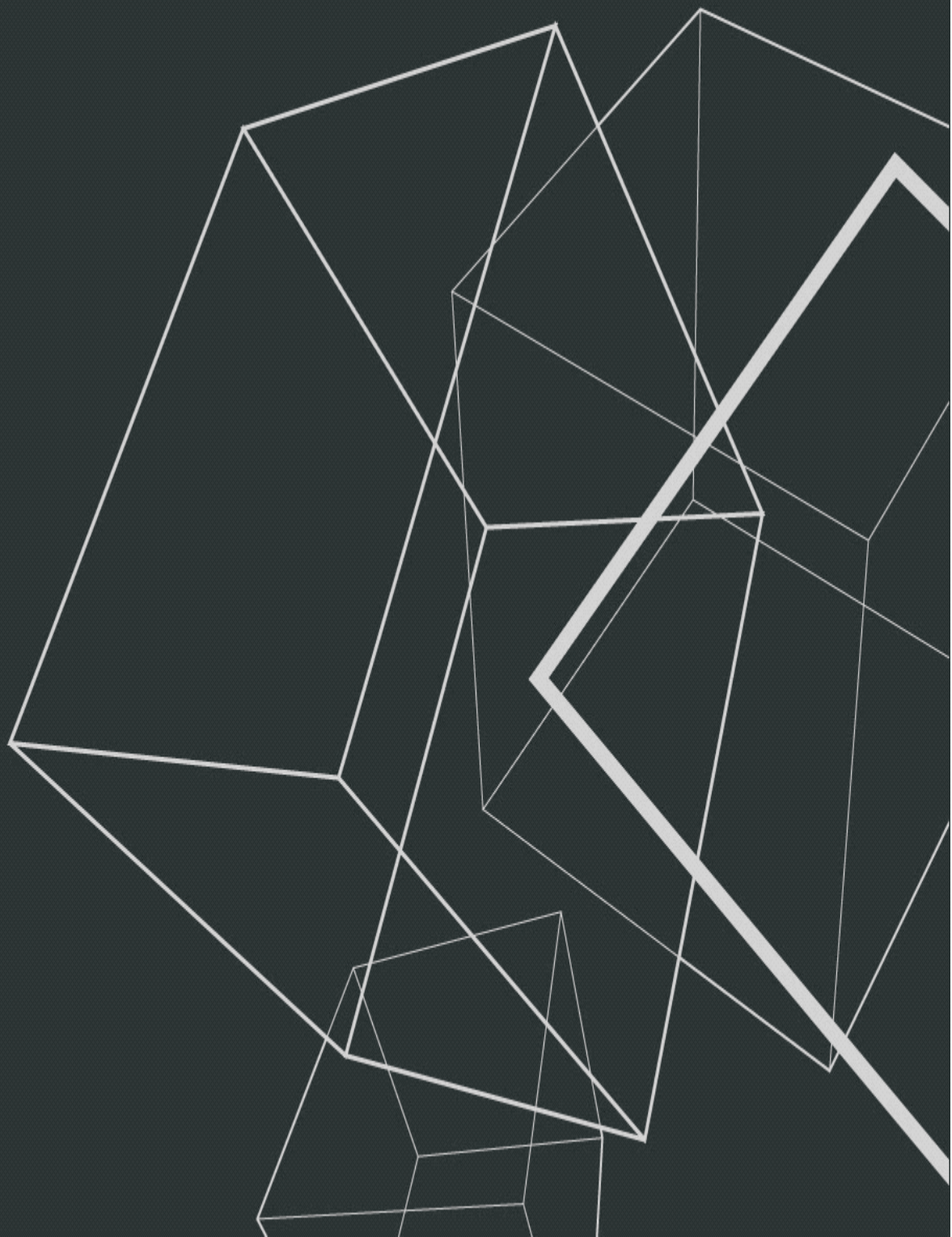


Green Square Town Centre Infrastructure Strategy



April 2006

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1 INTRODUCTION

The Green Square Town Centre is important to the successful transformation of the South Sydney Growth Centre from its industrial and manufacturing past to a vibrant and sustainable future.

The concept for Green Square Town Centre represents the culmination of more than 6 years of planning, technical investigations, design development and consultation. These findings can be distilled into a number of principles:

- (A) The Green Square Town Centre will be a nodal point, serving both the Green Square area and the wider area as a sub-regional centre;
- (B) Green Square Town Centre will draw to itself an intensity of land use that is higher and more diverse than the surrounding area;
- (C) Green Square Town Centre will be organised to respond to the surrounding urban form, with an intensity of scale and activity and an emphasis on commercial and retail uses towards the railway station, and mediating an appropriate transition to the residential uses to the north and east of the Town Centre;
- (D) Green Square Town Centre must provide for a well balanced structural layout of public spaces including the core element of the East-West spine, and a series of public parks, and communal spaces to provide a setting for a range of activities; and
- (E) The Green Square Town Centre (and in particular the public domain itself) will be supported by an appropriate permanent infrastructure base, underpinned by environmental systems, and a more flexible “skin” which can be shed and updated as the community needs and desires evolve.

This document has been prepared in association with proposed amendments to the *South Sydney Local Environmental Plan 1998* (LEP 1998). It is intended to amend LEP 1998 to enable owners to develop their land at higher densities and for higher order land uses than had been permissible under prior to 2005. However, the successful transformation to a town centre must be accompanied by the appropriate level of supporting infrastructure to result in a high level of amenity for the Green Square Town Centre.

This document:

- Identifies the infrastructure (including the public realm, services to the area) that is required;
- Describes the planning nexus between the infrastructure and the future Town Centre development;
- Identifies the total anticipated cost of the essential infrastructure, and the funding sources;

- Describes the method that has been used to equitably share the delivery of the essential infrastructure between landowners/developers within the Town Centre, including the planning basis on which the physical components and aspects of the essential infrastructure have been allocated to each area of land within the Town Centre as part of LEP 1998; and
- Describes how the need for the provision of essential infrastructure may be met by a landowner/developer.

2 BACKGROUND

For much of the 20th century, the area designated for the Green Square Town Centre has been used for a variety of industrial purposes, including a flourmill, brickworks and as a process plant for municipal waste. The essentially industrial environment is characterised by large commercial super-lots and generally low quality warehouse-type buildings, extensive outdoor storage and parking areas. The urban infrastructure in place in 2005 reflects the limited requirements of industrial land use. There is a paucity of public roads, open spaces, and general infrastructure.

The proposed redevelopment of the Green Square Town Centre is typical of urban redevelopment projects where long-standing industries close to city centres have relocated to sites better suited to their spatial needs, leaving brownfield sites to be regenerated. Generally, these sites need to be cleaned up (de-contaminated) and lack the urban infrastructure required for new functions, but their highly accessible locations make them prime locations for urban renewal.

The development of a significant new town centre introduces different demands, and requires the infusion of an appropriate public domain to support the role of a vibrant town centre, and to integrate this to the finer grain, lower scale residential character to the north, east and south of the site. It necessitates the creation of a completely new urban environment, encompassing the following:

- The development of an appropriate road network, integrating with the regional measures proposed by the RTA and with the local network at the periphery of the Centre;
- Introduction of publicly accessible open spaces, creating a sustainable public realm to support the new and existing communities; and
- Developing the service infrastructure (including sewerage, stormwater, water supply and electricity) in a responsible manner, incorporating environmentally sensitive and sustainable measures.

The Green Square Town Centre will only reach its true potential if the supporting infrastructure (including the public domain) is realised.

The infrastructure for Green Square Town Centre needs to be interwoven in the proposed urban fabric. Some components – the roads, services, stormwater systems – transcend the boundaries of individual sites. Conversely, where components such as parks are located on particular sites, these parks are generally intended to serve the broader Green Square Town Centre community.

This infrastructure must be planned, designed and constructed in an integrated and coordinated way. It should be funded in an equitable manner, reflecting the overall benefit resulting from the scheme.

A number of infrastructure requirements for the Green Square Town Centre are related to the current character of the land, and are not “population based”. The remediation of soil, for example, and the introduction of appropriate stormwater management is critical to the realisation of the development. In both instances, proposed scale and intensity of land use does not directly relate to the costs of the work.

3 PLANNING FRAMEWORK

The urban framework established by the LEP and other supporting documents is shown in the following diagram.



4 FACTORS AFFECTING THE PUBLIC DOMAIN

General Demand for Physical Infrastructure

The development potential of the land within the Green Square Town Centre under the proposed amendment to LEP 1998 is significant. The total permitted development capacity of the Town Centre is approximately 410,000 sq.m. of gross floor area (GFA) comprising:

▪ Residential GFA	286,700 sq.m.
▪ Retail GFA	16,500 sq.m.
▪ Commercial/other GFA	106,800 sq.m.
TOTAL	410,000 sq.m.

The incoming resident and worker population that will be generated by this scale of development can be broadly estimated as follows:

▪ Residents ¹	5,447
▪ Retail employees ²	771
▪ Commercial office workers ³	6,034

In addition to the population on the Green Square Town Centre itself, the Centre should service a significant "visitor" population, performing a sub-regional function. This (more transient) population will also place a demand upon the infrastructure.

The increased population, and activity within, the Green Square Town Centre will require the provision of extensive new urban infrastructure including the creation of a permeable network of new public streets, pedestrian links and open spaces, integrated with the existing surrounding urban fabric to provide a setting for a new, sustainable mixed use urban development.

¹ Based on an assumed average 2 bedroom apartment of 100 sq.m. GFA and an average occupancy rate of 1.9 persons per 2 bedroom dwelling consistent with *South Sydney Section 94 Contributions Plan 2003*.

² Based on an average workforce occupancy rate of 1 employee per 21.4 sq.m. consistent with *South Sydney Section 94 Contributions Plan 2003*.

³ Based on an average workforce occupancy rate of 1 employee per 17.7 sq.m. GFA consistent with *South Sydney Section 94 Contributions Plan 2003*.

Under *South Sydney Section 94 Contributions Plan 2003*, the Council is currently levying development throughout Green Square and the broader locality for the provision of the following public services and amenities:

- New open space;
- Embellishment of existing open space;
- Townscape works/works in the public domain;
- Streetscape works and street tree planting;
- Accessibility and transport;
- New link road infrastructure;
- Associated traffic management facilities;
- Community facilities;
- Public art;
- Library resources; and
- Management.

The Plan identifies a number of elements which are located within the Green Square Town Centre and the Council has committed part of the funds raised under that plan for the purposes of that infrastructure. Approximately \$15 million of the proposed income from that Section 94 Contributions Plan has been allocated for the purposes of Green Square infrastructure.

The extent of the infrastructure required to support the Green Square Town Centre is not fully funded by the Section 94 Contributions Plan, or any other scheme implemented by the Council. As at 1 December 2005, the monies which are forecast be raised by way of contributions, or otherwise contributed by Council, are in the order of 28% of the probable costs of work.

General Nature of Infrastructure

The infrastructure identified in this Strategy is considered to be reasonably essential for achieving an appropriate level of public amenity, and to meet the basic requirements for access, circulation and services.

The infrastructure identified in this Strategy may not prove to be exhaustive. For example, the road and pedestrian network may need to be supplemented by publicly accessible “through site” links, enhancing the permeability and legibility of the Town Centre as a whole. The open space may be supplemented and enhanced through the incorporation of forecourts, courtyards, or other open space areas which serve a communal function, operating as a transition from the public realm.

Possible “link” locations have not been included within the infrastructure. If these are logically associated with a particular proposal, then it is proposed to achieve an appropriate access as the result of negotiations with the relevant owner, rather than a cost to be met by the scheme as a whole.

Land Affected by Infrastructure

The land occupied by the infrastructure (identified by the Green Square Town Centre Public Domain Zone No. 11(b) shown in the Zoning Map exhibited with the draft LEP) is to be dedicated to the Council, allowing its ongoing maintenance and management for the general community.

The timing of the dedication may be staged, reflecting the gradual redevelopment of the Green Square Town Centre, or the more specific factors involved in the redevelopment program for the land. However, in order to physically deliver the infrastructure, the Council must have adequate control of the relevant land.

The scheme has been developed on the assumption that the land will be dedicated without payment. The following factors are relevant:

1. The scale and type of development anticipated for the Green Square Town Centre must be sustained by an appropriate infrastructure. If land is not made available, then the needs of the scale and type of development are not met.
2. The development potential of the land the subject of the Green Square Town Centre Public Domain Zone is “taken up” and absorbed in the scheme.

The benefit of this approach is to lessen the actual cost of the scheme as a whole and to preserve the overall equity of contributions.

Sequencing of Delivery

In contrast to a number of new release areas, the Green Square Town Centre contains a range of existing land uses. It is not possible to predict with any precision the sequence of evolution of the Green Square Town Centre. The delivery of infrastructure will need to meet several requirements:

- The infrastructure delivery should respond sensitively to the evolution of the Green Square Town Centre.
- The basic services (including stormwater) and access needs for each site should be met before the redevelopment results in ongoing occupation.
- The public domain spaces should be constructed in a legible manner, allowing viable use and a positive contribution to the amenity of the area.

- The construction sequencing for the essential infrastructure should be designed to strike a balance between a cost efficient and effective delivery strategy and unnecessary disruption with ordinary use and enjoyment of the land. For example, stormwater systems, services installation, and road construction may extend beyond the boundaries of a particular site if this represents a cost effective approach, minimising interface and disruption costs in the future.

It is anticipated that the full extent of the public domain and infrastructure will be realised over a period of time, allowing final designs to respond to the evolution of the Town Centre.

5 THE TOWN CENTRE INFRASTRUCTURE

General

The nature of the infrastructure required for the Green Square Town Centre is identified in Section 6 of this Strategy.

The supporting reports accompanying this Strategy, and particularly the Infrastructure Services Report, provide additional information details relating to the infrastructure.

It is anticipated that the Green Square Town Centre will evolve over a significant period. While it is difficult to predict uptake of development potential, it is reasonable to assume that a town centre of the magnitude envisaged will require more than a decade to implement in full. During that period, it is likely that changes will occur that impact upon the intent for the infrastructure and its individual component elements. The design of the infrastructure may alter, for example, for any of the following reasons:

1. To respond to new legislation or standards which apply to the particular item.
2. To better meet the ongoing evolution of the Town Centre itself and the surrounding Green Square Area (for example, indicative measures for stormwater management may be refined to take into account upstream detention measures).
3. To respond to site and budgetary constraints.
4. To reflect the appropriate urban design response at the time of implementation (eg. the presentation of directional signage may reflect a palette and typeset designed for the Town Centre).

The *Development Rights Scheme* is intended to provide a “capped” participation in respect of a limited scope of proposed work. It is not intended to significantly or materially increase the scope of the scheme by adding additional areas (eg. publicly accessible rights of way).

6 ITEMS OF INFRASTRUCTURE

A East-West Boulevarde

The East-West Boulevarde is a new landscaped corridor, approximately 36 metres in width, linking the Town Square to Victoria Park. It is essentially a combined avenue and linear park. The design is intended to facilitate cycle and pedestrian movement, and recognize the potential for a possible future light rail link. It is anticipated that the Boulevarde will accommodate:

- One transit lane and one parallel parking lane in bays in each direction
- A footpath on both sides of the carriageway
- A regional bike route may be included, resulting in a broader shared footway.
- Supporting lighting and landscaping, including 4 rows of trees at regular intervals (approx. 10 metre centres) and a grassed median.

The final design of the East-West Boulevarde will be verified in light of the existing and proposed development in the immediate vicinity. It is anticipated that minor design changes may result from that process (for example, additional decorative planting may be included to integrate with special seating areas, cafes, etc).

B Public Plazas

The Town Square includes two public plazas – the Civic Plaza between Botany Road and the new Town Square Street, and Neighbourhood Plaza east of Town Square Street. Each is intended to be urban in quality and paved with well finished, robust materials, which promote use and enjoyment of the area. Stormwater management and services are to be integrated within the public Plazas.

Transport Place above the Green Square Station will be a publicly accessible space within Development Site 1.

The two public Plazas and Transport Place are intended to serve as a setting for a range of passive and active uses (eg. al fresco dining, shopping, markets, festivals) and to provide a focal point for interaction. Public art (such as sculptures) paving stone inserts, street furniture and plantings will be incorporated to facilitate a broad range of uses within the Plaza areas. The Plazas will link transport and retail nodes, with the associated directional signage for both the transport interface, “way finding” within the Town Centre, and information purposes.

The finishes for the area will include a mix of hard and soft landscaping (including trees, planter beds) appropriate for the intensity of use and range of functions. The plazas will include and be visually linked by the incorporation of significant public art and sculpture. The key linkage between the areas is envisaged to include substantial water features.

The Civic Plaza may be integrated above an appropriate underground car park, servicing the retail and commercial sectors of Green Square Town Centre. However, this car park is not considered to be essential infrastructure and accordingly the costs of construction of that car park have not been included in the preparation of this Strategy. Similarly, publicly accessible facilities may be located on the Plazas (eg. cafes and restaurants, libraries, art galleries, other community facilities) to activate the space and to assist in organising and defining the Plazas. Costs of construction of facilities of this nature have **not** been included in the infrastructure.

The total area of the public Plazas is approximately 18,150 sq.m..

C Public Art, Sculptures, and Water Features

The integration of water features is intended to create a visual “necklace” throughout the parks and Plazas of the Green Square Town Centre. The water is intended to be sourced and managed in an environmentally sustainable manner, using stormwater or “grey water”, conserving the natural resources.

The main water feature is a ground level feature extending from Green Square Railway Station through the public Plazas and along East-West Boulevard to Joynton Avenue. The feature covers approximately 3,210 sq.m. and follows the pedestrian route. The water feature will be punctuated by sculptures, fountains, and decorative lighting. As the water features and parks will be supported by the water quality plant, the central “grey water” plant has been included within the infrastructure calculations.

D Merton Street Park

Merton Street Park is located to the north of Dunning Avenue and includes an area of approximately 790 sq.m. The park will include predominantly soft landscaping, with hard finishes used primarily for paving purposes. The park design will include the artwork and street furniture (particularly bins, seating and directional signage) reasonably necessary for its appropriate use and enjoyment. The park will include appropriate lighting for safety purposes and may also include “feature” or decorative lighting.

The park design will accommodate necessary services (eg. irrigation lines, electrical services) and may integrate with the stormwater drainage and management systems for the Green Square Town Centre.

E Boulevard Park

The Boulevard Park covers approximately 5,580 sq.m., and is located between East-West Boulevard, New Cross Street, Portman Street, and Dunning Avenue. It is intended to have predominantly soft landscaping finishes. The design is to incorporate pedestrian “desire lines” and utilise a native planting theme.

The park design will accommodate necessary services (eg. irrigation lines, electrical services) and may integrate with the stormwater drainage and management systems for the Green Square Town Centre. The park will include a formal water feature, creating a thematic and visual link to the public Plazas. The park is intended to include a children’s playground area, and park furniture such as seating, signage, and rubbish bins appropriate to encourage passive enjoyment of the space.

F Heritage Park

Heritage Park covers approximately 1,850 sq.m and is located on the former South Sydney Hospital grounds, Joynton Avenue. The open space in this area is currently in place and will include predominantly soft landscaping, with hard finishes used primarily for paving purposes. Works will include landscaping, lighting and embellishment of the park. The park design will also accommodate necessary services (eg. irrigation lines, electrical services) and may integrate with the stormwater drainage and management systems for the Green Square Town Centre.

G Internal Roads

The new road system has been defined on the following principles:

- Providing cross connections between Botany Road and Joynton Avenue to facilitate access from either direction; and
- Achieving interconnection with existing streets to provide a legible grid system.

The East-West Boulevard will serve cyclists, as well as vehicular and pedestrian movements, with a formal cycle provision. The remainder of roads and public spaces will be “cycle friendly” with a low speed traffic environment. The new roads include New Cross Street, the extension of Dunning Avenue to join Bourke Street, and Town Square Street. The final design of the roadway and the appropriate divisions will take into account traffic flows and anticipated rates of usage. The new roads will

incorporate appropriate lane markings, drainage, kerbs and lighting to meet RTA specifications, and the relevant Australian Standards. Paving and landscaping finishes will reflect Council's policies and Australian Standards.

In addition to the construction of additional roads, the existing roads within the Green Square Town Centre may be modified to "match" the extensions to the existing road network. Additional landscaping (particularly tree planting) is anticipated to Portman Street and Merton Street.

H Internal Pavements

Roadside paving covers an area of approximately 12,100 sq.m.. The proposed finish is generally bitumen, with a timber edging and granite borders at approximately 25 m intervals. The pavement will be punctuated by street lighting, appropriate directional signage, and street furniture (particularly seats and bins).

The amenity of the internal pavements will be supported by appropriate soft landscaping. Approximately 400 trees and pits may be installed. The final design may result in a minor variation to this amount, to allow an appropriate response to the surrounding built form.

I External Roads

Modifications to external roads are anticipated to reflect the increased density on Green Square Town Centre and facilitate the use of public transport systems. Additional works to Botany Road may include the formation of bus and taxi lay-bys adjoining the Green Square Station. The existing roadside paving to Botany Road and Bourke Street in particular will be widened and enhanced by the incorporation of soft landscaping.

J Essential Services

Generally, the majority of existing services are located within the boundaries of the existing road network. In-ground services and conduits are required to allow for sewer, stormwater, water supply gas and electricity.

As part of the development of an environmentally sustainable town centre, the installation of a water detention and recycling facility (a "greywater" plant) is an essential component. The plant, when commissioned, will allow the supply of recycled water to the developments within the Town Centre.

K Stormwater Management

Stormwater management within Green Square is critical to the realisation of development. Appropriate management includes:

- Short and long term mitigation of flooding in the catchment;
- Providing continuous and manageable overland flow paths through the Town Centre area;
- Using stormwater treatment techniques to manage water quality; and
- Incorporating appropriate stormwater management within the urban design elements, including integration of stormwater infrastructure.

On site management of cross-site stormwater will be necessary for the development of the Town Centre. The cost of works included in the essential infrastructure is confined to the work directly relating to the land within the Green Square Town Centre. Works within the broader catchment area (whether performed by Council or other developers) has not been included.

Allowance has been made for the excavation and installation of a box culvert to manage the existing stormwater system.

7 COSTS OF PROVISION OF INFRASTRUCTURE (FOR THE YEAR 2005)

Construction Costs

In accordance with usual project delivery practices, the implementation of the infrastructure will involve the following associated costs:

- Professional costs are associated with the design of the works, approval processes, and any tender process reasonably necessary (for example, to meet the requirements of the Local Government Act).
- Costs of legal and financial advice relating to the realisation of the infrastructure, including the development and implementation of any Planning Agreements.
- Project management costs.
- Project insurance costs.
- Remediation costs (including the costs of geotechnical investigation, development of remediation action plans, any EPA approvals and licences, and site auditors).
- Costs associated with subdivision to create public land or rights of public access (including surveyors' costs, registration fees, and legal costs).
- Costs associated with and resulting from the "forward funding" of works.
- Costs associated with latent conditions (contingencies).

These items are implicit within, and form part of, the performance of the infrastructure works. In order to assist in the understanding of the scheme, a number of items have been separately identified below.

In accordance with the general objectives for the scheme, the items have been costed on the basis that the Town Centre will be completed as an integrated project, leading to efficiencies and cost savings in delivering methodologies. These are in particular

- Design,
- Remediation,
- Stormwater management, and
- External works.

The costing is exclusive of GST but includes all other normal project delivery costs. The cost of the Green Square Town Centre Infrastructure is shown below.

COST OF INFRASTRUCTURE (AT 2005 \$)

Subdivision works:	\$000
▪ Water Feature	7,900
▪ Public Plaza	19,100
▪ Merton Street Park	200
▪ Bouevarde Park and Heritage Park	1,600
▪ Internal roads (including through site links on sites 14 and 15)	4,600
▪ Internal pavements	1,800
▪ External roads and pavements	3,100
▪ Site works to attain RL levels	900
▪ Cross site box culvert	2,600
▪ Remediation – extra over	2,900
▪ Design and DA and CC fees	4,000
▪ Construction contingency.	2,600
▪ Public services	5,000
▪ Temporary services and capital works	-
Other Costs:	
▪ Upstream stormwater management	2,000
▪ Remediation contingency	10,000
▪ Professional costs	3,500
▪ Cost recovery	3,000
▪ Management costs	6,600
▪ Project contingency	4,600
▪ Cost of capital	17,200
TOTAL	103,214

8 PROVISION OF INFRASTRUCTURE

Funds Available for Infrastructure

The estimated costing of the infrastructure (as identified above), as at 2005, amounts to \$103.2 million. This amount is likely to increase over time, reflecting the general rise in construction costs.

The City of Sydney has identified the availability of funding (over time) to cover a total of \$30 million. The sources of funds include the monies paid under the Section 94 Contributions Plan in force and effect in 2005. The immediate shortfall (using the 2005 estimates) is in the order of \$73.2 million. There are no additional funds at Federal, State or local level to support shortfall associated with the provision of infrastructure.

The *Development Rights Model* is fundamentally based on less than cost recovery. That is, essential infrastructure costs to be met by landowners are significantly less than the total project cost.

Calculation of Contribution to the Infrastructure

The preferred method for participation is based upon a simple, equitable method of measuring the contribution on a site by site basis for the infrastructure.

This is based on floorspace by site which was considered an appropriate measure of intensity of usage and therefore correlated to an equivalent (percentage) contribution to infrastructure.

An indicative figure for commercial, retail and residential contributions (based on 2005 figures) is set out in Schedule 5. The amount per square metre will change over time having regard to the costs of infrastructure.

This model is described as a *Development Rights Model* which allows for the simple calculation of a cash contribution if a landowner elects to participate in the alternative model for the provision of infrastructure.

The use of the *Development Rights Model* provides the following significant benefits:

- It is transparent;
- It is easily calculated;
- Provides financial certainty to both the Council and to the landowner; and
- It allows a reasonable apportionment of the funding shortfall, having regard to the benefits achieved from the participation in the Green Square Town Centre Scheme, and the physical impact on the relevant land.

The essential features of the *Development Rights Model* is as follows:

- It recognises the allocation of floor space on a site by site basis.
- It identifies the amount of capital (using 2005 estimates) required to deliver the infrastructure.
- The total floor space for each development site is allocated for
 - Residential,
 - Retail, and
 - Commercial use.
- Of the total floor space allocated a base FSR of 1.5:1 is able to be developed at no contribution charge.
- The residual FSR above 1.5:1 is defined for each site.
- The essential funds equating to the contribution for the appropriate infrastructure are identified.

Schedule 3 of this Strategy calculates the floor space differences between the base 1.5:1 and the allocation of floor space by development site. Schedule 4 identifies the nineteen development sites referred to in Schedule 3.

Acquisition of Development Rights

There are two major variables to the acquisition of the development rights:

- The cost of the infrastructure may change, and is likely to increase; and
- Markets will vary in value and the rate of take up by use will vary over time.

The method of calculating the floor space financial contribution to the infrastructure is a two step process:

- | | |
|--------|--|
| Step 1 | Calculate the total floor space above 1.5:1 by land use (retail, commercial and residential) |
| Step 2 | Divide total floor space above 1.5:1 by land use mix by cost of the infrastructure (as updated in accordance with the following section) allocated on a mix basis. |

This will be expressed as the rate per sq.m. contribution for the share of infrastructure by land use type.

Schedule 5 of this Strategy outlines the development rights floor space and value of contribution for each development site, based on 2005 amounts. The adjustment process is set out below.

Cost Adjustment

The cost of the essential infrastructure works will vary over the life of the project. However, the proportionate share as and between the landowners of those essential infrastructure works (and set out above) will remain constant. The basis of participation is therefore broadly considered to be as follows:

1. The cost estimates as of 2005 will be used as the “base point”. These estimates will be re-costed annually, using a quantity surveyor, to reflect relevant price movements.
2. The costs estimates will be revised to take into account the actual expenditure; the extent of the work completed; and the proportion of essential infrastructure to be completed.

“Early” participants may receive a lower level of immediate or direct benefit from the infrastructure than owners who elect to participate at a later point. While detailed staging has not been completed, the early stages of infrastructure works are likely to include the construction of stormwater systems, conduits, roads, and servicing infrastructure, which is necessary for the immediate functioning of the Town Centre. It is unlikely that the full extent of the public domain will be affected before the scheme has matured.

Later participants will benefit from the incremental growth of the infrastructure, but will also carry the adjustment to the cost of the acquisition of the Development Rights. The amounts attributed in Schedule 5 (based on 2005 amounts) will therefore change over time. The revision may be made annually to reflect the revised costing of essential infrastructure. If no adjustment is made then the last values within the last Infrastructure Strategy published will be used.

9. ACTIVATION OF THE SCHEME

Deferral of the Proposed Amendment to LEP 1998 for Part of the Land within the Green Square Town Centre

The land within the Green Square Town Centre is only reasonably capable of the proposed rezoning if:

- Adequate services (including stormwater) are available;
- Sufficient public domain has been realised to allow the appropriate level of amenity for the relevant land; and
- Council is reasonably satisfied the owner has, or will, participate in the costs of the provision of the infrastructure in an equitable way.

Role of Planning Agreement

It is anticipated that Council will enter into Planning Agreements which address the following:

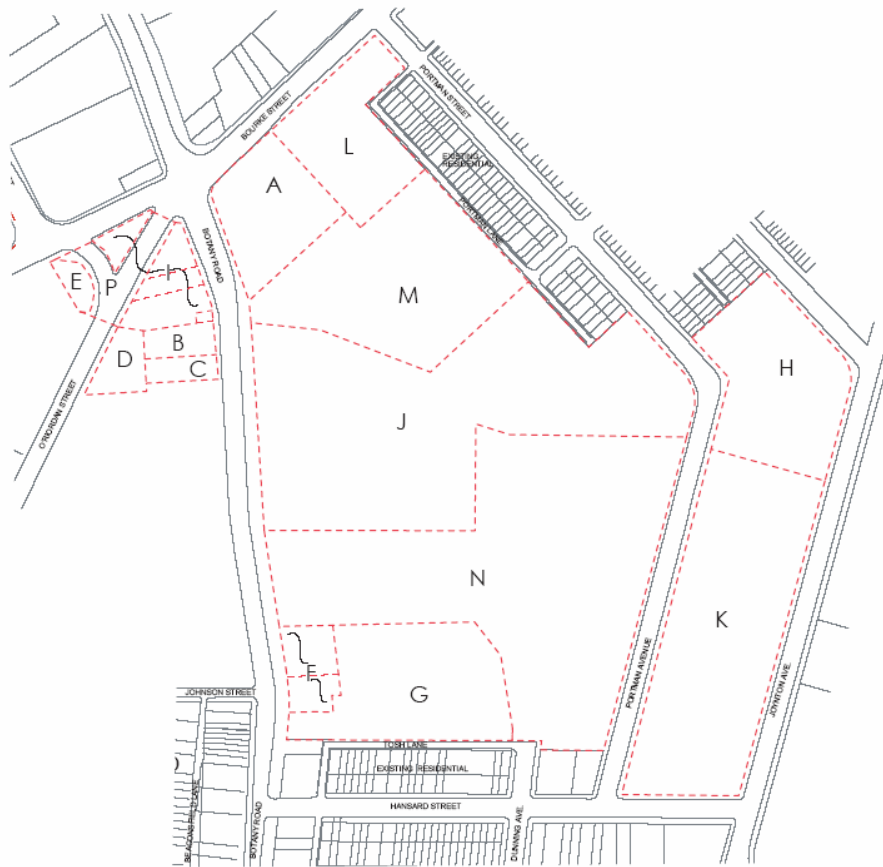
- The dedication of the owner's land identified as Public Domain Zone land in the draft LEP to the Council and at no cost to the Council. If the Council has previously acquired rights necessary for the realisation of the essential infrastructure for value, then the amount paid should be taken into account and refunded.
- The payment of a contribution, calculated in accordance with the principles set out in this Strategy.
- Any other public benefits reasonably relating to the particular development proposed or otherwise required by the Act (for example, s.94 payments).

The function of the Planning Agreement is to provide the Council with a level of certainty that the infrastructure will be provided in a manner which responds to the needs generated by the land and reflects an equitable participation by the relevant landowner.

Land Area	Lot No	DP	Address	(m ²)	FSR	Gross Floor Area (m ²)	
A	2	1015633	301-303 Botany Road	5,697	6.28	35,800	
B	3	25272	320-322 Botany Road	1,062	5.56	5,900	
C	4	25272	324 Botany Road	835	6.35	5,300	
D	2	25272	6-14 O'Riordan Street	1,378	11.54	15,900	
E	14	573528	1 O'Riordan Street	696	-	-	
F	2	505350	503-507 Botany Road	1,220	3.49	7,200	
	11		610938	509 Botany Road			845
G	12	610938	511-515 Botany Road	9,932	2.12	21,100	
H	1	808432	811 Elizabeth Street	9,771	2.25	22,000	
I/P	1	575225	Public Road	619	7.51	41,700	
	D		312-318 Botany Road	525			
	1		81525	312-318 Botany Road			424
			456791	312-318 Botany Road			1,695
			Public Road	2,287			
J	1	628547	377-497 Botany Road	30,770	3.30	101,500	
K	1	136025	3 Joynton Avenue	18,780	1.86	35,000	
L	10	874704	956-996 Bourke Street	6,643	3.33	22,100	
M	Portion Y	413956	355 Botany Road	14,215	2.64	37,500	
N	1	595708	97-115 Portman Street	33,100	1.78	59,000	
Q	Portion X	447410	Energy Australia Substation	81	-	-	
				140,575		410,000	

Note: All area measurements are approximate and subject to survey

Schedule 1 – Land Area Details and Gross Floor Area



--- Land Area Boundary

LAND AREA BOUNDARIES ARE APPROX. AND SUBJECT TO SURVEY

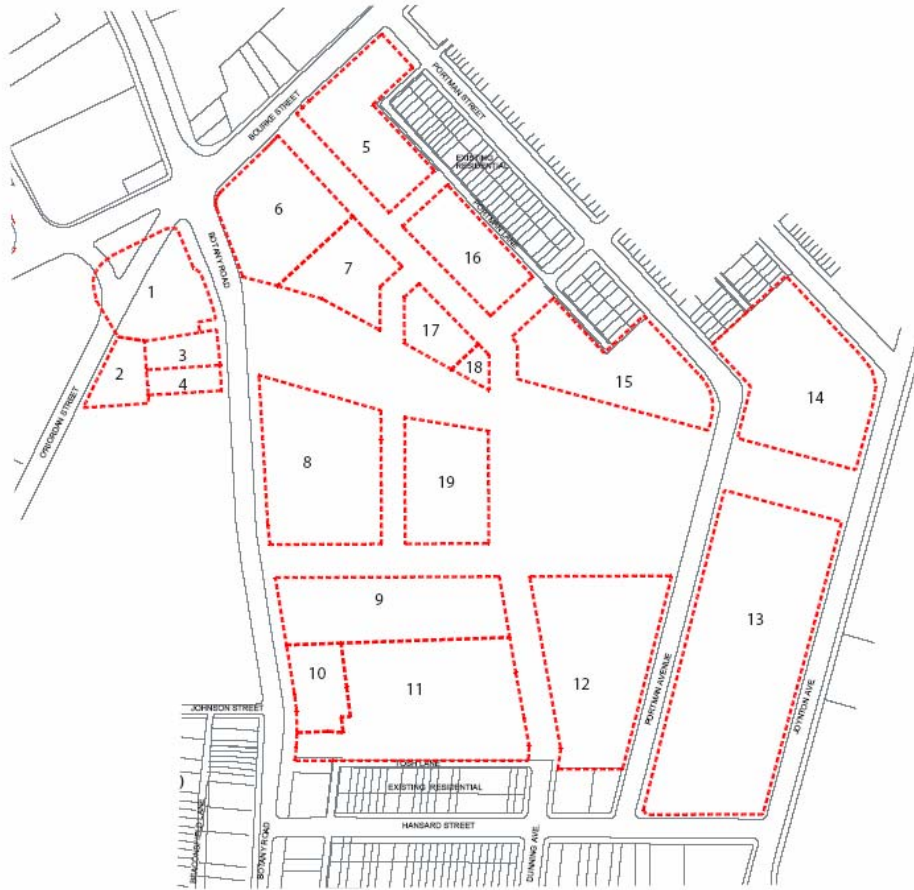
Schedule 2 – Land Area Boundary

Dev. Site No.	Dev. Site Area (m2)	Gross Floor Area	Land Use Mix		
			Commercial & Other Gross Floor Area	Retail Gross Floor Area	Residential Gross Floor Area
1	4,271	41,700	39,600	2,100	0
2	1,378	15,900	15,900	0	0
3	1,062	5,900	5,800	100	0
4	839	5,300	5,300	0	0
5	4,911	22,100	3,000	3,100	16,000
6	5,248	35,800	10,000	0	25,800
7	2,939	19,100	6,000	0	13,100
8	7,944	43,900	5,100	1,600	37,200
9	6,461	27,800	1,800	0	26,000
10	2,066	7,200	700	0	6,500
11	10,140	21,100	500	0	20,600
12	8,712	31,200	0	0	31,200
13	17,067	35,000	2,400	2,400	30,200
14	8,539	22,000	4,600	0	17,400
15	6,158	22,600	0	0	22,600
16	3,360	11,600	1,300	0	10,300
17	1,576	6,800	1,500	400	4,900
18	428	4,400	300	300	3,800
19	4,496	30,600	3,000	6,500	21,100
	97,595	410,000	106,800	16,500	286,700

Note 1

All area measures are approximate and subject to survey

Schedule 3 – Development Site by Gross Floor Area by Land Use Mix



--- Development Site Boundary

DEVELOPMENT SITE BOUNDARIES ARE APPROX. AND SUBJECT TO SURVEY

Schedule 4 – Development Sites

Parcel Number	Landowner Site	Landowner	Development Rights (sqm)				Development Rights (\$'000)			
			Commercial	Residential	Retail	Total	Commercial \$'000	Residential \$'000	Retail \$'000	Total
1	I/P	RTA/ City of Sydney	31,694	-	1,681	33,375	6,350	-	470	6,820
2	D	Toga	13,833	-	-	13,833	2,780	-	-	2,780
3	B	Hombaros	4,115	-	71	4,186	830	-	20	850
4	C	Toga	4,048	-	-	4,048	810	-	-	810
5	L	City of Sydney	1,647	8,786	1,702	12,136	330	4,190	470	4,990
6	A	John Newell	7,613	19,642	-	27,255	1,540	9,330	-	10,870
7	M	Waverley Council & Wollahra Council	2,588	5,651	-	8,240	520	2,690	-	3,210
8	J	NSW Police Service	2,781	20,284	872	23,937	560	9,650	240	10,450
9	N	Waverley Council	285	4,120	-	4,406	60	1,970	-	2,030
10	F	Senayear	399	3,704	-	4,103	80	1,760	-	1,840
11	G	Hatbands	147	6,055	-	6,202	30	2,880	-	2,910
12	N	Waverley Council	-	4,944	-	4,944	-	2,350	-	2,350
13	K	City of Sydney	468	5,893	468	6,830	100	2,810	130	3,040
14	H	Daimler Chrysler	1,535	5,808	-	7,344	310	2,770	-	3,080
15	J	NSW Police Service	-	12,323	-	12,323	-	5,900	-	5,900
16	M	Waverley Council & Wollahra Council	561	4,443	-	5,004	110	2,120	-	2,230
17	M	Waverley Council & Wollahra Council	647	2,114	173	2,934	130	1,010	50	1,190
18	J	NSW Police Service	164	2,072	164	2,399	35	990	45	1,070
19	J	NSW Police Service	1,636	11,505	3,544	16,685	330	5,470	980	6,780
			74,161	117,345	8,675	200,182	14,905	55,890	2,405	73,200

Notes:

_Dollar figures have been rounded

_Commercial floorspace - \$200 per sq.m.

_Residential floorspace - \$475 per sq.m.

_Retail floorspace - \$275 per sq.m.

_Dollar amounts are based on 2005 figures

Schedule 5 – Development Rights Floorspace by Land Use Mix and Value of Contribution by Development Site