following are matters for consideration. For all floor space efficiencies Requests must be supported by 5 relevant reference examples showing typical floor space efficiencies for similar scaled buildings, especially where floor space efficiency assumptions depart from the below.

### Matters for consideration

<b>Podium and tower forms</b>	Towers are to have podium form with a Street Frontage Height in accordance with the Sydney DCP unless otherwise justified by an equivalency variation test.
<b>Roof/construction zones</b>	Where the maximum height of the building is determined by a sun or view control – a 15 metre roof/construction zone should be provided below the control height. Where the maximum height of the building is determined by Sydney Airports Prescribed Airspace - at least 30 metres roof/construction zone should be provided below the control height with construction methodology provided for constructing the upper floors without cranes penetrating Sydney Airports Prescribed Airspace.
<b>Floor to floor heights</b>	5 metres clear floor to floor for ground and first floors. 3.85 metres floor to floor for typical commercial floors and structural transfer zones at steps in the building massing.
<b>Vehicle access, servicing and services at ground level</b>	Floor space configuration and calculations are to be precedent based on reference examples.
<b>Plant</b>	A full floor plant level for every 20 occupied levels at minimum 6 metres high floor to floor should be provided for.
<b>Architectural articulation</b>	Minimum 15% of the envelope for architectural articulation.
<b>Facade depth and external shading</b>	Minimum 5% of the envelope for facade depth and external shading elements.
<b>Core</b>	Minimum 16% floor space exclusions associated with the core.
<b>Balconies</b>	Balconies, voids or other areas not counted as floor space (including voids for vertical villages) should be determined from a reference design.

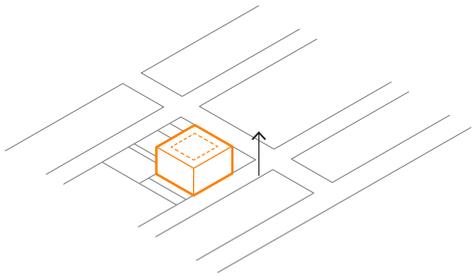
**Figure 7**

Steps in determining an envelope and then a density



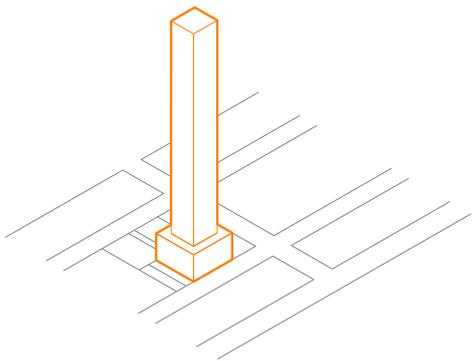
**Step 1**

identify a site(s) complying with the Guidelines minimum Site Area



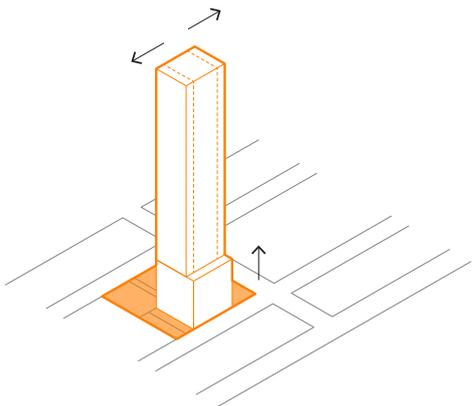
**Step 2**

define a podium form in compliance with Sydney DCP



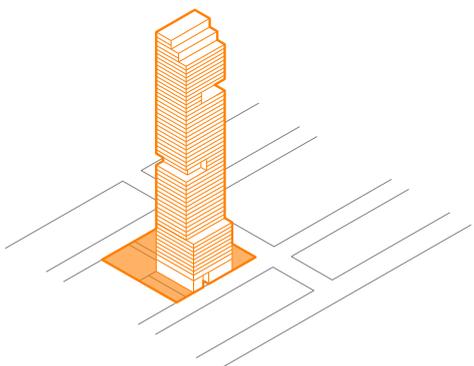
**Step 3**

define a tower form in compliance with the Guideline in relation to maximum height and Sydney DCP in relation to Built Form Controls



**Step 4**

test and define a non-compliant podium and tower form in line with Schedule 11 of Sydney DCP and a negotiated Block Agreement with neighbouring sites



**Step 5**

determine a density based on the envelope achieved using floor space efficiencies consistent with the Guideline



## 4

### Strategic opportunity sites

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A Strategic Opportunity Site is different to other sites because it is capable of delivering, or facilitating the delivery of, significant public benefits that otherwise would not have been delivered.

There are 2 types of Strategic Opportunity Sites:

1. **Public Open Space Opportunity Sites** – where a Request delivers or facilitates the delivery of a contiguous piece of public open space larger than 2,000 square metres, or
2. **Solar Access Opportunity Sites** – where a Request facilitates a significant reduction in existing overshadowing to a protected space to comply with the provisions sun access provisions of Sydney LEP.

This Guideline applies to Strategic Opportunity Sites in full except for the restriction on use.

For Public Open Space Opportunity Sites proposed new buildings (or altered buildings) that rely on increased maximum heights and/or FSR controls may be any use permitted by Sydney LEP including *residential accommodation and serviced apartments*.

For Solar Access Opportunity Sites proposed new buildings (or altered buildings) that rely on increased maximum heights and/or FSR controls may be any use permitted by Sydney LEP including *residential accommodation and serviced apartments*.

## Public Open Space Opportunity Sites

To qualify as a Public Open Space Opportunity Site the Request must demonstrate how a contiguous piece of public open space larger than 2,000 square metres will be delivered, where the public open space:

- is meaningful and usable in size and dimension
- is to be dedicated to the City as public land, and
- is developed to a standard to the satisfaction of the City.

## Solar Access Opportunity Sites

To qualify as a Solar Access Opportunity Site the Request must demonstrate how, and by how much existing overshadowing is being reduced to a protected space under Sydney LEP. The reduction in overshadowing is to ensure:

- compliance with Sydney LEPs Sun Access Protection controls, and
- remove an existing significant breach of more than 15 metres in height.

Solar Access Opportunity Sites may constitute two or more sites that are not in the same block. Existing floor space or permitted floor space under Sydney LEP may be transferred from an existing non-compliant Sun Access Protection control site, to recipient site, subject to a Block Agreement. The recipient site benefits by receiving floor space unrestricted in use under the Guideline and floor space not subject to a public benefit infrastructure contribution (see page 29). Notwithstanding, any proposed new buildings (or altered buildings) subject to a Request that relies on increased maximum heights and/or floor space ratio controls above those permitted under Sydney LEP is subject to a public benefit infrastructure contribution for proportion of the increase.

**Figure 8**

Sites containing existing structures breaking Sun Access Protection Controls

 Sites breaking Sun Access Protection Controls





## 5

### Community Infrastructure

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The *Central Sydney Infrastructure Plan* (Attachment 2) details infrastructure requirements. Some of this infrastructure will be delivered as development occurs and will be funded by Section 61 contributions or other City of Sydney funding sources.

Other infrastructure needs are restricted in delivery due to:

- statutory limitations, not all infrastructure can be funded by Section 61 levies
- the scarcity of available land/sites
- existing land values, and
- caps on contribution rates.

Development as a result of a Request, with increased height and/or FSR, experiences a substantial increase demand for community infrastructure as well as land value. Increases in land value offer the opportunity to partially fund or deliver additional community infrastructure in the public interest.

This Guideline provides a framework for the appropriate distribution of planning gain created by Guideline sites to ensure that the benefits are shared by all landowners and the community.

### Pooling of in-lieu contributions

Where a Request provides for an in-lieu contribution the consent authority may seek to include a provision permitting money paid under the agreement to be pooled with money paid under other planning agreements and applied progressively for the different purposes under those agreements, subject to the specific requirements of the relevant agreements. Pooled community infrastructure contributions may also be used to recoup costs of community infrastructure works already completed. Pooling may be appropriate to allow public benefits, particularly community infrastructure including Public Domain Improvements and Open Space, and, Floodplain Management Improvement Works essential infrastructure such as that listed in the *Central Sydney Infrastructure Plan 2017*.

### Public Benefit Offer

Public benefit infrastructure contributions are formalised by way of a Planning Agreement as per Council's Planning Agreements policy.

It is expected that a Public Benefit Offer (the Offer) will be made with any Request. The Offer must detail the Public benefit infrastructure contribution.

Planning agreements are legal Planning Agreements between a planning authority and a landowner/developer. They are a common tool used to secure a public benefit that may be offered by a landowner/developer as part of a request to change planning controls.

### Community Infrastructure Contributions

A Community Infrastructure Contribution is:

- **an in-kind contribution** – to build and dedicate free of Community Infrastructure or a Precinct Response to Essential Required Infrastructure;
- **an in-lieu contribution** – a monetary contribution to Council towards the delivery of Community Infrastructure or a Precinct Response to Essential Required Infrastructure; or
- Community Infrastructure and a Precinct Response to Essential Required Infrastructure is defined by *Central Sydney Infrastructure Plan 2018* at Attachment 2.

A Request is to include a public benefit offer. The public benefit offered is to be:

- towards the delivery of Community Infrastructure or a Precinct Response to Essential Required Infrastructure as outlined in *Central Sydney Infrastructure Plan* (in-kind or in-lieu);
- valued by an appropriately qualified Quantity Surveyor (in-kind); and
- of equal or greater value than the identified Community Infrastructure Contribution rates in Table 1.

**Table 1 -** Community Infrastructure Contribution rates

Contribution area	Contribution rate
Area 1	\$1,200 per square metre above existing mapped FSR plus highest accommodation floor space under Sydney LEP (excluding design excellence), or, \$1,200 per square metre for each square metre of gross floor area achieved above the existing mapped maximum height under Sydney LEP, whichever is greater
Area 2	\$600 per square metre above existing mapped FSR plus highest accommodation floor space under Sydney LEP (excluding design excellence), or, \$600 per metre for each square metre of gross floor area achieved above the existing mapped maximum height under Sydney LEP, whichever is greater

Alternative models of infrastructure provision delivering Community Infrastructure may be considered where they can be appropriately valued to the satisfaction of Council.

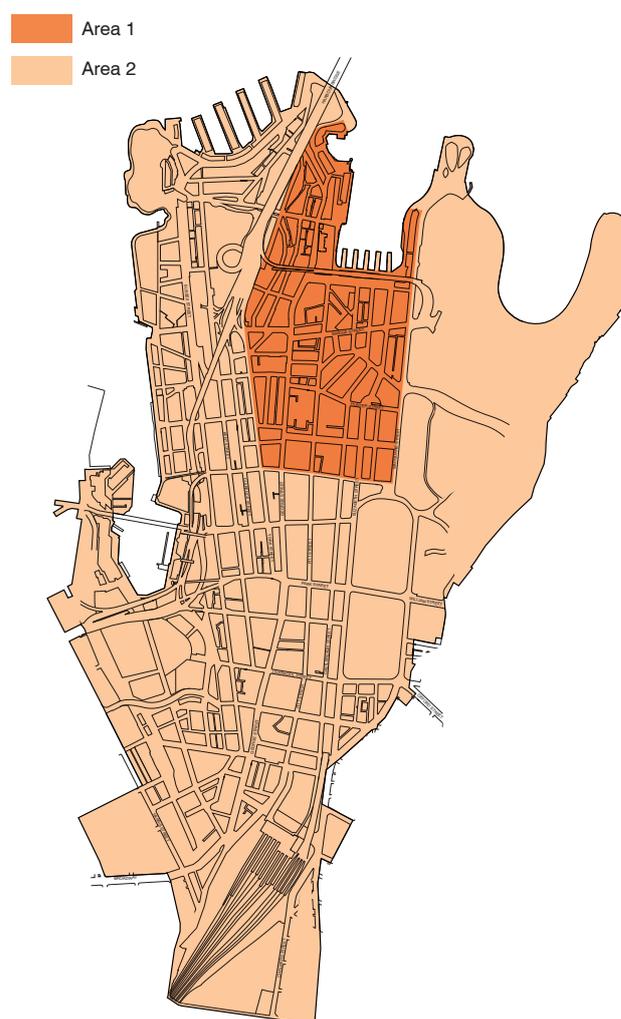
There may be circumstances under which other Community Infrastructure may be required in the Central Sydney, including land or floor space dedicated for public open space or public road.

### Indexation

The City will annually index the contribution rates in Table 1 for inflation against the Consumer Price Index (All Groups Index) for Sydney at 1 July each year. The City can be contacted to confirm the applicable contribution rate.

**Figure 9**

Central Sydney Contribution Areas (see Figure 2 for more detail)





## 6

### Efficient use of land

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Maximising the efficiency of floor space within the height available in Central Sydney is the Strategy's key move for the efficient and productive use of land. Land is Central Sydney's most important asset. Sydney must make the most of it. We must ensure it is developed in a way that contributes to a productive city, a city that best utilises our space and land and is smart about the way we grow and encourage land use.

The requirement for demonstrating best endeavours promotes amalgamation, the achievement of appropriate tower setbacks and outlook and the efficient use of land. By encouraging sites to amalgamate, Central Sydney is maximising what land it does have to achieve a greater supply of productive floor space. At the same time it allows sites to consolidate and activate inefficient uses of land (building services, car parking and loading), and, sites to develop precinct reduction solutions to greenhouse gas emissions, energy, water and waste consumption.

Best endeavours must be demonstrated by a proponent in a Request that they offered and attempted to enter into an agreement with adjoining sites within the street block to which their site is located.

Proponents must regularly liaise with the City throughout the pre-application stage to update them on amalgamation or easement negotiations.

### **Best endeavours**

Where an amalgamated or easement solution cannot be reached, best endeavours must be demonstrated by a proponent in a Request that they offered and attempted to enter into an agreement with adjoining sites within the street block to which their site is located.

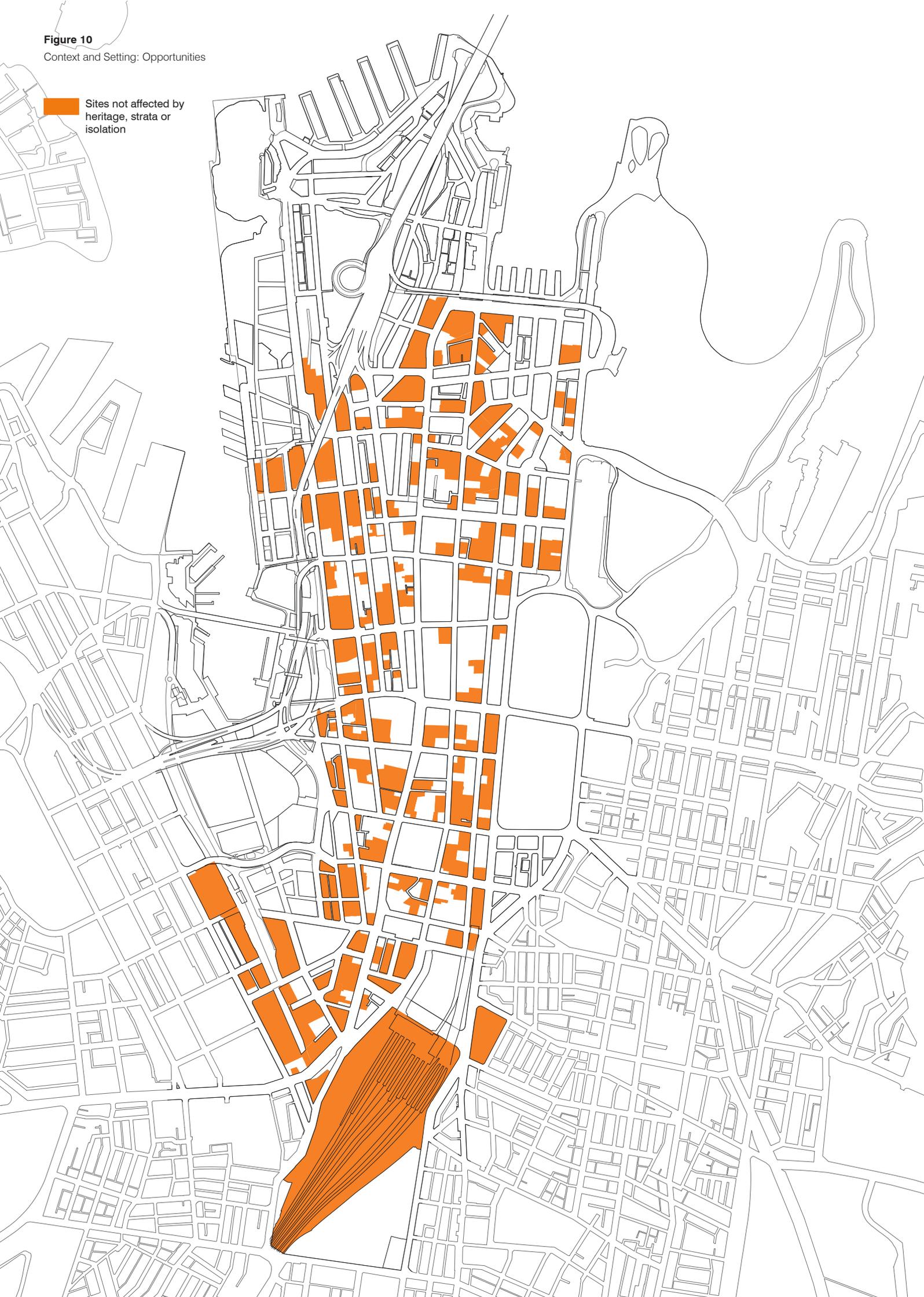
Evidence of best endeavours must include correspondence to adjoining sites as to the offers made and adjoining site responses.

Where the consent authority deems best endeavours have not been made a Request may not be supported.

Figure 10

Context and Setting: Opportunities

 Sites not affected by heritage, strata or isolation





7

Footpath pedestrian capacity

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## What is the assessment for?

A Request must be supported by a Pedestrian Level of Comfort assessment. The primary objective of the assessment is to assist the City and the NSW Government create excellent pedestrian environments through a clear, consistent process during the planning and implementation of individual development sites and transport improvement projects.

For Request sites, undertaking a comfort assessment will identify priorities for action or attention, the cause of these issues and help to identify mitigation measures to make the site more comfortable. For example a comfort assessment might show that pedestrian traffic congestion at the entrance of the building can be mitigated by the provision of pedestrian circulation space within the site either via a street setback or larger lobby or connection into or extension of an existing underground pedestrian tunnel.

For the City and NSW Government comfort assessments will identify any potential cumulative pedestrian congestion problems at an early stage. Mitigation measures, such as the relocation of street furniture or footpath widening, can then be decided upon if required.

## Why is this assessment important?

Footway provision is an essential factor in encouraging or hindering walking. Providing appropriate footways is important as:

- They encourage walking. The research underpinning this guidance has found that lack of comfort on footways discourages use of an area by pedestrians.
- Encouraging people to walk short trips will relieve pressure on public transport and promote more sustainable, environmentally friendly travel, with added health benefits. Moreover, regularly making trips on foot benefits the health of individuals as well as bringing wider economic and community benefits.
- Journeys conducted entirely on foot make up 92% of all trips in Central Sydney. Therefore creating well designed pedestrian environments benefits everyone.

Recognising this, the City of Sydney in partnership with NSW Government's Transport NSW has developed guidance to improve the planning and design of the pedestrian environment and encourage walking. This guidance is tailored to the needs of Central Sydney:

- Taking into account different user behaviour within a variety of area types, from main streets to transport interchanges.
- Including the real impact of street furniture and static pedestrians.
- Going further than existing measures which simply assess crowding. This guidance is based on comfort and takes into account user perceptions as well as observed behaviours.
- Providing a standard approach for the assessment and review of comfort on footways and crossings.

Providing a template for recording data and generating results. The Pedestrian Comfort Level should be considered when assessing both footways and formal pedestrian crossings. The provision of comfortable crossing facilities supports road crossing in a planned manner and may reduce the number of informal crossings that occur.

## How to undertake an assessment

The City should be contacted for a copy of its Pedestrian Level of Comfort assessment tool, a document that contains the method for carrying out a comfort assessment and guidance on reviewing the results.



ICC  
CRICKET  
WORLD  
CUP  
2015

BROADCAST PARTNER



PROUD HOST



The new state of business

  
NO  
LEFT  
TURN



OPEN 24 HOURS

30  
HIGH  
PEDESTRIAN  
ACTIVITY

NO STOPPING

ONE WAY



Grand Sydney  
Thai  
Massage

CITY 506

hardcandy



## 8

### Minimum site tests

---

Requests that seek to increase maximum height and/or density controls for a site or block must demonstrate an ability to comply with Sydney LEP and Sydney DCP, except as amended by the following:

Control	Test
<p><b>Land use</b> <i>proposed new buildings cannot contain residential or serviced apartment floor space</i></p>	<p>Proposed new buildings (or altered buildings) that rely on increased maximum heights and/or FSR controls may be any use permitted by Sydney 2012 except for <i>residential accommodation and serviced apartments</i>.</p> <p>This restriction does not apply to any existing floor space already used as residential accommodation and/or serviced apartments in an existing building under a Request.</p> <p>This restriction must be formalised through the plan making process. As a result, no new building (or significantly altered building) that is delivered on a site affected by a Request can contain any residential accommodation or serviced apartment floor space, except for that proportion of residential accommodation or serviced apartments floor space that already exist on site.</p> <p>The only exception to this restriction are Strategic Opportunity Sites.</p>
<p><b>Erection of a tall building</b> <i>have a minimum Site Area of 1,000 square metres</i></p>	<p>Sites subject to the Guideline must have a minimum Site Area of 1,000 square metres.</p> <p>'Site Area' is as defined and calculated as per Sydney LEP, with all sites within the Site Area to be subject to a Block Agreement.</p> <p>Requests must demonstrate an ability to comply with Sydney LEP in full with reference to Sydney DCP's Built Form Controls, including, where applicable, compensation and equivalency variation tests (see page 17).</p> <p><b>Note:</b> where variations to Sydney DCP setback controls are required for Request feasibility, the onus is on the proponent to demonstrate at an early stage that variations comply with equivalency variation tests in relation to wind impacts and daylight/sky view factor.</p>
<p><b>Height of buildings</b></p>	<p>For Request sites, the objective for setting maximum building heights is to ensure no additional overshadowing of protected spaces during the protected times, as identified in the Strategy.</p> <p>Proposed new buildings (or altered buildings) that rely on increased maximum heights may exceed the maximum height shown for the land on the Height of Buildings Map but may not exceed any of Sun Access Planes, No Additional Overshadowing controls (Overshadowing of certain public places), Sydney Airports Prescribed Airspace and the Tower Tide Line as identified in Sydney LEP and the Strategy.</p> <p>In determining envelope forms and massing, Request's must also address Sydney LEP and Sydney DCP Heritage Item and Special Character Area controls and principles. Figure 6 provides an indication as to which sites may be unsuitable for tall buildings under the Guideline due to heritage and Special Character Area protections.</p>
<p><b>Protection of public views</b></p>	<p>Proposed new buildings (or altered buildings) that rely on increased maximum heights may exceed the maximum height shown for the land on the Height of Buildings Map but may not exceed Public view protection planes, identified in Sydney LEP and the Strategy.</p> <p>In determining envelope forms and massing Requests must address Sydney DCP Views from Public Places controls.</p>
<p><b>Floor space ratio</b></p>	<p>Maximum FSRs will be set to match permitted envelopes.</p> <p>Permitted envelopes are determined first by the maximum permitted height under the Guideline and the shaped by Sydney LEP and Sydney DCP Built Form, Special Character Area and Heritage controls.</p> <p>Once a permitted envelope is determined the maximum FSR is set by considering floor space efficiencies, a requirement for architectural expression and the requirement for 10% of the total floor space to be conditional on demonstrating design excellence.</p>

Control	Test
<p><b>Ecologically sustainable development (ESD)</b> <i>must drive zero-net energy, zero waste and water efficient outcomes</i></p>	<p>Development resulting from a Request must exceed Sydney LEP's minimum ESD controls.</p> <p>Proposed new buildings (or altered buildings) that rely on increased FSR and/or height must achieve an Office and Environment and Heritage (OEH) National Australian Built Environment Rating System (NABERS) Energy Commitment Agreement of at least 5.5 stars for office and 4.5 star for hotel.</p> <p>Sites subject to a Request must achieve net-zero carbon, zero waste and water efficient outcomes across the site.</p> <p>Net-zero carbon involves maximising inherent efficiency through design, materials and equipment selection with onsite renewable energy generation to the fullest extent possible.</p> <p>Net-zero carbon, zero waste and water efficient outcomes may be delivered by way of a block agreement where proposed new buildings (or altered buildings) facilitate the upgrade and/or offset of greenhouse gas emissions, water consumption and operational waste production of other developments within the site.</p>
<b>Heritage floor space</b>	<p>Proposed new buildings (or altered buildings) that rely on increased floor space ratios and/or height must be allocated an amount of heritage floor space as required by Sydney LEP as if the Request was not made.</p> <p>Strategic Floor Space permitted by the Request is not subject to allocation of heritage floor space.</p>
<b>Heritage conservation</b>	<p>Development as a result of a Request is subject to Sydney LEP's heritage controls.</p> <p>Vertical additions to Heritage Items and/or cantilevered new buildings (or altered buildings) over Heritage Items are only appropriate in accordance with Sydney DCP, where protecting the setting and significance of the Heritage Item are given paramount consideration.</p>
<p><b>Design excellence</b> <i>must commit to participating in a full design competition</i></p>	<p>Development as a result of a Request is subject to Sydney LEP's design excellence controls.</p> <p>Proposed new buildings (or altered buildings) that rely on increased floor space ratios and/or height must commit to a competitive design process where 10% of the total permitted floor space is subject to demonstrating design excellence, which is at the discretion of the consent authority.</p> <p>For clarity, proposed new buildings (or altered buildings) that rely on increased floor space ratios and/or height must participate in an architectural design competition as opposed to a competitive design alternative process.</p> <p>For Request sites the architectural design competition jury is to comprise 6 members each sourced from the City's panel of prequalified jurors. One member of the jury must be a demonstrable expert in the field of ESD.</p>
<b>Car parking</b>	<p>For development as a result of a Request, car parking spaces (including existing car parking spaces) are limited to the total number of existing car parking spaces within existing developments on site, or the maximum permitted under Sydney LEP for the site, whichever is less.</p> <p>Sites subject to a Block Agreement may trade car parking spaces between sites subject to the same Block Agreement, with no net increase in existing car parking spaces across the site as a result.</p>
<b>Affordable housing</b>	<p>Development as a result of a Request is subject to Sydney LEP's affordable housing controls.</p>
<b>Section 61 contributions</b>	<p>Development contributions authorised by Section 61 of the City of Sydney Act 1988 apply in full to all sites subject to a Request, irrespective of community infrastructure contributions.</p>



## **Attachment 1**

Determining an indicative density

## Determining indicative density

Density is expressed as floor space in square metres. The indicative density formula calculates the indicative floor space accommodated in a generic envelope. The generic envelope is set based on compliance with Sydney DCP Built Form Controls and a Street Frontage Height of 25 metres. The formula uses the height, horizontal and volumetric efficiencies listed under the Guideline's floor space ratio matters for consideration.

The main inputs in the formula are:

- **Site Area** – as defined by Sydney LEP, expressed in square metres
- **Site Perimeter** – the total sum of a sites boundaries, expressed in metres
- **Average Maximum Potential Height** – the average maximum height across a site determined by Sun Access Planes, No Additional Overshadowing controls, Public View Protection Planes and/or Prescribed Airspace, expressed as an RL (see Figure 5)
- **Site Ground Level** – the highest point of a sites existing ground level, expressed as an RL
- **40 or 55 metres** – where the Average Maximum Potential Height is set by sun or view control(s) use 40 metres, where it is set by Prescribed Airspace use 55 metres.

The indicative density formula is expressed as follows:

Indicative density =  $[(\text{Site Area} \times 25 \text{ metres}) \times 15\%] + \{[\text{Site Area} - (\text{Site Perimeter} \times 8) + 256] \times [\text{Average Maximum Potential Height} - \text{Site Ground Level} - (40 \text{ metres or } 55)] \times 15\%$ .

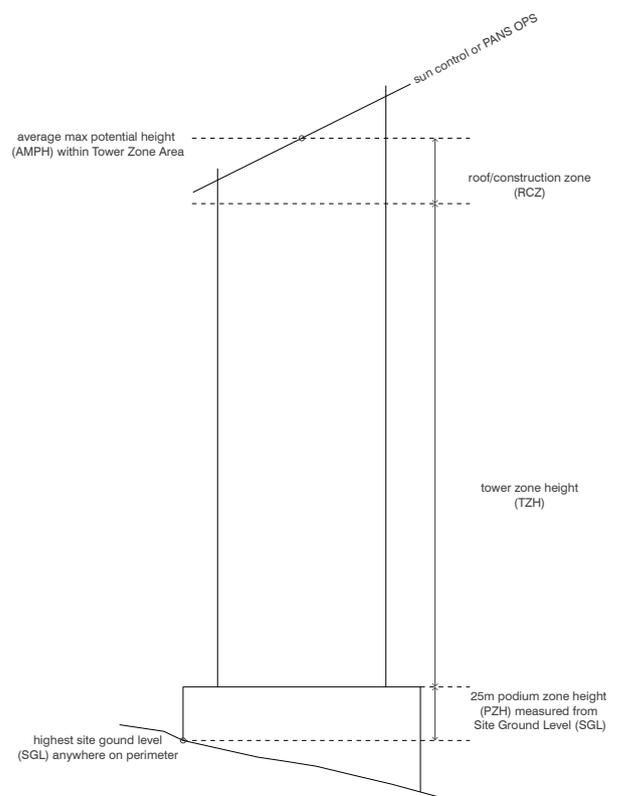
### Indicative density formula

$$\begin{aligned}
 & [(\text{Site Area} \times 25 \text{ metres}) \times 15\%] \\
 & + \\
 & \{[\text{Site Area} - (\text{Site Perimeter} \times 8) + 256] \\
 & \times \\
 & [\text{Average Maximum Potential Height} - \text{Site Ground Level} \\
 & - (40 \text{ metres or } 55)] \times 15\% \}
 \end{aligned}$$

### A\_01

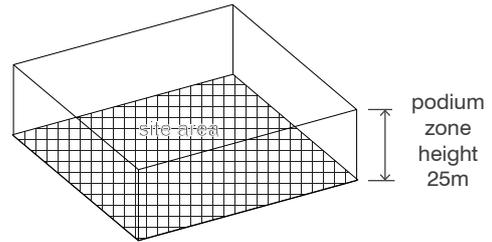
Indicative density formula

Main Inputs



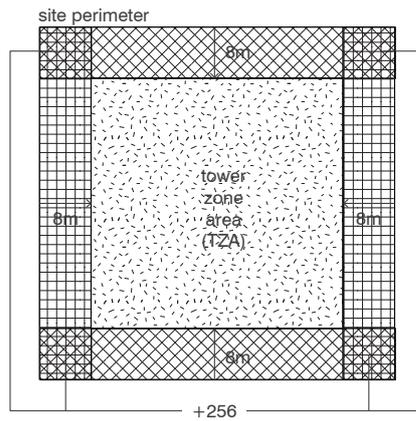
**A\_02**

Indicative podium density  
(Site Area x 25 metres) x 15%



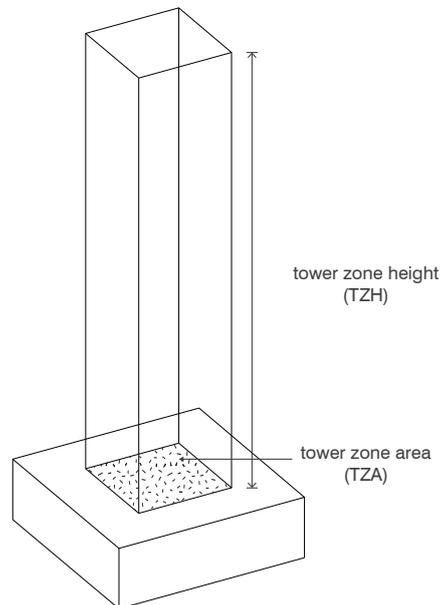
**A\_03**

Indicative tower density 1  
[Site Area - (Site Perimeter x 8) + 256]  
(Note: maximum tower zone of 4,000 square metres)



**A\_04**

Indicative tower density 2  
x [Average Maximum Potential Height - Site Ground Level - (40 metres or 55)] x 15%





## **Attachment 2**

### The Central Sydney Infrastructure Plan



# Draft Central Sydney Infrastructure Plan

The Central Sydney Planning Strategy can be accessed on the City of Sydney website at [www.cityofsydney.nsw.gov.au](http://www.cityofsydney.nsw.gov.au)

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# 1

## Introduction

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**The greatest challenge for any global city is the supply, funding and delivery of infrastructure. Doing this well creates and sustains a resilient city with high standards of living and contributes to its sustainable growth.**

This plan seeks to aid in the supply, funding and delivery of infrastructure by identifying infrastructure that will support an increasingly dense Central Sydney with a growing worker, resident, visitor and student population.

The plan highlights specific infrastructure types, actions in place to address infrastructure demand and what improvements may be required to support Central Sydney's projected population growth. The plan identifies how the City will act in meeting the demand for infrastructure improvements, and specific mechanisms that may be utilised in delivering improved infrastructure.

### **Infrastructure covered by this plan**

This plan covers infrastructure already identified by other City, NSW Government or Federal Government plans, studies or strategies (source studies). Where the plan highlights a specific type of infrastructure a reference to the source study is provided at Appendix A. The source study can then be accessed by the reader if they require additional background as to the supply, demand and need for the infrastructure.

Infrastructure includes Essential Required Infrastructure (e.g. energy, waste, water, loading and servicing), Community Infrastructure (e.g. child care centres, libraries, and indoor recreation centres) and Federal/NSW Government Infrastructure and Services (e.g. rail, bus and ferry services, health and education services and a range of community services).

The Plan is not an exhaustive list of required infrastructure for Central Sydney. As communities, technology and the urban environment changes the infrastructure needs and demands of the community and city change with it. Government, industry and the community may determine innovative ways to deliver infrastructure outside of the Plan. The Plan therefore is to be treated as a baseline plan for infrastructure that can be reviewed and updated in association with source study updates and publications.

### **Private facilities and services**

Central Sydney has a wide range of private facilities, including institutional libraries, private health and personal care services, private schools, child care centres and gyms. These are typically operated on a commercial user-pays basis.

Alongside this suite of infrastructure, a city requires infrastructure that is publicly available to all people in a socio-economically diverse society; infrastructure that is accessible – both in terms of affordability and operating hours – to meet the needs of a diverse and growing community.

This Plan outlines the requirements for public Community Infrastructure in Central Sydney. While acknowledging the importance of private facilities and services, this Plan contributes to the provision of a baseline level of social facilities and services accessible to all.

Community Infrastructure delivered under this plan is to be dedicated to the City as public infrastructure in public ownership, free of charge. This may involve torrens title, strata or stratum dedication. In limited conditional circumstances the City may accept Community Infrastructure via easements (for public access), long term leases or similar, but only where these alternate methods provide for a better outcome, in the public interest.

## Where it applies

This plan applies to the Central Sydney or 'City North Area', one of four City Areas which the City applies for urban and social planning purposes (see Figure 1).

Central Sydney comprises two Village Groups, CBD & Harbour (Harbour) and Chinatown & CBD South (Haymarket), both with very different and diverse characters and communities, and very distinctive population growth profiles. The Central Sydney Planning Strategy provides a detailed analysis of Central Sydney's population growth profile.

The aim of the Village Group approach is to seek to ensure that a range of infrastructure needed to support daily life is available within walking distance of local Village Group communities. The City Area approach recognises that some social infrastructure may service a wider district or 'Area' population, and, in the case of Central Sydney – a Strategic Centre identified in the NSW Government's Eastern City District Plan – that infrastructure services a broader regional, metropolitan and even State-wide community, well beyond the daily requirements of Central Sydney's fixed worker and resident population.

## Infrastructure delivery

By consolidating the infrastructure requirements of Central Sydney from source studies into one infrastructure plan, the supply, funding and delivery of infrastructure can be streamlined with emerging challenges, demands and priorities clear for all levels of government and the community. The plan identifies opportunities to strengthen Community Infrastructure provision and areas where government and industry can work together to ensure infrastructure is delivered in an efficient, integrated and timely manner.

## Greater Sydney Region and District Plans

Central Sydney forms one precinct within the larger Harbour City strategic centre identified in the Greater Sydney Region Plan and the Eastern City District Plan (the Region and District Plan). The remainder of the strategic centre includes the North Sydney CBD, the Bays Precinct, Pyrmont Ultimo, Camperdown Education and Health Precinct, Central to Eveleigh, Surry Hills and Sydney East.

The Harbour City is targeted to deliver 166,000 additional jobs to 2036 under the District Plan's baseline jobs target, excluding North Sydney CBD. Under the Central Sydney Planning Strategy, Central Sydney is positioned to deliver 87% the baseline target. The Harbour City will also be required to accommodate an additional 70,000 jobs earmarked for the Harbour City under the District Plans higher target, the majority of which will need to be accommodated outside of Central Sydney in the existing lower density areas of the Bays Precinct and Pyrmont Ultimo.

The Harbour City is also targeted to deliver a significant proportion of the Eastern Districts 20 year dwelling target of approximately 157,000 new dwellings.

This is significant growth identified by the District Plan. The Region Plan states (page 28):

*These areas will require new and/or enhanced local and regional infrastructure to support these changes.*

*Many of these areas have existing infrastructure challenges, particularly those areas experiencing growth and increasing demand for appropriate infrastructure. In order to better understand, plan for and address these existing challenges as well as new ones, the Commission has designed and is recommending to the NSW Government a new approach known as the growth infrastructure compact.*

The City supports the investigation of alternate infrastructure funding mechanisms for the Harbour City including a growth infrastructure compact for areas including Innovation Corridor (including Darling Harbour) and Special Infrastructure Contributions for areas including the Bays Precinct and Central to Eveleigh.

In relation to Central Sydney however, to effectively align infrastructure with growth, and to support the orderly development of land, requires a coordinated response, integrated with the City's existing Central Sydney Development Contributions Plan 2013.

### The Central Sydney Development Contributions Plan 2013

The City of Sydney Central Sydney Development Contributions Plan 2013 (the Plan) currently applies to the majority of Central Sydney land. It does not apply in the Rocks or Darling Harbour which have no publicly consulted forms of infrastructure funding.

The Plan applies a 1% of development cost levy to all developments over \$200,000 in value. The levy was introduced in 1997 to apply to a wider range of development activity at a lower rate than would otherwise be available under Section 94 of the Environmental Planning and Assessment Act. This recognised Central Sydney as NSW's premier employment and tourist centre, with a higher proportion of building and office refurbishments than any other centre in NSW.

Today the 1% rate is the lowest comparative developer contribution rate in NSW. As part of the Central Sydney Planning Review the City considered increasing the 1% rate to address increasing demand for Community Infrastructure, however it was decided that value sharing as outlined in the Guideline was a more equitable means of funding additional Community Infrastructure, rather than increase the 1% levy and applying it to all development.



## Central Sydney Planning Strategy

In July 2016, Council and the Central Sydney Planning Committee endorsed the draft Central Sydney Planning Strategy (the Strategy) for public exhibition. The Strategy formed the basis of changes to planning controls in Central Sydney as well as shaping how Central Sydney will grow to 2036.

Under the Strategy Central Sydney has the potential to accommodate approximately 145,000 new jobs, 35,000 new residents in 18,000 new dwellings to 2036. This is in addition to increasing international, local and student visitors. Under a low growth scenario worker projections may come down to approximately 105,000 new jobs 2036.

**Table 1** - Summarises the predicted growth projections including workers, residents and dwelling numbers

Year	Workers	Residents	Dwellings
2016	305,690	28,730	15,121
2022	318,593	53,826	28,329
2024	323,261	56,079	29,515
2028	327,044	60,181	31,674
2032	381,294	61,526	32,382
2036+	448,320	62,801	33,053

A major proportion of the growth envisaged by the Strategy will be delivered on a site-by-site basis outlined in the City's Guideline for Site Specific Planning Proposals in Central Sydney (the Guideline). This Infrastructure Plan complements the Guideline providing one avenue for the supply, funding and delivery of Community Infrastructure through value sharing, an infrastructure funding mechanism supported by the NSW Government:

*Value sharing is about identifying and raising funds additional to those which come through business-as-usual development activities. Value sharing assessments should be undertaken as part of the business case development process.*

the Region Plan, page 29

The projections presented in this Infrastructure Plan were last updated in January 2018 taking into account NSW Government Transport Performance and Analytics 2016 population forecasts. They are supply-constrained demand estimates of outcomes.

While reasonably accurate in Central Sydney in the past, projections are subject to fluctuations in market conditions, government policy and supporting infrastructure. It is also recognised that some development scenarios are likely to take a number of years, due to complex landownerships including some strata ownership.

Population projections provide the City of Sydney, Council and the community with knowledge so that they can make informed and confident decisions about the future. Projections therefore form part of the foundation for evidence based planning. This is particularly the case for infrastructure planning.

Development as a result of the Strategy will create additional demand for Community Infrastructure beyond that catered for by existing developer contribution schemes that apply in Central Sydney.

The proposed Strategy compliments the City's approach to provide growth beyond the capacity of existing controls and infrastructure. This funding approach only applies to floor space and height that is not available under current controls with the process for requesting to change the planning controls outlined in the Guideline.



**2**

**Essential required Infrastructure**

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Essential Required Infrastructure is standard infrastructure that must be delivered as part of any project and therefore in most instances cannot be classified as a public benefit to offset Community Infrastructure Contributions.

The following table summarises the detailed Infrastructure Audit at Appendix A. It provides quick reference point as to the Essential Required Infrastructure types for Central Sydney and the actions in place to address increasing demand for that infrastructure type.

**Precinct response to essential required infrastructure**

Where a project delivers a precinct response to Essential Required Infrastructure within Central Sydney the City may consider offsetting a proportion of a required Community Infrastructure Contribution against a proportion of the precinct response to Essential Required Infrastructure cost.

**Table 2 - Essential required infrastructure**

Essential required infrastructure type	Actions to address demand
<b>Energy</b>	<p>Using energy efficiency initiatives and local generation solutions to reduce future pressure on electricity transmission and distribution networks. Actions include:</p> <ul style="list-style-type: none"> <li>• mainstreaming highly energy-efficient buildings through development controls</li> <li>• encouraging building renovations that ensure low-carbon and high energy efficiency performance</li> <li>• encouraging green energy infrastructure solutions</li> <li>• encouraging replacing old and inefficient existing infrastructure and technologies</li> </ul> <p><b>Precinct response</b></p> <ul style="list-style-type: none"> <li>• focus on precinct-scale, low-carbon, highly efficient solutions that support net-zero emissions by 2050</li> </ul>
<b>Waste</b>	<p>Using waste minimisation initiatives and local waste management solutions to divert waste from landfill. Actions include:</p> <ul style="list-style-type: none"> <li>• mainstreaming highly efficient waste management through development controls</li> <li>• ensuring developments are designed to facilitate 90% resource recovery rates when operational</li> <li>• ensuring 90% of waste from construction and demolition activities is diverted from landfill</li> <li>• requiring on-site separated food waste systems</li> <li>• encouraging replacing old and inefficient existing infrastructure and technologies</li> </ul> <p><b>Precinct response</b></p> <ul style="list-style-type: none"> <li>• focus on precinct-scale, best practice, waste management solutions that support a circular economy approach to waste management</li> <li>• encourage precinct-scale automated waste collection systems to improve amenity, reduce vehicle access requirements and reduce space required for waste storage and handling</li> </ul>
<b>Water</b>	<p>Using water efficiency and local water re-use solutions to minimise potable water consumption, reducing pressure on existing water and wastewater infrastructure and improving water quality through stormwater management reducing stormwater volumes leaving sites. Actions include:</p> <ul style="list-style-type: none"> <li>• mainstreaming water-efficient buildings through development controls</li> <li>• encouraging building renovations that ensure high water efficiency performance</li> <li>• require stormwater management as per Sydney Development Control Plan 2012</li> <li>• encouraging replacing old and inefficient existing infrastructure and technologies</li> <li>• encourage green roofs and walls that are supported by recycled water</li> <li>• encourage stormwater harvesting, rain water tanks and wastewater harvesting if precinct scale solutions are not viable</li> <li>• requiring recycled water dual reticulation for sites in close proximity to recycled water schemes</li> </ul> <p><b>Precinct response</b></p> <ul style="list-style-type: none"> <li>• focus on precinct-scale, best practice, water management and re-use solutions that support a circular economy approach to water management and the delivery of recycled water infrastructure that enhances the existing network including storage tanks, pipelines and recycled water treatment plant</li> </ul>

## Essential required infrastructure type

## Actions to address demand

<b>Tree canopy</b>	<p>Increase urban tree canopy to mitigate urban heat island effect, support cleaner air and water quality and provide local habitat by:</p> <ul style="list-style-type: none"><li>• prioritise tree planting in streets and public spaces</li><li>• focus on tree canopy delivery in the public domain with more than 15% canopy coverage, a mix of tree heights, a preference for local indigenous species and permeable surfaces accommodated where possible</li><li>• require tree canopy works to be complemented by vegetated stormwater systems, green roofs and green walls supported by recycled water where possible</li></ul> <p><b>Precinct response</b></p> <ul style="list-style-type: none"><li>• incentives publicly accessible precinct-scale tree canopy solutions at podium level that deliver more than 50% of the combined roof area of the site, below 75 metres in height, as dense tree canopy</li></ul>
<b>Affordable rental housing</b>	<p>In Central Sydney it is addressed via the Central Sydney Affordable Housing Program. Affordable housing is managed by a registered community housing provider and rented to very low to moderate income households.</p>
<b>Public art</b>	<p>Support the continued application of the City of Sydney's Public Art Policy by requiring Public Art consistent with Sydney LEP 2012 generally in the order of 1 per cent of capital investment value for moderate sized projects sliding to 0.5 per cent capital investment value for very large projects.</p>
<b>Telecommunications</b>	<p>Support the continued application of the City of Sydney's Digital Strategy 2017 by advocating for telecommunications infrastructure in private and public spaces and the continued rollout of broadband fibre and wireless mesh networks.</p> <p>Focus on public telecommunication solutions that support digital inclusion and reliable high-speed broadband as an essential community and business service.</p>
<b>Public domain works</b>	<p>Public Domain Works, including public domain frontages and interfaces, stormwater drainage, vegetated stormwater management systems, road works, shared zones, open space and embellishment including widened footpaths, street tree planting, landscaping, furniture and lighting.</p> <p>To be delivered via City of Sydney approved Public Domain Plans in accordance with the City of Sydney's Public Domain Manual, Design Codes, Technical Details and relevant conditions of consent.</p>
<b>Floodplain Management Works</b>	<p>Floodplain Management Works, including flood mitigation works, overland flow works, drainage upgrades, public domain frontage and interface works including basement/below ground carpark entry works, incorporating flood compatible materials, flood storage works and on-site sewer management works.</p> <p>To be delivered via City of Sydney Floodplain Management Policy in accordance with the City of Sydney's Flood Planning Level requirements, City Area Floodplain Risk Management Plan and Study, Darling Harbour Floodplain Risk Management Plan and Study, Woolloomooloo Floodplain Risk Management Plan and Study, Blackwattle Bay Floodplain Risk Management Plan and Study Public Domain Plans, Public Domain Manual, Design Codes, Technical Details and relevant conditions of consent.</p>
<b>Through site links and lanes</b>	<p>Through Site Links and Lanes are delivered in accordance with Sydney Development Control Plan 2012, Central Sydney Planning Strategy and any approved City of Sydney structure plans.</p>
<b>Cycling</b>	<p>Cycling Infrastructure delivered in accordance with the Central Sydney Planning Strategy including advocating and implementing the Inner Sydney Regional Bike Plan, continuing to encourage facilities for bicycle delivery services and ensuring end-of-trip facilities are available for all cyclists.</p>



### **3**

## **Community Infrastructure**

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Community Infrastructure is public infrastructure that can be delivered above and beyond Essential Required Infrastructure. It can be classified as a public benefit and offset against community infrastructure contributions as outlined in the Guideline.

The following table summarises the detailed Infrastructure Audit at Appendix A. It provides quick reference point as to Community Infrastructure types, description and minimum requirements.

**Table 3 - Community Infrastructure**

Community Infrastructure type	Description and minimum requirements
<b>Integrated multipurpose facility</b>	<p>Large multipurpose community facilities, minimum 2,000 square metres aiming for 2,500 square metres internal area, that:</p> <ul style="list-style-type: none"> <li>• are typically integrated or co-located with other facility types within the network, such as libraries, children’s services and indoor recreation facilities; frequently include a branch library as a core use</li> <li>• may include a range of other spaces and uses as appropriate to meet local community’s needs; this may include adaptable community meetings rooms/programmable spaces (accommodating up to 200 people in a single space or fewer in smaller sub-spaces); indoor recreation space, such as indoor (or rooftop) courts</li> </ul>
<b>Local community facility</b>	<p>Facilities that are small (typically less than 400 square metres internal area) and serve a local catchment. They may be integrated with a larger commercial or retail complex/precinct.</p>
<b>Child care centres/ preschools</b>	<p>Purpose-built or fitted out for the provision of Early Childhood Education and Care.</p> <p>Minimum 400 square metres internal area per facility and include, but not limited to, required thoroughfares, outdoor play areas, panic rooms, toilet and hygiene facilities, storage areas and administrative areas as per NSW Government legislative and regulatory requirements.</p> <p>Excludes out-of-hours school and vacation care and early childhood health centres, which are typically provided by the NSW Government.</p>
<b>Libraries</b>	<p>Refers to libraries that function as local community branch libraries. Libraries may be standalone facilities, although contemporary libraries are frequently provided as part of larger Integrated Multipurpose Facilities, typically forming the core component of such complexes, along with community meeting rooms and other ancillary community spaces.</p> <p>Minimum 1,500 square metres internal area.</p> <p>Libraries in Central Sydney should form the primary component of Integrated Multipurpose Facilities.</p>
<b>Cultural/Creative facilities</b>	<p>Covers a range of creative and cultural facilities that serve a range of catchments, including:</p> <ul style="list-style-type: none"> <li>• Facilities for ‘active’ participation for the public (e.g. spaces with resources for active making, doing and skill sharing)</li> <li>• Facilities for professional creative practice and art form development (e.g. rehearsal rooms, artist studios), and creative enterprise</li> <li>• Facilities for audiences/spectatorship (e.g. theatres, cinemas, cultural centres, exhibition spaces)</li> <li>• Spaces for temporary cultural activities in the public domain</li> </ul>
<b>Indoor recreation facilities</b>	<p>Typically provided to serve district or regional catchments. Include:</p> <ul style="list-style-type: none"> <li>• Indoor Courts Facilities, providing two or more playing courts, which may also incorporate ancillary indoor recreation facilities such as gyms and fitness studios</li> <li>• General Indoor Recreation Facilities, that are incorporated within and/or ancillary to other facilities types, such as outdoor pools, Integrated Multipurpose Facilities and Local Community Facilities</li> <li>• Indoor swimming pools, with or without ancillary health and fitness spaces.</li> </ul> <p>Indoor Courts Facility: minimum 2,000 square metres with an ancillary component minimum 400 square metres.</p>

## Community Infrastructure type

## Description and minimum requirements

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<i>continued</i>	General Indoor Recreation Facility: minimum 400 square metres.
<b>Indoor recreation facilities</b>	Indoor Swimming Pool Facility: incorporate a 25-50 metre pool and learn-to-swim/children's swimming spaces: minimum 6,000 square metres.
<b>Public toilet facilities</b>	<p>Public Toilet Facilities are toilet facilities which are directly accessible to the public. They are located in parks, on streets, in some City managed public buildings, at some rail stations and in some shopping centres.</p> <p>Public Toilet Facilities can include end-of-trip facilities with showers, change rooms and parent's rooms. They may also include features that make them accessible to people with profound disabilities and their carers. They are often referred to as "Changing Places" toilets. Changing Places toilets are larger than a standard unisex accessible toilet. They include extra features such as an adult change table, and more circulation space to meet the needs of people with profound and multiple disability and their carers .</p> <p>Public Toilet Facilities should be accessible, inclusive, safe and quality. Public Toilet Facilities should incorporate best practice principles of Environmentally Sustainable Design and management.</p>
<b>Public domain improvements and open space</b>	<ul style="list-style-type: none"><li>• Public Domain Improvements, beyond essential required Public Domain Works delivered as part of any project, are delivered via City of Sydney approved Public Domain Plans and the Central Sydney Planning Strategy, in accordance with the City of Sydney's Public Domain Manual and relevant conditions of consent.</li><li>• New Public Open Space and connections delivered in accordance with the Central Sydney Planning Strategy including progressing the delivery of a future Town Hall Square and identifying opportunities to provide new and additional public open space through significant new development, particularly in the Western Edge, Southern, Midtown and Central Station precincts.</li></ul>
<b>Floodplain Management Improvement Works</b>	<ul style="list-style-type: none"><li>• Floodplain Management Improvement Works, beyond essential required Floor Plain Management Works delivered as part of any project, including upgrades to regional/catchment trunk drainage, precinct overland flowpath works, precinct drainage upgrades, critical facility works and flood storage works.</li><li>• To be delivered via City of Sydney Floodplain Management Policy in accordance with the City of Sydney's Flood Planning Level requirements, City Area Floodplain Risk Management Plan and Study, Darling Harbour Floodplain Risk Management Plan and Study, Woolloomooloo Floodplain Risk Management Plan and Study, Blackwattle Bay Floodplain Risk Management Plan and Study, Public Domain Plans, Public Domain Manual, Design Codes, Technical Details and relevant conditions of consent.</li></ul>
<b>Loading and servicing</b>	<p>Focus on the provision of loading and servicing infrastructure that supports the amenity and character of the precinct, including by providing:</p> <ul style="list-style-type: none"><li>• space (potentially on a commercial basis) for the storage and transfer of goods to other modes</li><li>• direct street access for delivery personnel on foot, bike or other alternative mode</li><li>• functional space for loading and servicing activity (e.g. good clearance height, HRV suitable dock spaces, adequate manoeuvring space)</li><li>• open-access or shared servicing facilities servicing existing surrounding heritage sites and small sites which may not have on-site parking or loading</li><li>• where feasible, links to existing/adjoining loading and servicing infrastructure</li></ul>

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## Spaces supporting priority economic development activities

Economic development spaces can support activities for key economic sectors, such as cultural and creative businesses, tech start-ups, and social enterprises. They are not community facilities in the typical sense they are key tools to meet the City's strategic economic, cultural or social objectives.

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<b>Economic development spaces</b>	<p>Economic Development Spaces include:</p> <ul style="list-style-type: none"><li>• shared working spaces for start-up businesses and social enterprises</li><li>• creative retail shopfronts</li><li>• work (or live/work) spaces for artists and other cultural, creative or other enterprises</li><li>• specifications for these spaces are defined by the:<ul style="list-style-type: none"><li>– strategic objectives that such a space would be fall under</li><li>– supply and demand characteristics</li><li>– functional requirements of the project</li><li>– locational opportunities and feasibility</li></ul></li></ul>
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## 4

### Federal/NSW Government Infrastructure and Services

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Provision of a range of infrastructure and services accessible to Central Sydney are the remit of Federal Government and NSW Government agencies. This includes rail, bus and ferry services, Sydney Airport, health and education services and a range of community services, such as aged care, early childhood health and homelessness support services.

The City advocates on behalf of the wider community to ensure adequate facilities and services provided by all levels of government are available to those living and working within the Local Government Area. This includes actively participating in master planning and public discussion of local and metropolitan urban renewal and transport projects including the Bays Precinct, Central to Eveleigh, Central Station Precinct, Botany Road, Redfern-Waterloo, Sydney Metro and WestConnex.

### **Actions to address demand**

- The City will continue to participate in these discussions, including to ensure that relevant agencies are aware of development in Central Sydney and are able to plan for adequate services to be in place as development occurs
- The City will advocate for Essential Required Infrastructure and Community Infrastructure as part of these projects
- The City will advocate for Federal/NSW Government Infrastructure and Services on behalf of the wider community for the provision of required infrastructure – including district and regional infrastructure – with consideration of indicative good practice service/facility provision benchmarks.

**Appendix A**  
Infrastructure audit

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## Key

### Infrastructure type title

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<b>source study</b>	Name of City, NSW Government or Federal Government plans, studies or strategy that identifies the supply, demand and need for the infrastructure type.
<b>current provision</b>	Either a quantitative statement of current supply, or a discussion of current supply and issues and associated issues.
<b>demand profile</b>	Discussion of current and future demand, issues associated and where relevant characteristics which should be used to shape targeted delivery of future infrastructure.
<b>description (where applicable)</b>	A bullet list providing a basic description of the infrastructure type. This description should be used to guide the infrastructure outcomes required.
<b>minimum requirements (where applicable)</b>	The minimum physical requirements of the identified infrastructure. These minimum requirements are mandatory with infrastructure outcomes required to comply.
<b>actions</b>	A list of actions as to potential methods of delivery, mitigation or the City's position in relation to advocating for delivery.

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## Essential Required Infrastructure

### Energy

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<b>source study</b>	<p>City of Sydney Environmental Action 2016-2021 Strategy &amp; Action Plan</p> <p>TransGrid Network Management Plan 2011-2016</p> <p>TransGrid Annual Planning Report 2017</p> <p>TransGrid Network Development Strategy 2014</p> <p>TransGrid Powering Sydney's Future 2014</p>
<b>current provision</b>	<p>The energy network in the Inner Sydney (the Eastern Suburbs, City of Sydney, Botany and Marrickville) supplies electricity to over 500,000 customers including homes, businesses, hospitals and public transport as well as Australia's financial hub, largest airport and one of the busiest sea ports in the country.</p> <p>Consistent with good international practice, supply to high-density urban and central business districts is given special consideration. The jointly developed target reliability standard for the area is that the system will be capable of meeting the peak load under a number of contingencies.</p> <p>Notwithstanding this, parts of the electricity network supplying Inner Sydney area are reaching the end of their serviceable lives and are requiring energy providers to consider ageing assets, demographics and social trends and planning for peak demand.</p>
<b>demand profile</b>	<p>Inner Sydney's population is forecast to grow due to renewed economic activity and development of new transport corridors. Electricity demand forecasts as a result indicate that the need to address a shortfall in electricity capacity could vary from 2019 to 2023.</p> <p>Notwithstanding population growth however, the increase in demand for energy has been moderated in recent years due in part to increased electricity prices, the use of energy efficient devices and the gradual penetration of embedded renewable sources of power and tri-generation installations in Central Sydney buildings.</p> <p>The need for initiatives therefore to support the energy network are essential to delay committing to significant capital investment and to insulate Central Sydney from the very real possibility of network outages, especially at peak usage.</p>
<b>actions</b>	<p>Using energy efficiency initiatives and local generation solutions to reduce future pressure on electricity transmission and distribution networks. Actions include:</p> <ul style="list-style-type: none"><li>• mainstreaming highly energy-efficient buildings through development controls</li><li>• encouraging building renovations that ensure low-carbon and high energy efficiency performance</li><li>• encouraging renewable energy infrastructure</li><li>• encouraging replacing old and inefficient existing infrastructure and technologies</li></ul> <p><b>Precinct response</b></p> <ul style="list-style-type: none"><li>• focus on precinct-scale, low-carbon, highly efficient solutions that support net-zero emissions by 2050</li></ul>

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## Waste

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<b>source study</b>	City of Sydney Waste Strategy and Action Plan 2017-2030
<b>current provision</b>	<p>The City is home to more than 200,000 residents and 437,000 jobs. On an average day, it is estimated that there are more than 1.2 million people in the city, including workers, residents, visitors and students.</p> <p>The City is responsible for generating more than 25% of NSW's GDP and more than 20% of the NSW's business waste.</p> <p>The City collects and manages around 65,000 tonnes of waste each year from more than 115,000 households and around 11,000 tonnes from City-managed assets, parks and public places.</p> <p>Commercial and Industrial (C&amp;I) waste is the term given to all non-residential waste streams that are produced by businesses or institutions and is largely made up of organic or biodegradable wastes.</p> <p>Businesses are responsible for collecting their own C&amp;I waste and produce around 700,000 tonnes of it annually.</p> <p>The C&amp;I waste stream represents a significant proportion of the total emissions created by waste going to landfill. We need to identify how we can most effectively influence the way this waste stream is reduced and managed to achieve the most sustainable outcome.</p>
<b>demand profile</b>	<p>As the City grows, so will the levels of waste produced. Central Sydney's population alone is expected to grow by 145,000 jobs and 35,000 residents by 2036. By 2030, City collected waste is forecast to grow to more than 100,000 tonnes a year and waste from the C&amp;I sector is forecast to grow to more than 800,000 tonnes a year.</p> <p>Waste minimisation and recycling will continue to be a priority for the City. The City believes that for NSW to achieve resource recovery targets and maximum diversion from landfill an adequate network of waste transfer and treatment facilities must be developed.</p> <p>As Sydney is currently in a period of unprecedented development and growth the availability of accessible and suitable sites for transfer and management of waste is diminishing. Precinct based solutions to managing waste would assist, especially for small businesses and sites in the city which have few options available for recycling, and much of their garbage goes to landfill.</p> <p>Challenges for the City include influencing everyone to produce less waste, tackling the problems presented by the high-density urban environment, promoting Advanced Waste Treatment, and encouraging the commercial sector to become involved in these systems.</p>
<b>actions</b>	<p>Using waste minimisation initiatives and local waste management solutions to divert waste from landfill. Actions include:</p> <ul style="list-style-type: none"><li>• mainstreaming highly efficient waste management through development controls</li><li>• ensuring developments are designed to facilitate 90% resource recovery rates when operational</li><li>• ensuring 90% of waste from construction and demolition activities is diverted from landfill</li><li>• requiring on-site separated food waste systems</li><li>• encouraging replacing old and inefficient existing infrastructure and technologies</li></ul> <p><b>Precinct response</b></p> <ul style="list-style-type: none"><li>• focus on precinct-scale, best practice, waste management solutions that support a circular economy approach to waste management</li><li>• encourage precinct-scale automated waste collection systems to improve amenity, reduce vehicle access requirements and reduce space required for waste storage and handling</li></ul>

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## Water

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<b>source study</b>	City of Sydney Decentralised Water Master Plan 2012-2030 City of Sydney Recycled Water Master Plan 2012
<b>current provision</b>	<p>The city uses 33.7 billion litres of water a year. It has the oldest network of water mains, sewage pipes and drainage pipes in Australia. This ageing water infrastructure has coped well with population and development growth since the time they were laid underground. However, a significant proportion of them are reaching their structural life and/or hydraulic capacity to deal with increased water demand and volumes of sewage and stormwater run-off anticipated by 2030.</p> <p>Water in the City of Sydney is supplied by Sydney Water. Wastewater in the city is also managed by Sydney Water. Stormwater management is the responsibility of the City of Sydney.</p> <p>Sydney's rainfall is variable. Droughts highlight the importance of improving our understanding of the implications of climate variability and climate change for the water supply/demand balance of Sydney.</p>
<b>demand profile</b>	<p>The predicted impacts of climate change and population growth will strain our potable water (treated water that is safe enough for consumption) supplies, with potable water demand estimated to grow by 30 per cent to 44 billion litres a year by 2030.</p> <p>The City therefore aims to conserve our valuable water resources to accommodate these impacts. Alternative water resources must increase to drought-proof our city and keep it green and cool.</p> <p>The City is transforming to be a water sensitive city that is resilient, cool, green and productive. Our water management approach includes:</p> <ul style="list-style-type: none"><li>• using less through behaviour changes and efficient fixtures/fittings</li><li>• capturing alternative sources for recycling and non-potable use</li><li>• reducing stormwater pollution, minimising local flood risk, enhancing greening and urban cooling through retrofitting the stormwater management network with 'green' stormwater infrastructure</li></ul> <p>The City's 2030 target is to maintain 2006 potable water consumption levels. We plan to achieve this by using water more efficiently and unlocking recycled or alternative water sources including promoting recycled water schemes in Central Sydney and in Darling Quarter.</p>
<b>actions</b>	<p>Using water efficiency and local water re-use solutions to minimise potable water consumption, reducing pressure on existing water and wastewater infrastructure and improving water quality through stormwater management reducing stormwater volumes leaving sites. Actions include:</p> <ul style="list-style-type: none"><li>• mainstreaming water-efficient buildings through development controls</li><li>• encouraging building renovations that ensure high water efficiency performance</li><li>• require stormwater management as per Sydney Development Control Plan 2012</li><li>• encouraging replacing old and inefficient existing infrastructure and technologies</li><li>• encourage green roofs and walls that are supported by recycled water</li><li>• encourage stormwater harvesting, rain water tanks and wastewater harvesting if precinct scale solutions are not viable</li><li>• requiring recycled water dual reticulation for sites in close proximity to recycled water schemes</li></ul> <p><b>Precinct response</b></p> <ul style="list-style-type: none"><li>• focus on precinct-scale, best practice, water management and re-use solutions that support a circular economy approach to water management and the delivery of recycled water infrastructure that enhances the existing network including storage tanks, pipelines and recycled water treatment plant.</li></ul>

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## Tree canopy

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<b>source study</b>	City of Sydney Urban Forest Strategy 2013 NSW Government Greener Places 2017 NSW Government Urban Green Cover in NSW Technical Guidelines 2015
<b>current provision</b>	<p>In 2008, the City's tree canopy covered around 15.6% of the local area:</p> <ul style="list-style-type: none"><li>• 6.6% of private land</li><li>• 4.9% on roads</li><li>• 4.1% in parks.</li></ul> <p>Private land makes up 61.7% of the City's total land area and therefore has the greatest ability to contribute to the provision of additional tree canopy cover.</p> <p>Central Sydney's canopy cover ranges between 7 and 15%. Landscaping in Central Sydney is an important way to contribute to the urban ecology, and has a range of environmental, social and economic benefits. Not only does Central Sydney's landscaped character contribute greatly to its image, but a thriving urban forest of parks and street trees provides cleaner air, manages noise, filters stormwater and is a cost-effective means of managing Central Sydney's temperature in periods of extreme heat. Trees, shrubs and other plants create important habitat for birds, insects and reptiles – and they make for beautiful city streets also. In an environment characterised by tall buildings, awnings and busy streets, landscaping and street trees have psychological benefits in reducing stress and providing spaces for relaxation and contact with nature. People typically linger, shop and dine longer in tree-lined streets, hence increasing the attractiveness of business and tourism areas, enhancing property values and playing a role in the economic sustainability of the city. And importantly, they provide a sense of place.</p>
<b>demand profile</b>	<p>The Strategy maximises opportunities within the public domain to improve urban ecology by other measures as well: prioritising streets for people, protecting and widening footpaths and increasing opportunities for street tree planting. The Strategy promotes green walls and green roofs within development sites. The City of Sydney is working to create an urban forest with greater tree canopy and more diversity to provide the proven benefits to cities of plants and trees. For Central Sydney, this means increasing the average total canopy cover to more than 15 per cent by 2030.</p>
<b>actions</b>	<p>Increase urban tree canopy to mitigate urban heat island effect, support cleaner air and water quality and provide local habitat by:</p> <ul style="list-style-type: none"><li>• prioritise tree planting in streets and public spaces</li><li>• focus on tree canopy delivery in the public domain with more than 15% canopy coverage, a mix of tree heights, a preference for local indigenous species and permeable surfaces accommodated where possible</li><li>• require tree canopy works to be complemented by vegetated stormwater systems, green roofs and green walls supported by recycled water where possible</li></ul> <p><b>Precinct response</b></p> <ul style="list-style-type: none"><li>• incentives publicly accessible precinct-scale tree canopy solutions at podium level that deliver more than 50% of the combined roof area of the site, below 75 metres in height, as dense tree canopy.</li></ul>

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## Affordable rental housing

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<b>source study</b>	Central Sydney Planning Strategy 2016-2036 City of Sydney Housing Issues Paper 2015
<b>current provision</b>	Housing supply in the City of Sydney comprises 9.8 per cent social housing and 0.7 per cent affordable housing. About another 8,000 affordable housing dwellings are required to achieve the City's Sustainable Sydney 2030 7.5 per cent affordable housing target.
<b>demand profile</b>	<p>In 2011, Central Sydney's two most populous age groups were "tertiary education and independence age" and the "young workforce". By 2036 these two groups will proportionally decrease by 12 per cent replaced mostly by "parents and homebuilders", "empty nesters and retirees" and "seniors". This highlights a looming skills crisis for new and establishing business, not just a lack of direct access to a large student population and a highly mobile and educated young workforce, but a lack of access to well-staffed service industries – retail, food and beverage, and entertainment – that help them to attract workers from across the globe. This growing loss of lower-income households results in essential employment sectors finding it increasingly difficult to fill employment vacancies and staff shifts, hampering business productivity and economic growth.</p> <p>Currently at around 50,000 employees, low income workers make up about 17 per cent of Central Sydney's workforce. With significant population growth expected in Central Sydney over the next 20 years, some of the jobs that will locate to Central Sydney will be for low-paid workers who are essential to our economy. In addition, a general demand for the services provided by low-income workers will increase as a result of more workers, residents and visitors.</p>
<b>description</b>	<p>Affordable Rental Housing typically house workers such as hospitality workers, young professionals, retail workers, and key support services.</p> <p>Affordable housing is not social housing. It can be private or publicly owned, but available at a price that is less than 30 per cent of household income.</p> <p>Because of the cost of private accommodation in Central Sydney, it is unlikely that affordable rental housing will be delivered by the market.</p>
<b>minimum requirements</b>	Affordable Rental Housing or an Affordable Rental Dwelling is affordable housing that is managed by a registered community housing provider and rented to very low to moderate income households.
<b>actions</b>	In Central Sydney it is addressed via the Central Sydney Affordable Housing Program. Affordable housing is managed by a registered community housing provider and rented to very low to moderate income households.

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## Public art

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<b>source study</b>	City of Sydney Public Art Policy 2016 City of Sydney Public Art Strategy 2011 City of Sydney Guidelines for Public Art in New Development
<b>current provision</b>	<p>City Art, the City of Sydney's public art program, plays a crucial role in developing opportunities for artists to reflect on contemporary life and present innovative ideas to challenge and delight our citizens and visitors.</p> <p>Guided by the City's public art advisory panel along with our public art policy and strategy, the City develops public art projects and programs in partnership with private groups and individuals which play an important role in investigating, questioning and responding to the spaces of our city and the issues of contemporary life.</p> <p>The City commissions major stand-alone permanent public art works that are integrated with the City's capital works projects and a number of popular ongoing temporary public art programs.</p>
<b>demand profile</b>	<p>Drawing on the City of Sydney's Sustainable Sydney 2030 Plan the City Art Public Art Strategy includes eight guiding principles for public art across the City of Sydney local government area. All eight guiding principles are underpinned by the overarching vision for a sustainable city based on universal access for all. Each principle addresses sustainability in different ways, including environmental, cultural, economic and social sustainability:</p> <ul style="list-style-type: none"><li>• align significant City Art projects with major Sustainable Sydney 2030 urban design projects</li><li>• recognise and celebrate Aboriginal stories and heritage in public spaces</li><li>• support local artists and activate city sites with temporary art projects</li><li>• support vibrant places in village centres with community art and City Art projects</li><li>• promote high quality public art in new development</li><li>• support stakeholder and government partners to facilitate public art opportunities</li><li>• manage and maintain the City's collection of permanent art works, monuments and memorials</li><li>• initiate and implement programs to communicate, educate and engage the public about City Art projects</li></ul>
<b>actions</b>	Support the continued application of the City of Sydney's Public Art Policy by requiring Public Art consistent with Sydney LEP 2012 generally in the order of 1 per cent of capital investment value for moderate sized projects sliding to 0.5 per cent capital investment value for very large projects.

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## Telecommunications

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<b>source study</b>	City of Sydney Digital Strategy 2017
<b>current provision</b>	<p>The City provides community members with public access to digital infrastructure and services through the City's existing neighbourhood and community spaces, as well as encouraging others to do the same, such as in shopping centres and spaces run by other government agencies.</p> <p>Reliable high-speed broadband (fibre and wireless) is an essential community service. In 2011, 78 per cent of households in the City's local area had access to a broadband internet connection.</p> <p>Reliable high-speed broadband is also an essential business service with workers, start-up businesses and international businesses attracted to cities with advanced digital technologies and reliable digital networks.</p>
<b>demand profile</b>	<p>Lively, competitive cities keep pace with change. Advances in digital technology have transformed the way we live, work and experience the world around us. New technologies have empowered our residents, visitors and businesses to be greener, more global and more connected than ever before.</p> <p>Improving the city's digital infrastructure with initiatives such as publicly available Wi-Fi will connect our communities and provide an environment where creativity and commerce can grow.</p> <p>At the same time, the City of Sydney's residential population is also growing faster than ever before. There are now over 205,000 people living in the City of Sydney local area, and this is growing at a rate of 4 per cent per year. All up, 25 per cent of Sydney's population comes into the city every day, swelling the numbers to 1.2 million.</p> <p>Digital technology paves the way for greater accessibility to information and services than ever before. It is a great enabler for all members of the community and has particular benefit for people with a disability.</p> <p>However, for all communities in the city to make full use of digital technology, there needs to be public Wi-Fi access in key areas of the city. This will address congestion issues on the telecommunications networks, particularly in times of very high usage such as during a city emergency or major event and also provide an important alternative for those without reliable access to paid networks, for example people on low incomes and visitors. Providing public Wi-Fi for our visitors in key areas will help Sydney to market itself as a networked community and leading global city.</p> <p>And Wi-Fi enhances the overall experience of the city, including safety, wayfinding, reporting of issues and how people can more easily move around the city.</p> <p>Embedding Wi-Fi into the public domain allows us to better manage the city. Improvements to citywide digital infrastructure networks will require ongoing partnerships and influencing strategies.</p>
<b>actions</b>	<p>Support the continued application of the City of Sydney's Digital Strategy 2017 by advocating for telecommunications infrastructure in private and public spaces and the continued rollout of broadband fibre and wireless mesh networks.</p> <p>Focus on public telecommunication solutions that support digital inclusion and reliable high-speed broadband as an essential community and business service.</p>

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## Public domain works

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<b>source study</b>	<p>Sustainable Sydney 2030 (including the 5 big moves and 10 project ideas)</p> <p>City of Sydney Public Domain Design Codes, including:</p> <ul style="list-style-type: none"><li>Sydney Streets</li><li>Sydney Lights</li><li>Sydney Parks</li><li>Sydney Signs</li></ul> <p>City of Sydney City North Public Domain Plan 2015</p> <p>City of Sydney Harbour Village North Public Domain Plan 2012</p> <p>City of Sydney Chinatown Public Domain Plan 2010</p> <p>City of Sydney City South and Chinatown Public Domain Plan Review 2015</p> <p>City of Sydney City South Belmore Park Precinct Public Domain Plan 2018</p> <p>City of Sydney Town Hall Precinct Public Domain Plan 2018</p> <p>City of Sydney Open Space, Sports and Recreational Needs Study 2016</p> <p>City of Sydney George Street Concept Design 2013</p> <p>City of Sydney George Street 2020 – A Public Domain Activation Strategy 2015</p> <p>City of Sydney Wayfinding Strategy 2012</p> <p>City of Sydney Walking Strategy and Action Plan 2015-2030</p>
<b>current provision</b>	<p>With Central Sydney increasingly being chosen as a place to work, live and visit, public open space is becoming the greatest challenge in such a physically constrained setting: its provision, quality, delivery and protection and ensuring it is sunlit, meaningful and connected.</p>
<b>demand profile</b>	<p>Central Sydney is divided into key precincts for which detailed feasibility and public domain improvement proposals are developed. To date, the City has undertaken public domain plans for Chinatown/Belmore Precinct, Harbour Village North, George Street and City North. For the remaining areas public domain plans will be developed.</p>
<b>actions</b>	<p>Public Domain Works, including public domain frontages and interfaces, stormwater drainage, flood mitigation works, vegetated stormwater management systems, road works, shared zones, open space and embellishment including widened footpaths, street tree planting, landscaping, furniture and lighting.</p> <p>To be delivered via City of Sydney approved Public Domain Plans in accordance with the City of Sydney's Public Domain Manual, Design Codes, Technical Details and relevant conditions of consent.</p>

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## Floodplain management works

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<b>source study</b>	<p>City of Sydney Floodplain Management Policy</p> <p>NSW Government Floodplain Development Manual, April 2005</p> <p>NSW Government Coastal Planning Guideline: Adopting Sea Level Rise, 2010</p> <p>City of Sydney City Area Floodplain Risk Management Plan and Study</p> <p>City of Sydney City Area Catchment Flood Study</p> <p>City of Sydney Darling Harbour Floodplain Risk Management Plan and Study</p> <p>City of Sydney Darling Harbour Catchment Flood Study</p> <p>City of Sydney Woolloomooloo Floodplain Risk Management Plan and Study</p> <p>City of Sydney Woolloomooloo Catchment Flood Study</p> <p>City of Sydney Blackwattle Bay Floodplain Risk Management Plan and Study</p> <p>City of Sydney Blackwattle Bay Catchment Flood Study</p> <p>City of Sydney Public Domain Design Codes</p> <p>City of Sydney City North Public Domain Plan 2015</p> <p>City of Sydney Harbour Village North Public Domain Plan 2012</p> <p>City of Sydney Chinatown Public Domain Plan 2010</p> <p>City of Sydney City South and Chinatown Public Domain Plan Review 2015</p> <p>City of Sydney City South Belmore Park Precinct Public Domain Plan 2018</p> <p>City of Sydney Town Hall Precinct Public Domain Plan 2018</p>
<b>current provision</b>	<p>For the purposes of floodplain management, Central Sydney is covered by 4 catchments: the City Area; Darling Harbour, Woolloomooloo and Blackwattle Bay. The catchment are fully urbanised, with runoff draining to Circular Quay, Darling Harbour, Woolloomooloo Bay and Blackwattle Bay via the area's pit and pipe stormwater system. There are significant overland flowpaths across the catchments, which are active when the capacity of the pit and pipe network is exceeded. Flood liability exists across the area, including several locations where overland flow is trapped by unrelieved depressions in the catchment topography.</p> <p>Sydney LEP 2012 requires the consent authority to be satisfied that all new development adequately protects the safety of property and life, and avoid significant adverse impacts on flood behaviour and the environment. Specified flood planning controls apply to all land which is at or below the flood planning level. The requirements set out in Sydney LEP 2012 and Sydney DCP 2012 must be met before development consent is granted.</p>
<b>demand profile</b>	<p>The City has a responsibility to manage floodplains to ensure that any:</p> <ul style="list-style-type: none"><li>• new development will not experience undue flood risk; and</li><li>• existing development will not be adversely flood affected through increased damage or hazard as a result of any new development.</li></ul> <p>The City has floodplain risk management plans and studies for the 4 catchments that make up Central Sydney. The plans and studies include recommended management measures that must be addressed by new development.</p>
<b>actions</b>	<p>Floodplain Management Works, including flood mitigation works, overland flow works, drainage upgrades, public domain frontage and interface works including basement/below ground carpark entry works, incorporating flood compatible materials, flood storage works and on-site sewer management works.</p> <p>To be delivered via City of Sydney Floodplain Management Policy in accordance with the City of Sydney's Flood Planning Level requirements, City Area Floodplain Risk Management Plan and Study, Darling Harbour Floodplain Risk Management Plan and Study, Woolloomooloo Floodplain Risk Management Plan and Study, Blackwattle Bay Floodplain Risk Management Plan and Study, Public Domain Plans, Public Domain Manual, Design Codes, Technical Details and relevant conditions of consent.</p>

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## Through site links and laneways

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<b>source study</b>	<p>City of Sydney City North Public Domain Plan 2015</p> <p>City of Sydney Harbour Village North Public Domain Plan 2012</p> <p>City of Sydney Chinatown Public Domain Plan 2010</p> <p>City of Sydney City South and Chinatown Public Domain Plan Review 2015</p> <p>City of Sydney City South Belmore Park Precinct Public Domain Plan 2018</p> <p>City of Sydney Town Hall Precinct Public Domain Plan 2018</p> <p>City of Sydney George Street Concept Design 2013</p> <p>Central Sydney Planning Strategy</p> <p>City of Sydney Development Control Plan 2012</p>
<b>current provision</b>	<p>Central Sydney is supported by an interconnected network of public places, including streets, lanes, parks, squares and plazas. Public space is critical to the public life of Central Sydney. At a basic level, a well-connected and high-quality network of public places is necessary for people to move around Central Sydney.</p> <p>Central Sydney must provide a diversity of public places to suit diverse needs. In such a dense and constrained urban environment, streets, through site links and lanes are an important component of the public space network. They connect public spaces and, where vehicular access is managed, prioritise the needs of pedestrians.</p> <p>Required Through Site Links and Laneways are shown on in Sydney Development Control Plan 2012.</p>
<b>demand profile</b>	<p>Expanding the walking network between public places and improving the amenity of existing footpaths and pedestrian links will support sustainable growth in Central Sydney. A rich walking network with high amenity and many routes, links, crossings and connections will not only assist in addressing footpath capacity constraints, but will provide more choice and encourage more people to walk.</p> <p>This has a range of social and economic benefits. It spreads the load of pedestrians, reducing strain on infrastructure; promotes community health and the reduction of obesity; creates opportunity for social interaction; and spurs economic activity by bringing people into new spaces. It also reduces the demand on public transport for short trips by reducing walking distances.</p> <p>Connect gaps in the network of open space that surrounds Central Sydney by delivering high-quality, green and pedestrian priority links at the south between Darling Harbour, Railway Square and Belmore Park via Quay Street and Hay Street; and improved connection between the Ultimo Pedestrian Network and Railway Square.</p> <p>Providing through-site links within significant new development in the Western Edge Precinct, particularly on street blocks between Clarence and Sussex Streets, where the grade is most difficult, and between Erskine and Bathurst Streets, where at grade connections are not currently possible.</p>
<b>actions</b>	<p>Through Site Links and Lanes are delivered in accordance with Sydney Development Control Plan 2012, Central Sydney Planning Strategy and any approved City of Sydney structure plans.</p>

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## Cycling

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<b>source study</b>	Central Sydney Planning Strategy 2016-2036 NSW Government Sydney City Centre Access Strategy 2013 Future Transport Strategy 2056, October 2017
<b>current provision</b>	<p>Since 2003, the number of bike riders has grown by more than 10 per cent per annum on major routes to the city, with peak cycling trips to central Sydney likely to triple, and total cycling trips across the City likely to increase at least five times by 2036.</p> <p>Social research undertaken by the City has indicated that the greatest barriers to cycling within the City are lack of safe, off road bicycle facilities. Prospective cyclists are daunted by the potential for riding a bicycle near parked cars or moving traffic.</p> <p>This links very strongly with the lack of facilities in terms of proper cycle lanes, a linked network, dedicated cycle lights, markings on roads where cyclists are crossing or any of the other means that cyclist cities use to look after their cyclists.</p>
<b>demand profile</b>	<p>Completing safe and direct cycleway connections to the north, east, west and south of Central Sydney will provide the infrastructure needed for the increasing number of people who are choosing to ride between the city and surrounding suburbs.</p> <p>The City and State Government will enhance cycling infrastructure by completing the city centre cycleway network involving new separated cycleway and intersection lighting. In most cases, cycleway will be provided in street space currently not used for traffic movement providing safer and more direct access for cyclists and encouraging them to use dedicated routes.</p>
<b>actions</b>	Cycling Infrastructure delivered in accordance with the Central Sydney Planning Strategy including advocating and implementing the Inner Sydney Regional Bike Plan, continuing to encourage facilities for bicycle delivery services and ensuring end-of-trip facilities are available for all cyclists.

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## Community Infrastructure

### Integrated multipurpose facilities

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<b>source study</b>	City of Sydney Development Contributions Plan 2015 – Community Facilities Planning Benchmarks Peer Review of Community Facilities Planning Benchmarks, Elton Consulting for City of Sydney, 2015
<b>current provision</b>	Zero across both Village Groups
<b>demand profile</b>	Demand for an Integrated Multipurpose Facility is currently strongest in the Haymarket Village Group with a current higher residential and student population. Major residential completions in this area between 2016 and 2020 will see an increase in demand, largely driven by NSW Government projects including Darling Square. For the Harbour Village Group demand for an Integrated Multipurpose Facility is less, with demand likely to increase between 2020 and 2036 with major residential and office completions at Barangaroo and Circular Quay and further residential development throughout the area.
<b>description</b>	<p>An Integrated Multipurpose Facility is a large multipurpose community facility that:</p> <ul style="list-style-type: none"><li>• is a focal point for the community in the Village Group</li><li>• is delivered through a single building/site or cluster of buildings</li><li>• is typically integrated or co-located with other facility types within the network, such as libraries, children’s services and indoor recreation facilities; frequently includes a branch library as its core</li><li>• provides a series of adaptable programming spaces for use by diverse sectors of the community, such as youth, children and families, and seniors</li><li>• may include a range of other spaces and uses as appropriate to meet local communities’ needs; this may include a adaptable community meeting rooms/ programmable spaces (accommodating up to 200 people in a single space or fewer in smaller sub-spaces); indoor recreation space, such as indoor (or rooftop) courts</li><li>• is accessible on a walk-in basis, providing opportunities for spontaneous interaction amongst diverse members or sectors of the community.</li></ul>
<b>minimum requirements</b>	2,000 square metres – aiming for 2,500 square metres where possible – internal area
<b>actions</b>	<ul style="list-style-type: none"><li>• Advocate for the delivery of an Integrated Multipurpose Facility in association with the State Significant Development and Infrastructure project at Central Railway Station</li><li>• Work with industry to deliver an Integrated Multipurpose Facility with the Haymarket Village Group if unsuccessful at Central Railway Station</li><li>• Advocate for the delivery of an Integrated Multipurpose Facility in association with State Significant Development including at Central Barangaroo</li></ul>

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## Local community facilities

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<b>source study</b>	City of Sydney Development Contributions Plan 2015 – Community Facilities Planning Benchmarks Peer Review of Community Facilities Planning Benchmarks, Elton Consulting for City of Sydney, 2015
<b>current provision</b>	Four within the Harbour Village Group Zero within the Haymarket Village Group
<b>demand profile</b>	<p>Given population densities are so high and it is so walkable and so well served by public transport, there is less current demand for highly localised Local Community Facilities in Central Sydney. The stronger demand is for Integrated Multipurpose Facilities.</p> <p>Access between both Village Groups should be improved with potential to renew and repurpose some older Local Community Facilities to enable the development of new integrated facilities across both Village Groups.</p> <p>Generally speaking Central Sydney’s workforce is not expected to access localised Local Community Facilities.</p>
<b>description</b>	Facilities that are small (typically less than 400 square metres internal area) and serve a local catchment. They may be integrated with a larger commercial or retail complex/precinct.
<b>minimum requirements</b>	400 square metres internal area
<b>actions</b>	<ul style="list-style-type: none"><li>• Monitor demand for Local Community Facilities</li><li>• Improve walking, cycling and public transport access between Village Groups</li><li>• Investigate potential to renew and repurpose existing Local Community Facilities</li></ul>

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## Child Care Centres/Preschools

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<b>source study</b>	City of Sydney Development Contributions Plan 2015 – Community Facilities Planning Benchmarks Peer Review of Community Facilities Planning Benchmarks, Elton Consulting for City of Sydney, 2015 City of Sydney Child Care Needs Analysis 2013
<b>current provision</b>	One within the Harbour Village Group Two (two planned) within the Haymarket Village Group
<b>demand profile</b>	There is a current strong demand for Child Care Centres, particularly to meet residents' needs in the Haymarket Village Group. The high growth in families and young children aged 0-4 across Central Sydney to 2036 combined with the increasing demand from a growing workforce means a sustained period of strong demand is likely to 2036.
<b>description</b>	These facilities are purpose-built or fitted out for the provision of Early Childhood Education and Care. This typology excludes out-of-hours school and vacation care and early childhood health centres, which are typically provided by the NSW Government.
<b>minimum requirements</b>	400 square metres internal area per facility. Includes, but is not limited to required thoroughfares, outdoor play areas, panic rooms, toilet and hygiene facilities, storage areas and administrative areas
<b>actions</b>	<ul style="list-style-type: none"><li>• Work with industry to deliver Child Care Centres/Preschools within the Haymarket and Harbour Village Groups</li><li>• Continue to encourage child care centres in new development as private community type facilities through floor space ratio incentives</li></ul>

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## Libraries

<b>source study</b>	City of Sydney Development Contributions Plan 2015 – Community Facilities Planning Benchmarks Peer Review of Community Facilities Planning Benchmarks, Elton Consulting for City of Sydney, 2015 NSW State Library: A Guide for Public Library Buildings
<b>current provision</b>	One within the Harbour Village Group Two (one planned) within the Haymarket Village Group
<b>demand profile</b>	The planned delivery of a new library as part of the Darling Exchange renewal scheme will meet the needs of the Haymarket Village Group in the forecast timeframe. The Harbour Village Group is currently served by the Customs House facility – also noting that the public State Library of NSW is in this locality and the Ultimo Community Centre library is in close proximity to the Haymarket Village Group.
<b>description</b>	<p>Library Infrastructure in the context of this plan refers to libraries which function as local community branch libraries. Libraries may be standalone facilities, although contemporary libraries are frequently provided as part of larger Integrated Multipurpose Facilities, typically forming the core component of such complexes, along with community meeting rooms and other ancillary community spaces. Branch libraries within the City’s network are complemented by “library express” facilities, which provide access to library services within local community facilities.</p> <p>Libraries in Central Sydney should form the primary component of Integrated Multipurpose Facility, given their importance to the dominant resident age groups, including the high number of tertiary education students – many of whom attend private colleges and may not have access to university libraries. Libraries would be expected to provide a range of facilities including spaces for quiet reading, as well as group work and socialising. Spaces for programming for seniors will also be important.</p>
<b>minimum requirements</b>	1,500 square metres internal area
<b>actions</b>	<ul style="list-style-type: none"><li>• Monitor demand for libraries, including the context of evolving service models.</li></ul>

## Cultural/Creative facilities

source study	<p>City of Sydney - Creative City: Cultural Policy &amp; Action Plan 2014-2024</p> <p>City of Sydney Live Music &amp; Performance Action Plan 2014</p> <p>City of Sydney Creative Work Space Study 2017</p> <p>Western Sydney University Mapping Culture Report 2016</p> <p>Western Sydney University Planning Cultural Creation &amp; Production in Sydney Report 2018</p> <p>Macquarie University/Australia Council, Making Art Work Study 2018</p> <p>City of Sydney FES Creative IS and ICT Sector Report 2012</p> <p>Innovate Reconciliation Action Plan 2015-2017</p> <p>Eora Journey Economic Development Plan 2016</p> <p>NSW Government Cultural Infrastructure Action Plan 2018</p>
current provision	<p>One within the Harbour Village Group</p> <p>Three (one planned) within the Haymarket Village Group</p>
demand profile	<p>Whilst Central Sydney has a strong supply of large Cultural/Creative Facilities, small &amp; medium scale facilities have declined over time. These facilities play a very important role in enabling Central Sydney to continue to be the economic and cultural gateway to the nation, and ensuring the wider community's equitable access to participation and careers in the creative, cultural &amp; knowledge economy. Demand will be consistently strong to 2036 as these facilities service a much wider populations. Source studies indicate strong demand for a National Aboriginal &amp; Torres Strait Islander Cultural and Knowledge Centre &amp; spaces for Aboriginal &amp; Torres Strait Islander cultural activity.</p>
description	<p>Cultural/Creative Facilities are defined as facilities for:</p> <ul style="list-style-type: none"> <li>• 'active' participation for the public (e.g. spaces with resources for active making, doing &amp; skill sharing)</li> <li>• professional creative practice and art form development (e.g. rehearsal rooms, artist studios), and creative enterprise</li> <li>• audiences/spectatorship (e.g. theatres, cinemas, cultural centres, exhibition spaces)</li> <li>• temporary cultural activities in the public domain</li> </ul> <p>A National Aboriginal &amp; Torres Strait Islander Cultural &amp; Knowledge Centre (including a nationally focused centre &amp; potentially a network of metropolitan local centres) would promote understanding among Sydneysiders and visitors. It would provide opportunities for employment, tourism &amp; development of sustainable industry &amp; enterprises.</p>
minimum requirements	<p>Guidelines for levels of provision across the City are currently being confirmed through work arising from Creative City. Preliminary minimum requires are:</p> <ul style="list-style-type: none"> <li>• Facilities for active participation, such as not-for-profit multipurpose spaces (500-2,000m<sup>2</sup>) involving subtenancies for performance spaces (60-500m<sup>2</sup>), gallery (100-500m<sup>2</sup>), rehearsal (60-500m<sup>2</sup>) and studio and workspace (open plan areas of 60-500m<sup>2</sup>, capable of subdivision into individual spaces of 5-10m<sup>2</sup>).</li> <li>• Facilities for professionals creative practice and enterprise, including rehearsal, studio, office, small retail &amp; workspace (open plan areas of 60-500m<sup>2</sup> capable of subdivision into individual spaces of 5-10m<sup>2</sup>).</li> <li>• Facilities for audiences &amp; spectatorship, such as small contemporary art galleries (60-500m<sup>2</sup>), and small to medium music and performance venues (60-500m<sup>2</sup>).</li> <li>• Public space with provision for three phase power, amenities &amp; suitable development approval for events.</li> </ul> <p>Note that many of these uses are best placed in close proximity, such as in separate or linked tenancies within a single site of 500-2,000m<sup>2</sup>. Particularly true for multipurpose, active participation spaces.</p>
actions	<ul style="list-style-type: none"> <li>• Work with industry to define a range of management models &amp; deliver facilities across both Village Groups</li> <li>• Advocate for the delivery of a Cultural &amp; Knowledge Centre at Barangaroo</li> <li>• Advocate for the delivery of Cultural/Creative Facilities in association with State Significant Development projects</li> <li>• Investigate potential to renew &amp; repurpose existing City facilities for cultural/creative uses which maximise public access, particularly in Haymarket Village Group.</li> </ul>

## Indoor recreation facilities

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<b>source study</b>	City of Sydney Development Contributions Plan 2015 – Community Facilities Planning Benchmarks Peer Review of Community Facilities Planning Benchmarks, Elton Consulting for City of Sydney, 2015 City of Sydney Open Space and Recreational Needs Study 2016 City of Sydney Sports Facilities Demand Study 2016
<b>current provision</b>	Two within the Harbour Village Group Zero within the Haymarket Village Group
<b>demand profile</b>	<p>Demand for Indoor Recreation Facilities in Central Sydney is very strong with a growing worker and residential population. Serviced currently by two local facilities and by local facilities in neighbouring City Areas, demand is likely to grow beyond existing supply with major office and residential completions between 2016 and 2020, largely driven by State Significant Development projects at Barangaroo and Darling Harbour.</p> <p>At least one Indoor Courts Facility and one General Indoor Recreation Facility is required.</p> <p>Beyond 2020 and approaching 2030 demand for Indoor Recreation Facilities should be reassessed, especially with high population growth expected within the Haymarket Village Group and surrounds around Central Station. At this time, additional Indoor Courts Facilities, General Indoor Recreation Facilities and a new Indoor Swimming Pool Facility may be required.</p>
<b>description</b>	<p>Indoor Recreation Facilities are typically provided to serve district (i.e. City Area) or regional catchments (LGA and beyond). This includes:</p> <ul style="list-style-type: none"><li>• Indoor Courts Facilities, providing two or more playing courts, which may also incorporate ancillary indoor recreation facilities such as gyms and fitness studios</li><li>• General Indoor Recreation Facilities, that are incorporated within and/or ancillary to other facilities types, such as outdoor pools, Integrated Multipurpose Facilities and Local Community Facilities</li><li>• Indoor swimming pools, with or without ancillary health and fitness spaces.</li></ul>
<b>minimum requirements</b>	<p>Indoor Courts Facility: 2,000 square metres with an ancillary component minimum 400 square metres.</p> <p>General Indoor Recreation Facility: 400 square metres</p> <p>Indoor Swimming Pool Facility: incorporating a 25-50 metre pool and learn-to-swim/children's swimming spaces: minimum 6,000 square metres.</p>
<b>actions</b>	<p>The City has traditional primary role of delivering Indoor Recreation Facilities within Central Sydney, however, managing State Significant Developments and State Significant Infrastructure Projects on large sites that generate increases in worker, resident and visitors populations, the NSW Government has a role in delivering Indoor Recreation Facilities. The City will explore options to deliver local and district-scale Indoor Recreation Facilities with the NSW Government and industry.</p> <ul style="list-style-type: none"><li>• Advocate for the delivery of Indoor Recreation Facilities in association with State Significant Development and Infrastructure projects</li><li>• Advocate for the delivery of a district-scale Indoor Recreation Facility at Barangaroo</li></ul>

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## Public toilet facilities

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<b>source study</b>	City of Sydney Public Toilet Strategy 2014
<b>current provision</b>	The City aims to ensure that public toilets are available within 400 metres (5-10 minute walk) of any point within Central Sydney, day and night.
<b>demand profile</b>	<p>People usually need a public toilet when they are away from home for an extended period of time. A lack of public toilets can greatly impact people with high needs such as families with children, seniors and people with disability and medical conditions. Some may avoid or be reluctant to travel or partake of social activities where Public Toilet Facilities are lacking or not available.</p> <p>The City promotes healthy lifestyles such as walking, cycling and active sports. Where pedestrians are expected to double and the number of cyclists is expected to increase five-fold by 2030 Public Toilets Facilities will be increasing in demand.</p> <p>Currently the availability of Public Toilet Facilities falls dramatically after the close of business hours and further after midnight.</p> <p>Social conditions which contribute to increased demand at some locations include homelessness, public drinking and persons refused entry or ejected from bars at entertainment precincts.</p> <p>The provision of 24-hour inclusive access public toilets at sites with identified high demand benefits the wider community, and careful location of 24-hour facilities in highly visible places can mitigate safety concerns for users.</p>
<b>description</b>	<p>Public Toilet Facilities are toilet facilities which are directly accessible to the public. They are located in parks, on streets, in some City managed public buildings, at some rail stations and in some shopping centres.</p> <p>Public Toilet Facilities can include end-of-trip facilities with showers, change rooms and parent's rooms. They may also include features that make them accessible to people with profound disabilities and their carers. They are often referred to as "Changing Places" toilets. Changing Places toilets are larger than a standard unisex accessible toilet. They include extra features such as an adult change table, and more circulation space to meet the needs of people with profound and multiple disability and their carers</p> <p>Public Toilet Facilities should be:</p> <ul style="list-style-type: none"><li>• accessible - well distributed, appropriately located and open at times that meet the needs of residents, workers and visitors</li><li>• inclusive - public toilets are accessible to everyone, and well connected to pedestrian areas and public transport</li><li>• safe - the location and orientation of Public Toilet Facilities will meet best-practice principles of Crime Prevention Through Environmental Design</li><li>• quality - be well-designed and built using robust, high quality, vandal-resistant materials and fixtures that reflect the character of their setting. They will incorporate best practice principles of Environmentally Sustainable Design and management.</li></ul>
<b>actions</b>	<ul style="list-style-type: none"><li>• Work in partnership with industry to deliver Public Toilet Facilities and Changing Places within the Haymarket and Harbour Village Groups</li><li>• Advocate for the delivery of Public Toilet Facilities and Changing Places in association with State Significant Development and Infrastructure projects</li><li>• Investigate potential to renew and repurpose existing City facilities for Public Toilet Facilities</li></ul>

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## Public domain improvements and open space

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<b>source study</b>	<p>Sustainable Sydney 2030 (including the 5 big moves and 10 project ideas)</p> <p>City of Sydney Public Domain Design Codes, including:</p> <ul style="list-style-type: none"><li>Sydney Streets</li><li>Sydney Lights</li><li>Sydney Parks</li><li>Sydney Signs</li></ul> <p>City of Sydney City North Public Domain Plan 2015</p> <p>City of Sydney Harbour Village North Public Domain Plan 2012</p> <p>City of Sydney Chinatown Public Domain Plan 2010</p> <p>City of Sydney City South and Chinatown Public Domain Plan Review 2015</p> <p>City of Sydney City South Belmore Park Precinct Public Domain Plan 2018</p> <p>City of Sydney Town Hall Precinct Public Domain Plan 2018</p> <p>City of Sydney Open Space, Sports and Recreational Needs Study 2016</p> <p>City of Sydney George Street Concept Design 2013</p> <p>City of Sydney George Street 2020 – A Public Domain Activation Strategy 2015</p> <p>City of Sydney Wayfinding Strategy 2012</p> <p>City of Sydney Walking Strategy and Action Plan 2015-2030</p>
<b>current provision</b>	<p>With Central Sydney increasingly being chosen as a place to work, live and visit, public open space is becoming the greatest challenge in such a physically constrained setting: its provision, quality, delivery and protection and ensuring it is sunlit, meaningful and connected.</p>
<b>demand profile</b>	<p>Central Sydney is divided into key precincts for which detailed feasibility and public domain improvement proposals are developed. To date, the City has undertaken public domain plans for Chinatown/Belmore Precinct, Harbour Village North, George Street and City North. For the remaining areas public domain plans will be developed.</p> <p>As Central Sydney's daily population grows demand on the areas limited open space resources (streets, parks and squares) for both recreational and circulation uses grows.</p> <p>Walking has nearly doubled in the last 10 years as a mode of transport. Within Central Sydney, walking accounts for 90 per cent of all internal trips.</p> <p>Demand for more pedestrian space will need to be satisfied within the finite area of streets. It will be increasingly difficult to allocate space among competing transport modes. As pedestrian numbers in Central Sydney grow, the need for safer and more generous pedestrian spaces will increase.</p>
<b>actions</b>	<ul style="list-style-type: none"><li>• Public Domain Improvements, beyond essential required Public Domain Works delivered as part of any project, are delivered via City of Sydney approved Public Domain Plans and the Central Sydney Planning Strategy, in accordance with the City of Sydney's Public Domain Manual and relevant conditions of consent.</li><li>• New Public Open Space delivered in accordance with the Central Sydney Planning Strategy including progressing the delivery of a future Town Hall Square and identifying opportunities to provide new and additional public open space through significant new development, particularly in the Western Edge, Southern, Midtown and Central Station precincts.</li></ul>

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## Floodplain management improvement works

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<p><b>source study</b></p>	<p>City of Sydney Floodplain Management Policy          NSW Government Floodplain Development Manual, April 2005          NSW Government Coastal Planning Guideline: Adopting Sea Level Rise, 2010          City of Sydney City Area Floodplain Risk Management Plan and Study          City of Sydney City Area Catchment Flood Study          City of Sydney Darling Harbour Floodplain Risk Management Plan and Study          City of Sydney Darling Harbour Catchment Flood Study          City of Sydney Woolloomooloo Floodplain Risk Management Plan and Study          City of Sydney Woolloomooloo Catchment Flood Study          City of Sydney Blackwattle Bay Floodplain Risk Management Plan and Study          City of Sydney Blackwattle Bay Catchment Flood Study          City of Sydney Public Domain Design Codes          City of Sydney City North Public Domain Plan 2015          City of Sydney Harbour Village North Public Domain Plan 2012          City of Sydney Chinatown Public Domain Plan 2010          City of Sydney City South and Chinatown Public Domain Plan Review 2015          City of Sydney City South Belmore Park Precinct Public Domain Plan 2018          City of Sydney Town Hall Precinct Public Domain Plan 2018</p>
<p><b>current provision</b></p>	<p>For the purposes of floodplain management, Central Sydney is covered by 4 catchments: the City Area; Darling Harbour, Woolloomooloo and Blackwattle Bay. The catchment are fully urbanised, with runoff draining to Circular Quay, Darling Harbour, Woolloomooloo Bay and Blackwattle Bay via the area's pit and pipe stormwater system. There are significant overland flowpaths across the catchments, which are active when the capacity of the pit and pipe network is exceeded. Flood liability exists across the area, including several locations where overland flow is trapped by unrelieved depressions in the catchment topography.</p>
<p><b>demand profile</b></p>	<p>The City has a responsibility to manage floodplains to ensure that any:</p> <ul style="list-style-type: none"> <li>• new development will not experience undue flood risk; and</li> <li>• existing development will not be adversely flood affected through increased damage or hazard as a result of any new development.</li> </ul> <p>The City has floodplain risk management plans and studies for the 4 catchments that make up Central Sydney. The plans and studies include recommended management measures that must be addressed by new development.</p>
<p><b>actions</b></p>	<ul style="list-style-type: none"> <li>• Floodplain Management Improvement Works, beyond essential required Floor Plain Management Works delivered as part of any project, including upgrades to regional/catchment trunk drainage, precinct overland flowpath works, precinct drainage upgrades, critical facility works and flood storage works.</li> <li>• To be delivered via City of Sydney Floorplain Management Policy in accordance with the City of Sydney's Flood Planning Level requirements, City Area Floodplain Risk Management Plan and Study, Darling Harbour Floodplain Risk Management Plan and Study, Woolloomooloo Floodplain Risk Management Plan and Study, Blackwattle Bay Floodplain Risk Management Plan and Study, Public Domain Plans, Public Domain Manual, Design Codes, Technical Details and relevant conditions of consent.</li> </ul>

## Loading and servicing

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source study	Central Sydney Planning Strategy 2016-2036
current provision	<p>At present, the size of a building guides the number of dock and car parking spaces developers provide. In addition, buildings (and the loading and servicing infrastructure within buildings) are viewed largely individually and not in the context of the area of precinct in which a building is located.</p> <p>In areas with high density land use in Central Sydney, there may be multiple dock/basement and dock/basement entrances in close proximity, each servicing only the building in which it is located. Oversized ground-level building services, and loading and parking facilities have resulted in large areas of blank walls and cavernous portals for vehicle entry that face the street. For small sites, where car park access or loading is provided, ground floor activation is always graded as 'inactive'. The time involved in entering and exiting multiple docks/basements within a constrained area is a disincentive to drivers of freight and servicing vehicles. At the same time, the location of site entries and driveways can have profound impacts on the functioning and character of Central Sydney.</p> <p>Well planned, suitably located and functional loading and servicing infrastructure can improve amenity, create more space for pedestrians and cyclists, provide opportunities for ground-level activation and improve high value retail and commercial frontages.</p>
demand profile	<p>Sydney is currently in a period of unprecedented development and growth. The availability of accessible and suitable sites for the transfer and management of goods is diminishing, in particular at the kerbside.</p> <p>In addition, freight supply chains are evolving in response to the growth of e commerce and the increasingly shorter delivery times promised by retailers.</p> <p>With growth in the CBD and increasing pressure on the road network, the use of alternative last mile delivery modes, such cycling or walking is becoming more common.</p> <p>Precinct based solutions to managing loading and site servicing demand can help support manage this growing demand as well as ensuring freight and servicing infrastructure and activity supports rather detracts from the amenity and character of key precincts in the CBD. Recent positive examples of precinct based site servicing in relation to loading and car parking include Barangaroo loading dock/ carpark and precinct and Westfield City Centre Toll Group delivery hub.</p>
description	Key features of a precinct solution to loading and servicing includes; direct street access; access height up to 4.3m; internal space to allow HRV access, and; in limited circumstances at-grade docks.
actions	<p>Focus on the provision of loading and servicing infrastructure that supports the amenity and character of the precinct, including by providing:</p> <ul style="list-style-type: none"><li>• space (potentially on a commercial basis) for the storage and transfer of goods to other modes</li><li>• direct street access for delivery personnel on foot, bike or other alternative mode</li><li>• functional space for loading and servicing activity (e.g. good clearance height, HRV suitable dock spaces, adequate manoeuvring space)</li><li>• open-access or shared servicing facilities servicing existing surrounding heritage sites and small sites which may not have on-site parking or loading</li><li>• where feasible, links to existing/adjointing loading and servicing infrastructure</li></ul>

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## Economic development spaces

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<b>source study</b>	City of Sydney Economic Development Strategy 2013 City of Sydney Tech Startups Action Plan 2016
<b>current provision</b>	One (one planned) within the Harbour Village Group Zero within the Haymarket Village Group
<b>demand profile</b>	<p>The City also provides economic development spaces to support activities for key economic sectors, such as cultural and creative businesses, tech start-ups, and social enterprises. They are not community facilities in the typical sense, however they are key tools to meet the City's strategic economic, cultural or social objectives.</p> <p>Economic Development Spaces can act as catalysts that help galvanise individual and community activity, creativity and enterprise, delivering space that can support economic vibrancy across local neighbourhoods and the City as a whole.</p> <p>Supporting start-up enterprises and other businesses through the provision of low cost co-working spaces is a direct way through which the City seeks to enable economic diversity to flourish.</p> <p>The provision of property targeted at key economic growth sectors, such as the Information and Communications Technology sector, is a direct means by which the City supports Sydney's ongoing economic diversity, a key ingredient to the success of global cities.</p> <p>As Central Sydney's worker population increases and demand for floor space becomes ever more competitive, there will be increasing demand for City curated spaces that can provided to start-up enterprises and other businesses. There is current demand and likely increasing demand across Central Sydney, but this demand should be monitored as the market delivers lower cost employment floor space through mixed use development.</p>
<b>description</b>	<p>Economic Development Spaces may include:</p> <ul style="list-style-type: none"><li>• shared working spaces for start-up businesses and social enterprises</li><li>• creative retail shopfronts</li><li>• work (or live/work) spaces for artists and other cultural, creative or other enterprises</li></ul> <p>Specifications for these spaces are defined by the:</p> <ul style="list-style-type: none"><li>• strategic objectives that such a space would fall under</li><li>• supply and demand characteristics</li><li>• functional requirements of the project</li><li>• locational opportunities and feasibility</li></ul>
<b>actions</b>	<ul style="list-style-type: none"><li>• Work with industry to deliver Economic Development Spaces across both Village Groups</li></ul>

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## Federal/NSW Government Infrastructure and Services

Provision of range of infrastructure and services accessible to Central Sydney are the remit of Federal Government and NSW Government agencies. This includes rail, bus and ferry services, Sydney Airport, health and education services and a range of community services, such as aged care, early childhood health and homelessness support services.

The City advocates on behalf of the wider community to seek to ensure that adequate facilities and services provided by other levels of government are available to those living and working within the Local Government Area. This includes actively participating in the master planning and public discussion of local and metropolitan urban renewal and transport projects including the Bays Precinct, Central to Eveleigh, Central Station Precinct, Botany Road, Redfern-Waterloo, Sydney Metro and WestConnex.

### Actions

- The City will seek to continue to participate in these discussions, including to ensure that relevant agencies are aware of development in Central Sydney and are able to plan for adequate services to be in place as development occurs
- The City will advocate for Essential Required Infrastructure and Community Infrastructure as part of these projects
- The City will advocate for Federal/NSW Government Infrastructure and Services on behalf of the wider community for the provision of required infrastructure – including district and regional infrastructure – with consideration of indicative good practice service/facility provision benchmarks

Indicative good practice service/facility provision benchmarks are outlined in Table 4 below. In considering Table 4 it is noted that numeric benchmarks for social infrastructure provision represent a blunt instrument for the purposes of undertaking a supply gap analysis. Benchmarks do not take into account all aspects of agencies' facilities and services planning methods. They provide an indicative guideline only.

For these reasons, Table 4 should be interpreted as a broad guide to provision, and not as a highly accurate set of recommendations.

**Table 4 -** Service/facility provision benchmarks (SGS Economics and Planning, 2014)

Service/ Facility	Benchmark	Responsible agencies
Rail	The Central Sydney Planning Strategy addresses the supply and demand constraints of transport infrastructure for Central Sydney in detail.	Transport for NSW Sydney Trains Sydney Metro
Light rail	The City will advocate on behalf of the wider community based on the objectives and actions for this transport infrastructure as outlined in the Central Sydney Planning Strategy.	Transport NSW
Bus		Transport NSW Sydney Buses
Airport		Sydney Airport Department of Infrastructure, Regional Development and Cities
Primary schools	1 primary school for 500 students	Department of Education and Communities
Secondary schools	1 government high school for up to 1200 students	Department of Education and Communities
Before and after school care	1 place for every 25 children aged 5-12 years	Department of Education and Communities
TAFE	1 TAFE to cater for a population of 300,000 – 500,000	Tafe NSW Department of Education and Communities
University	1 university for every 150,000 people	Sydney University University of Technology Sydney Department of Education and Communities
Hospitals	2.3 beds per 1,000 people	NSW Health
Primary health care centre (including mental health)	1 new primary care centre per 50,000 people	NSW Health
GP Medical centres	1 GP per 4,000 people	NSW Health
Children's health services	1 early childhood nurse per 2,000 children	NSW Health
Aged care	88 places per 1000 people 70+	NSW Health
Ambulance services	1 ambulance station per 105,000 people	Ambulance Service of NSW
Fire services	1 fire station for every 60,000 people	Fire and Rescue NSW
Police	1 police station for every 108,000 people	NSW Police

