

Infrastructure Contributions Plan



Mosman Section 7.12 Local Infrastructure Contributions Plan

Mosman Council

Month 2026



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1 Key information

This part of the Plan contains key information including the date it commences, the land and development it applies to and the section 7.12 levy percentages.

1.1 Name of this Plan

The Mosman Section 7.12 Local Infrastructure Contributions Plan (**the Plan**).

1.2 Commencement of this Plan

This Plan commences on **XX Month Year**.

1.3 Purpose of this Plan

This Plan authorises Mosman Council (**Council**), registered certifiers and other consent authorities to impose a condition requiring a levy to be paid under section 7.12 of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**) when determining an application for development (**DA**) or an application for a complying development certificate (**CDC**).

A section 7.12 levy is required to fund the public amenities and public services (**local infrastructure**) set out in the works schedule in **Appendix C** to this Plan, which are intended to support development in the Mosman Local Government Area (**LGA**).

1.4 Land to which this Plan applies

This Plan applies to all land in the Mosman LGA as shown in the below map (Figure 1).

Figure 1 Plan area where a section 7.12 levy applies



1.5 Development to which this Plan applies

This Plan applies to all development that:

- Is subject to a DA or CDC application under Part 4 of the EP&A Act; and
- Is located within the Mosman LGA area identified under section 1.4 of this Plan; and
- Is not exempt under section 1.7 of this Plan; and
- Has a cost of development in line with Table 1 under section 1.6 of this Plan.

1.6 Section 7.12 levy rates

The section 7.12 levy amount is calculated by multiplying the levy percentage rates in the following table by the proposed cost of development. Table 1 identifies the applicable percentage levy rates by development type, proposed development cost and floor space ratio (**FSR**).

Under this Plan, the applicable FSR is the approved FSR of the development as a whole, as identified in the relevant DA or CDC.

Table 1 Section 7.12 levy rates

Development type and proposed development cost	Levy
All development with a proposed cost up to and including \$250,000	Nil
All development with a proposed cost between \$250,001 and \$1,000,000:	1%
All development with a proposed cost of more than \$1,000,000:	
With an FSR of 1.5:1 or less, or no FSR	2%
With an FSR of more than 1.5:1	3%

1.7 Development exempt from a section 7.12 levy

Development may combine different development types. Where this is proposed, any exemption listed under this section of this Plan will only apply to that component of the development.

Mandatory exemptions to local contributions

A section 7.12 levy must not be imposed in the following circumstances:

- Housing development for seniors or people with a disability carried out by or on behalf of a social housing provider;
- Where required a Ministerial direction made after the commencement of this Plan.

Development exempt under this Plan

The following development is exempt from the payment of a section 7.12 levy under this Plan:

- Specialist disability accommodation.
- Affordable housing provided in perpetuity.
- Boarding houses that will be used for affordable housing in perpetuity.
- Group homes.
- Hostels.
- Crown development application for health services facilities, educational establishments, emergency services facilities or public administration buildings.
- Development for the purposes of a local infrastructure item specified in **Appendix C** to this Plan.
- Developments by a not-for profit charity where the development is small scale, for example a retail shop operated by the Salvation Army.
- Applications submitted by or on behalf of Mosman Council.

Council may, at their discretion, exempt (or partially exempt) other forms of development on a case-by-case basis.

Costs excluded from the levy calculation

There are certain costs that cannot be considered in determining the cost of development for section 7.12 levies. The proposed cost of development must be calculated in accordance with section 208 of the *Environmental Planning and Assessment Regulation 2021 (EP&A Regulation)*. These are detailed further under section 2.3 of this Plan.

This includes excluding the cost of any component of the development that is provided as affordable housing within the meaning of the EP&A Act, including dwellings required to be dedicated in perpetuity free of cost for affordable housing under section 7.32 of that Act.

1.8 Relationship to other contributions plans

The Mosman Contributions Plan 2022 is repealed by this Plan.

This Plan, however, does not affect any condition of consent imposing a local infrastructure contribution under any superseded plans that applied before the date of commencement of this Plan.

Any contributions that have been, or will be, paid for development within the Mosman LGA under conditions of consent imposed in accordance with a superseded plan may be pooled with levies paid under this Plan and applied to the local infrastructure in the works schedule in **Appendix C** to this Plan.

1.9 Savings and transitional arrangements

This Plan applies to:

- DAs determined on or after the date of commencement of this Plan; and
- CDC certificates issued on or after the date of commencement of this Plan.

A DA lodged or an application for a CDC made before the commencement of this Plan will therefore be subject to this Plan if it is determined or issued on or after the commencement date.

For development consents granted and CDCs issued before the commencement of this Plan, conditions imposing contributions will continue to be administered in accordance with the contributions plan under which the condition was imposed.

Any adjustment to a contribution imposed under a superseded contributions plan will be made in accordance with that plan, including where a modification application is approved, to the extent that an adjustment is permitted.

2 How the Plan works

This part of the Plan contains information on the operation of the Plan including how levy amounts are calculated and imposed as conditions of consent, how levies can be paid and any alternatives to payment.

2.1 Calculating the levy amount

A section 7.12 levy amount is calculated by multiplying the relevant levy rates shown in Table 1 by the proposed cost of development.

Worked examples for calculating section s7.12 levies for different types of development are shown in **Appendix A: Worked examples**.

2.2 Determining the cost of development

Section 7.12 levies are calculated as a percentage of the cost of development. The proposed cost of development must be determined by the consent authority by adding up all the costs and expenses that have been or will be incurred by the applicant in carrying out the development. This is outlined in [section 208 of the EP&A Regulation](#).

Any development subject to this Plan is to provide a cost summary report with the DA or CDC application prepared at the applicant's cost, setting out an estimate of the proposed cost of carrying out the development.

The persons approved by Council to provide an estimate of the proposed cost of carrying out development, and the applicable cost summary template to be used, are as follows:

- [Council's Cost Summary Report for development with a cost less than \\$1,200,000](#) to be completed by either a Licensed Builder or a Quantity Surveyor registered with the Australian Institute of Quantity Surveyors or as otherwise agreed with Council.
- [Council's Cost Summary Report for development with a cost of \\$1,200,000 or more](#) to be completed by a Quantity Surveyor registered with the Australian Institute of Quantity Surveyors.

Where exclusions to the s7.12 levy are sought for eligible items, the onus is on applicants to quantify these costs and to demonstrate their eligibility under **Section 2.3** of this Plan. Where costs and eligibility evidence are not provided by the applicant, Council assumes all developer costs are chargeable in calculating the s7.12 contribution.

The relevant consent authority will validate all Cost Summary Reports before they are accepted using a standard costing guide or other generally accepted costing method. A consent authority may, at its sole discretion and at the applicant's cost, engage a person referred to above to review a cost report submitted by an applicant.

In all cases, the determination of the proposed cost of development by the consent authority is final.

2.3 Items excluded from the cost of development

Section 208(4) of the EP&A Regulation outlines costs that must be excluded from the cost of development. This includes:

- a) the cost of the land on which the development will be carried out,*
- b) the costs of repairs to a building or works on the land that will be kept in connection with the development,*
- c) the costs associated with marketing or financing the development, including interest on loans,*
- d) the costs associated with legal work carried out, or to be carried out, in connection with the development,*
- e) project management costs associated with the development,*
- f) the cost of building insurance for the development,*
- g) the costs of fittings and furnishings, including refitting or refurbishing, associated with the development, except if the development involves an enlargement, expansion or intensification of a current use of land,*
- h) the costs of commercial stock inventory,*
- i) the taxes, levies or charges, excluding GST, paid or payable in connection with the development by or under a law,*
- j) the costs of enabling access by people with disability to the development,*
- k) the costs of energy and water efficiency measures associated with the development,*
- l) the costs of development that is provided as affordable housing,*
- m) the costs of development that is the adaptive reuse of a heritage item.*

Development may combine different development types. Where this is proposed, any listed exemption under Section 1.7 of this Plan or costs to be excluded will only apply to that component of the development.

For example, a DA may propose a residential flat building with a portion of affordable housing. In determining the cost of development, the consent authority is to exclude any costs related to the affordable housing component only. For the purposes of this Plan, the portion to be excluded will be based on the cost per m² for residential development, typically shown in the Cost Summary Report. This is then multiplied by the GFA of the affordable housing to be excluded.

Worked examples for calculating the excluded cost of development are shown in Appendix A: Worked examples.

2.4 Complying development

In relation to an application made to a registered certifier for a CDC, if the complying development is subject to this Plan, the certifier must impose a section 7.12 levy condition on the CDC in accordance with this Plan and requirements of section 156 of the EP&A Regulation.

This includes:

- Calculating the levy amount using the precise method included in this Plan.
- Imposing a condition consistent with the standard condition included in Appendix E – Standard Conditions for Complying Development.

3 Paying a section 7.12 levy

This part of the Plan provides detail on how the section 7.12 levy condition should be expressed, including when the levy is to be paid and how indexation will be applied.

3.1 Timing of payment

The condition of consent should set out the timing of payment for a levy. Applicants must pay the levy at the time specified. If no time is specified, payment must be made before obtaining the relevant certificate under Part 6 of the EP&A Act as detailed below.

A condition must provide for payment as follows:

- **Development involving building work** – prior to the release of the first construction certificate.
- **Development involving subdivision** – prior to the release of the subdivision certificate.
- **Development involving building work and subdivision** – prior to the release of the construction certificate or subdivision certificate, whichever occurs first.
- **Development where no construction certificate or subdivision certificate is required** – prior to issue of the first occupation certificate.
- **Development authorised by complying development certificates** – prior to the commencement of any building or subdivision work authorised by the certificate.

At the time of payment, it will be necessary for levy amounts to be updated in accordance with section 3.2 of this Plan.

3.2 Indexation

This Plan authorises the proposed cost of development to be indexed between the granting of consent and the date of payment in accordance with quarterly movements in the Australian Bureau of Statistics (ABS) *Producer Price Index (Building Construction, NSW)*¹. This is to account for increases in construction costs over time.

The cost of development, as required by conditions of consent, will be indexed at the time of payment in accordance with the below formula:

$$\text{indexed cost of development} = \text{cost of development at consent} \times \frac{\text{current index figure}}{\text{base index figure}}$$

¹ The series ID for this index is: A2333670K

- **Current index figure** is the last published *Producer Price Index (Building Construction, NSW)* figure as at the first day of the quarter in which the payment is made.
- **Base index figure** is the last published *Producer Price Index (Building Construction, NSW)* figure as at the first day of the quarter in which the consent was issued.

If the adjusted contributions amount at payment is less than the contributions amount in the condition of consent, then the contributions will not be amended.

3.3 Deferred and periodic payments

Deferred or periodic payments may be permitted at the discretion of Council in the following circumstances:

- Deferral will not prejudice the timing or the manner of the provision of local infrastructure included in the works schedule.
- There are circumstances justifying the deferred or periodic payment of the contributions

3.4 Alternatives to monetary levies

Section 7.12 levies can only be made as monetary contributions. A section 7.12 condition cannot require the dedication of land.

Council may accept an offer, in connection with a development application, by an applicant to enter into a planning agreement to provide works-in-kind, dedication of land or other material public benefit but is not required to do so. A planning agreement must be entered into before the grant of a development consent that imposes section 7.12 levies in accordance with this Plan.

4 Plan administration

This part of the Plan details the administrative processes Council will undertake once the Plan has been approved and contributions start being collected from development.

4.1 Pooling of levies

This Plan authorises pooling of monetary contributions paid for different purposes and applied progressively for those purposes. Council can pool within and between contributions plans to fund infrastructure identified in either this contributions plan or other contributions plans.

Council will ensure pooling will not prevent the delivery of infrastructure for which the contribution was originally collected. The priorities for the expenditure of pooled contributions in this Plan are set out in the works schedule.

4.2 Reporting and accounting requirements

Council is required to comply with all requirements in the EP&A Regulation for accounting and reporting in relation to this Plan. This includes:

- Keeping a contributions register in accordance with section 217 of the EP&A Regulation.
- Accounting for funds received under this Plan within its annual financial report in accordance with section 218 of the EP&A Regulation.
- Providing details about projects funded using levies collected under this Plan in its annual reports in accordance with section 218A of the EP&A Regulation.
- Disclosing receipt and expenditure of contributions in annual financial statements in accordance with section 219 of the EP&A Regulation.

Council must publish, in accordance with sections 218A and 220 of the EP&A Regulation, the following on the NSW Planning Portal and its website:

- This Plan.
- The levy rates.
- Contributions register.
- Annual statements.
- Information relating to the use of levies required to be included in its annual reports.

4.3 Review of this Plan

The Plan will be reviewed by Council as needed to incorporate any changes to the items and staging of works specified in the works schedule in Appendix B to this Plan. At a minimum, Council will review this Plan every 5 years from the date of its commencement.

Pursuant to section 215(5) of the EP&A Regulation, Council may make certain minor adjustments or amendments to the plan without prior public exhibition and adoption by Council. Minor adjustments include correcting minor typographical errors, indexing contribution rates and detailing when infrastructure items or works have been completed.

4.4 Formation of a local infrastructure governance committee

Council may establish a local infrastructure governance committee or, alternatively, add additional functions to an existing group to meet the aims of this committee. The primary aim of the committee will be to oversee contributions within the precinct and ensure the infrastructure needed to support the precinct is delivered.

At a minimum, the committee should:

- Be chaired by an appropriate Council executive and consist of executives from finance, asset management and strategic planning.
- Receive reports on revenue received.
- Receive reports on anticipated future revenue, using modelling of expected development.
- Make decisions on timing of delivery, including tracking expenditure, borrowing and pooling of levies and completed projects.
- Provide oversight and advice on proposed planning agreements to provide works in kind instead of the payment of section 7.12 levies.
- Oversee the reporting of levies.
- Receive recommendations and make decisions on the review of the Plan.

Council should keep minutes, track any actions and note decisions of the committee. These documents will be made available on request.

Appendix A: Worked examples

This appendix contains examples for calculating section 7.12 levies for various types of development. While section 7.12 levies are not affected by indexation at the date of calculation (because they are based on the estimated development cost), the s7.12 levy should be indexed by PPI at the date of payment.

The examples in this appendix are provided for illustrative purposes only. They are hypothetical scenarios and are not based on, or intended to represent, any actual development application, approval or development currently occurring within the Mosman LGA.

When calculating a section 7.12 levy, the FSR of the development must be confirmed by reference to the relevant approved DA or CDC. For the purposes of these worked examples, assumptions have been made regarding the applicable FSR.

Worked example 1 – alterations and additions to an existing dwelling house 1

Development description

Alterations and additions to an existing 3-bedroom dwelling house including internal reconfiguration, and a rear extension. The proposed development cost is \$850,000.

Working

In accordance with Section 1.6 of this Plan, the development is subject to a 1% s7.12 levy because it has a development cost between \$200,000 and \$1,000,000.

The section 7.12 levy at 1% equals **\$8,500**.

Worked example 2 – alterations and additions to an existing dwelling house 2

Development description

Alterations and additions to an existing 3-bedroom dwelling house including a rear extension adding two storeys and a basement with garage, pool and gym. The proposed development cost is \$3,000,000.

Working

In accordance with Section 1.6 of this Plan, the development is subject to a 3% s7.12 levy because:

- It has a development cost over \$1,000,000,
- Under this worked example, the FSR of the development is assumed to be more than 1.5:1.

The section 7.12 levy at 3% equals **\$90,000**.

Worked example 3 – alterations and additions to an existing dwelling house 3

Development description

Alterations and additions to an existing 3-bedroom dwelling house including repairs to the façade, installation of an accessibility lift, solar panels, a rainwater harvesting tank and a secondary dwelling. The

proposed development cost is \$2,000,000. All of the potentially excluded items are clearly costed (totalling \$1,400,000) and quantified in the Cost Summary Report.

Working

In accordance with **Section 1.6** of this Plan, the development is subject to a 2% s7.12 levy because:

- It has a development cost over \$1,000,000,
- Under this worked example, the FSR of the development is assumed to be 1.5:1 or less.

However, in accordance with Section 2.3 of this Plan, certain costs are excluded from the proposed cost of development for the purposes of calculating the section 7.12 levy. This includes the cost of repairs to buildings or works that will be retained, the cost of enabling access by people with disability, and the cost of energy and water efficiency measures.

The proposed cost of development for the purposes of calculating the levy is therefore \$600,000 (\$2,000,000 less \$1,400,000 for the excluded works).

The section 7.12 levy at 2% equals **\$12,000**.

Worked example 4 – replacement of 5-unit townhouse with 50-unit RFB

Development description

An existing 5-unit townhouse development is proposed to be demolished and replaced with a 50-unit residential flat building. Five of these 50 units will be dedicated to Council as affordable housing units.

The 5-unit townhouse development previously paid a s7.12 contribution under the Mosman Contributions Plan 2022. The estimated development cost of the new development is \$45,000,000.

Working

In accordance with Section 1.6 of this Plan, the development is subject to a 3% s7.12 levy because:

- It has a development cost over \$1,000,000,
- Under this worked example, the FSR of the development is assumed to be more than 1.5:1,
- While the previous development had paid a s7.12 contribution under a previous contributions plan, this does not result in any credit under this new s7.12 Plan.

However, in accordance with Sections 1.7 and 2.3 of this Plan, the affordable housing units are excluded from the proposed cost of development for the purposes of calculating the section 7.12 levy.

With 5 of the 50 units being affordable housing, the cost to be excluded from the levy calculation will be based on the \$/m² rate for the residential component as described in the Cost Summary Report multiplied by the GFA of the units to be dedicated.

In this example, the following assumptions have been made:

- Each affordable housing unit is 105m² in size
- The Cost Summary Report identifies a residential development cost equivalent to \$5,500/m²

The proposed cost of development for the purposes of calculating the levy is therefore:

- \$45,000,000 total estimated development cost;
- less \$2,887,500 (5 units x \$5,500/m² x 105m²) for the affordable housing component.

This results in a leviable development cost of \$42,112,500. The section 7.12 levy at 3% equals **\$1,263,375**.

Worked example 5 – lot subdivision

Development description

An existing home on a 3,000 sqm lot is proposed to be demolished and the lot is proposed to be subdivided into four new lots. The lots are proposed to be sold as empty, with buyers expected to purchase the land and construct a new home at a later development stage. The cost involved with demolition, subdivision and associated preparatory civil, stormwater and drainage works is \$400,000.

Working

In accordance with Section 1.6 of this Plan, the development is subject to a 1% s7.12 levy because it has a development cost between \$200,001 and \$1,000,000.

The section 7.12 levy at 1% equals **\$4,000**.

A s7.12 levy may apply again at a later development stage when further building works are proposed on each lot.

Worked example 6 – Construction of a new 3-bedroom dwelling on a vacant allotment

Development description

Construction of a new 3-bedroom dwelling on a vacant allotment is proposed. The estimated development cost is \$1,500,000.

Working

In accordance with Section 1.6 of this Plan, the development is subject to a 2% s7.12 levy because:

- It has a development cost over \$1,000,000,
- Under this worked example, the FSR of the development is assumed to be 1.5:1 or less.

Although a 1% s7.12 levy was paid at the earlier subdivision stage, that levy related to the cost of carrying out the subdivision, demolition and associated preparatory works only. The construction of the new dwelling is a separate development with its own estimated development cost.

The section 7.12 levy at 2% equals **\$30,000**.

Worked example 7 – expansion of a shopping centre

Development description

Refurbishment and upgrade works to an existing shopping centre including internal reconfiguration works, upgraded entries, facade improvements, lift and escalator upgrades, basement car parking improvements, public domain works, rooftop solar panels and basement rainwater tanks.

The estimated development cost is \$60,000,000, which includes:

- \$8,000,000 for repairs to parts of the existing building that will be retained;
- \$4,000,000 for works to enable access by people with disability, including lift upgrades, accessible paths of travel and accessible amenities; and
- \$6,000,000 for energy and water efficiency measures, including rooftop solar panels, rainwater tanks and water reuse systems.

All of these potentially excluded items are clearly costed and quantified in the Cost Summary Report.

Working

In accordance with Section 1.6 of this Plan, the development is subject to a 3% s7.12 levy because:

- The estimated development cost is over \$1,000,000,
- Under this worked example, the FSR of the development is assumed to be more than 1.5:1.

However, in accordance with Section 2.3 of this Plan, certain costs are excluded from the proposed cost of development for the purposes of calculating the section 7.12 levy. This includes the cost of repairs to buildings or works that will be retained, the cost of enabling access by people with disability, and the cost of energy and water efficiency measures.

The proposed cost of development for the purposes of calculating the levy is therefore:

- \$60,000,000 total estimated development cost;
- less \$8,000,000 for repairs to the existing building;
- less \$4,000,000 for works to enable access by people with disability; and
- less \$6,000,000 for energy and water efficiency measures.

This results in a leviable development cost of \$42,000,000. The section 7.12 levy at 3% equals **\$1,260,000**.

Appendix B: Growth projections and strategic context

Supporting studies and strategies

Table 2 Supporting studies and strategies

Name of supporting study	Detail
<u>Mosman Masterplan</u>	SJB, Mosman Council
Community Infrastructure Needs Assessment	SGS Economics and Planning
Infrastructure Summary Report	SGS Economics and Planning
Appendix - Mosman LMR Infrastructure Impact Study	SCT Consulting
Mosman Masterplan – Transport Study	Fernway Engineering
Asset Management Plan – Roads, Buildings, Open Space, Stormwater and Marine Structure	Mosman Council
Mosman Disability Inclusion Action Plan 2026-2030	7 July 2026, Mosman Council
Mosman Schools Pedestrian Infrastructure Study Report	7 March 2024, Bitzios Consulting
Plans of Management	Mosman Council
Review of Mosman Bicycle Plan	20 March 2026, SCT Consulting

Future demand

This Plan is based on residential and employment growth projections prepared for the period 2026 to 2056. These projections have been used to estimate the likely additional demand for local infrastructure over the life of this Plan.

As shown in Table 3, the Mosman LGA is expected to accommodate approximately 4,720 additional dwellings and 10,903 additional residents between 2026 and 2056. The LGA is also forecast to accommodate approximately 1,089 additional workers between 2026 and 2056.

This growth will increase demand for local infrastructure across the LGA, including open space, recreation facilities, community facilities, active transport, public domain improvements and other local infrastructure required to support a growing residential and worker population.

Table 3 Growth projections in the Mosman LGA adopted for this Plan

	2026	2056	Additional
Dwellings	12,716	17,436	+ 4,720
Residential population	29,374	40,277	+ 10,903
Workers	10,728	11,817	+ 1,089

Residential growth forecasts

According to the latest ABS Estimated Resident Population (**ERP**), the Mosman LGA has a residential population of 29,374. Analysis of occupancy data from the 2021 Census indicates an average occupancy rate of 2.31 persons per dwelling, suggesting that there are approximately 12,716 existing dwellings within the LGA.

Council has prepared the Mosman Masterplan in response to the NSW Government's Low and Mid-Rise Housing Policy and the need to accommodate Mosman's share of housing growth under the National Housing Accord through a more locally tailored, place-based planning approach.

The residential growth forecasts under this contributions plan are primarily based on the additional development capacity enabled by the Masterplan which provides for up to 4,700 additional dwellings. Development within the Masterplan area is expected to account for approximately 99% of the additional dwellings and associated population growth forecast over the life of this Plan. Table 4 identifies the number of dwellings delivered under different FSR categories, consistent with the application of section 7.12 levy rates in part 1.6 of this Plan.

Growth outside the Masterplan area (all areas other than the Mosman Central and Middle Harbour SA2s) is expected to be limited. Based on Forecast.id projections, approximately 20 additional dwellings are forecast to be delivered in these areas over the life of the Plan.

Table 4 Residential growth forecasts adopted for this Plan

Area	Additional from 2026-2056	
	Dwellings	Population
Mosman Masterplan area (FSR of 1.5 or less)	165	+ 381
Mosman Masterplan area (FSR between 1.5 and 5)	3,330	+ 7,692
Mosman Masterplan area (FSR of 5 or more)	1,205	+ 2,784
Rest of LGA outside Masterplan	20	+ 46
Total	+ 4,720	+ 10,903

Non-residential growth forecasts

According to data taken from Transport for NSW’s (TfNSW) Travel Zone Projections (TZP) 2024 , there are currently 10,728 workers in the LGA and a forecast of up to 11,817 workers by 2056. This means 1,089 additional workers are expected and need to be considered in the preparation of this Plan.

Table 5 identifies the share of workers under four broad industry categories assigned by TfNSW and the resulting number of workers under each category.

Table 5 Non-residential growth forecasts adopted for this Plan

Broad industry category	% share (TZP)	Additional workers from 2026-2056
Knowledge intensive	34%	+ 370
Industrial	4%	+ 44
Health and Education	23%	+ 250
Population serving	39%	+ 425
Total		+ 1,089

Source: Transport for NSW’s, Travel Zone Projections (TZP) 2024

Appendix C: Works schedule

Infrastructure needs and costs

As part of the Mosman Masterplan and corresponding Infrastructure Assessment Report, a range of infrastructure needs have been identified to address the residential and worker population increases projected in the Mosman LGA over the life of this Plan. These include new and upgraded open space, recreation, community facilities, active transport, public domain and other local infrastructure required to support forecast growth.

Approximately \$390 million of infrastructure needs have been identified across the LGA. Of this, approximately \$307 million worth of works are proposed to be funded, either in whole or in part, by this Plan.

Delivery of this infrastructure will therefore require a coordinated funding approach, including development contributions, works delivered through conditions of consent, planning agreements, grant funding, Council funding and other funding sources where available.

Table 4 outlines the new and upgraded local infrastructure items that are proposed to be funded, either in whole or in part, by this Plan.

Table 6 Infrastructure costs

Infrastructure category	Items	Total cost apportioned to this Plan
Active Transport	29	\$30,323,656
Community Facilities	10	\$86,294,134
Open Space	43	\$63,865,592
Other	4	\$22,630,125
Public Domain	10	\$44,163,318
Traffic and Transport	50	\$55,946,823
Plan administration	1	\$4,000,000
Total	146	\$307,223,647

Active transport

Walking and cycling networks are important for supporting healthy, connected and sustainable communities. As population and employment increase, more residents and workers will need safe and convenient alternatives to private vehicle travel, particularly for shorter local trips and access to public transport, schools, shops, community facilities and open space.

Parts of Mosman's active transport network are constrained by steep topography, narrow road reserves, missing links and limited opportunities to provide separated infrastructure. These issues can discourage walking and cycling and reduce accessibility for children, older people and people with limited mobility.

Growth associated with the Mosman Masterplan will increase demand for improved pedestrian and cycling connections, particularly within and between centres, public transport stops, open spaces and community facilities. Investment will therefore need to focus on completing network gaps, improving safety and accessibility, strengthening connections to key destinations and creating a more comfortable pedestrian environment.

Community facilities

Community infrastructure supports people with meeting their basic needs, such as accessing services, and enhancing quality of life. Some Mosman community facilities are not all well utilised, for reasons including fitness for purpose and accessibility via public and active transport.

Higher-order centrally located facilities such as the Mosman Library are highly utilised and attract users from outside of the LGA. They highlight benefits of co-location, which make accessing multiple services easy for users. Opportunities to expand co-location exist in Mosman Village, which is centrally located and already highly utilised. Utilisation of these assets is likely to grow further if facilities and services are refreshed and expanded to align with projected population growth.

Open space and recreation

Access to open space and recreation is crucial for encouraging healthy lifestyles. With higher density living becoming the new norm, public open space needs to be more accessible to account for the overall loss of private open space with higher density development. Areas around the Mosman Masterplan area will face the most pressure, with open space already limited, and a population set to grow rapidly. The challenge is to increase open space where land is constrained. Therefore, increasing the capacity of existing open space must be prioritised. This should be supported by investigating opportunities to generate additional open spaces and increase linkages to open space.

Accessibility to open space varies across the LGA and can be improved.

There is broader strategic need for sports facilities. Shortages are expected for all indoor courts, and sports fields over the next 30 years. Increasing provision of these facilities is limited by land constraints, as mentioned previously, but there is potential to partner with schools to deliver and/or share facilities. For the core of Mosman especially, the provision of appropriate outdoor courts and sports fields are greatly needed.

Public domain

Dwelling, population and jobs growth will place pressure on public domain. This will be most prevalent in Mosman Village North and South, where a large amount of investment is required to increase walkability - especially within and between sites with significant amounts of planned development - and street-level amenity and activation. An appropriate level of public domain is critical to allow the LGA, particularly along Military Road, to perform as the residential, employment and visitation hub for the broader region. Beyond this area, connectivity to the foreshore and smaller open spaces and community facilities also require updated public domain to ensure residential growth translates into improved liveability.

Traffic and transport

As development intensifies, the road network's limited capacity, in particular Military and Spit Roads, makes it increasingly difficult to accommodate more private vehicle trips. Without intervention, traffic congestion will worsen, leading to longer travel times, reduced accessibility, and declining urban liveability.

Public transport, supported by well-integrated active transport networks, is critical to managing growth sustainably. High-capacity services, particularly the bus network in Mosman, enable dense development by reducing dependence on private vehicles. This helps ease road congestion, lowers emissions, and supports more efficient, people-focused urban areas.

It is expected that the number of residents and workers will increase. Without continued investment in public and active transport options often beyond the scope of Council, many may default to car travel, exacerbating congestion and compromising the area's liveability and economic efficiency.

Other infrastructure

Population and development growth will also increase demand for infrastructure that supports community resilience, environmental outcomes and the ongoing operation of the LGA.

Additional development can place pressure on the stormwater network by increasing runoff and demand on existing drainage infrastructure. Investment may be required to improve network capacity, address localised flooding and incorporate water-sensitive urban design measures that improve water quality and reduce environmental impacts.

Growth will also increase the importance of protecting and enhancing Mosman's natural environment, including its bushland, waterways, foreshore areas and urban tree canopy. Environmental infrastructure and management measures will be needed to maintain biodiversity, improve resilience to climate change, safeguard the community against severe weather and other emergency events, and balance increased use of natural areas with their long-term protection.

Plan administration

Effective administration is necessary to ensure that contributions support the timely delivery of infrastructure. In addition, as development occurs and new information becomes available, the contributions framework will need to be regularly reviewed and updated to reflect actual development take-up, changing infrastructure priorities and updated project designs and costs. Ongoing administration will support transparent decision-making and ensure that contributions are collected, allocated and reported consistently with the Plan.

Table 7 Works schedule

ID	Type	Project name	Description	Project cost	Attributable % of cost to plan	Attributable cost to plan	Delivery time frame ²	Priority
B.01	Open Space	Balmoral Accessible Bathroom Upgrade	Upgrade and reconfiguration of accessible bathrooms, improved layouts, enhanced materials, and integration with the surrounding public domain.	\$1,228,349	100%	\$1,228,349	Medium	Low
B.02	Open Space	Balmoral Bathers Pavilion	Refurbishment of public amenity spaces within the pavilion, including accessibility upgrades, services renewal, and internal finishes improvement.	\$1,228,349	100%	\$1,228,349	Medium	Low
B.03	Open Space	Balmoral Baths Amenities	Upgrade and reconfiguration of public toilets and change rooms, improved layouts, enhanced materials, and integration with the surrounding public domain.	\$2,456,699	100%	\$2,456,699	Short	Medium
B.04	Community Facilities	Balmoral Baths Community Room	Upgrade of community meeting space / club rooms, including services and internal finishes.	\$2,456,699	100%	\$2,456,699	Short	Medium
B.05	Community Facilities	Balmoral Oval Pavilion Clubroom and Amenities	Clubroom and amenities redevelopment to support increased participation.	\$4,790,319	100%	\$4,790,319	Long	Low
B.06	Community Facilities	Bowling Club - Enhancement of Public Accessibility	Improve public accessibility to the Bowling Club through pedestrian, accessibility and public domain	\$2,456,699	100%	\$2,456,699	Medium	Low

² Short = 1-5 years, Medium = 6-15 years, Long = 16-30 years

ID	Type	Project name	Description	Project cost	Attributable % of cost to plan	Attributable cost to plan	Delivery time frame ²	Priority
			upgrades, creating a more inclusive and accessible community recreation facility for residents and visitors.					
B.07	Community Facilities	Civic Centre - Seniors Centre / Community Service Area / Compliance Office	Relocation of meals services, expansion of community space fronting the Village Green (Compliance staff space), refurbishment of Seniors Hall and Seniors Lounge (Mosman Village Community Centre), refurbishment of Community Services area and Civic Centre Shops	\$3,800,000	100%	\$3,800,000	Short	High
B.08	Community Facilities	Outdoor Space Activation Mosman Art Gallery	The project will revitalise and activate the public space at the art gallery entrance, creating a vibrant cultural destination that extends artistic experiences beyond the gallery walls through public art, landscaping and interactive community spaces. Accessibility upgrades will improve equitable access and connectivity, ensuring the gallery and surrounding public realm are welcoming, inclusive and accessible for people of all ages and abilities.	\$1,833,450	100%	\$1,833,450	Medium	Medium
B.09	Open Space	Clifton Gardens Amenities	Full internal refurbishment and structural upgrade, including toilets, change facilities, ventilation upgrades, and general building improvements.	\$2,456,699	80%	\$1,956,699	Long	Low

ID	Type	Project name	Description	Project cost	Attributable % of cost to plan	Attributable cost to plan	Delivery time frame ²	Priority
B.10	Open Space	Drill Hall Upgrade	Expansion for multi-use court sports to accommodate diverse recreational activities.	\$2,456,699	100%	\$2,456,699	Long	Low
B.11	Community Facilities	Land Acquisition	Strategic land purchase to support future community use.	\$19,669,086	100%	\$19,669,086	Short	High
B.12	Open Space	Marie Bashir Upgrade	Flooring, ventilation, and accessibility upgrades to improve facility functionality.	\$2,456,699	100%	\$2,456,699	Long	Low
B.13	Community Facilities	Mosman Art Gallery Upgrade	Internal refurbishment, including climate control systems, gallery spaces, lighting, and environmental upgrades. Expansion of hanging space and exhibition offerings.	\$4,790,319	100%	\$4,790,319	Short	High
B.14	Community Facilities	Mosman Library	Construction of a new expanded library, including digital learning spaces, community rooms, improved accessibility, and modern facilities. Funded also by Building Reserve	\$45,000,000	100%	\$45,000,000	Short	High
B.15	Open Space	Rawson Oval Pavilion	Upgrade and expansion of pavilion, including amenities, change rooms, storage, and public amenity facilities.	\$5,592,739	64%	\$3,592,739	Short	Medium
B.16	Open Space	Rosherville Reserve Amenities Refurbishment	Full internal refurbishment and structural upgrade, including toilets, change facilities, ventilation upgrades, and general building improvements.	\$614,175	100%	\$614,175	Medium	Medium

ID	Type	Project name	Description	Project cost	Attributable % of cost to plan	Attributable cost to plan	Delivery time frame ²	Priority
B.17	Other	SES facility at Trust Land	Construction of new SES facility at Trust Land	\$4,600,000	100%	\$4,600,000	Through out	High
B.18	Open Space	Sirius Cove Amenities Upgrade	Full reconstruction and modernisation of the amenities building, including new sanitary facilities, accessible toilets, upgraded ventilation systems, energy-efficient lighting, and structural renewal to meet contemporary standards.	\$1,228,349	100%	\$1,228,349	Medium	Low
B.19	Open Space	Spit West Reserve Amenities	Demolition and replacement of existing amenities block, including expanded capacity, modern fixtures, improved servicing, and enhanced environmental design performance.	\$2,456,699	100%	\$2,456,699	Long	Low
B.20	Open Space	Cowles Road Depot Redevelopment	Redevelopment of Depot site to provide Child Care, Seniors Living, Affordable Housing, Pocket Park, Cafe and residential.	\$25,500,000	2%	\$500,000	Short	Low
B.21	Open Space	Stanton Road Car Park Redevelopment	Redevelopment of Stanton Road site into residential and affordable housing, including demolition, construction, and associated infrastructure.	\$25,250,000	1%	\$250,000	Medium	Low
CP.01	Traffic and Transport	Civic Centre Car Park	Underground expansion of public car parking facility, including sensors and associated technology.	\$25,000,000	100%	\$25,000,000	Medium	High

ID	Type	Project name	Description	Project cost	Attributable % of cost to plan	Attributable cost to plan	Delivery time frame ²	Priority
CP.02	Traffic and Transport	Mosman Wharf Access and Parking Upgrades	Wharf improvements and accessibility upgrades to support increased visitation.	\$2,625,113	100%	\$2,625,113	Long	Low
CP.03	Traffic and Transport	Raglan Street East and West Car Park Upgrades	Expansion of existing car parking facility, including an additional level and circulation improvements.	\$10,500,454	100%	\$10,500,454	Long	Low
CP.04	Traffic and Transport	Parking Technology and Signage	Over the life of the plan, renewal of parking technology at all Council car parks and increased signage. Sites include foreshore areas, civic centres, and all car park locations.	\$8,885,719	33%	\$2,961,906	Through out	Medium
OS.01	Open Space	Balmoral Accessibility Works	Accessible path upgrades, ramps, and inclusive design improvements to enhance equitable access.	\$2,490,978	80%	\$1,990,978	Short	High
OS.02	Open Space	Balmoral Baths and Jetty Refurbishment and Upgrades	Investigate jetty upgrade options to respond to rising sea level and prepare for future plans to upgrade jetty as specified	\$713,000	100%	\$713,000	Long	Low
OS.03	Open Space	Allan Border Oval Screen Upgrade	Upgrade of AB Oval scoreboard including works to local power infrastructure to support screen for sporting and outdoor movies at festivals.	\$1,228,349	100%	\$1,228,349	Long	Low
OS.04	Open Space	Balmoral Skate Park	Upgrade of skate facilities, surfaces, and layout to meet contemporary standards.	\$1,158,775	78%	\$908,775	Short	Medium

ID	Type	Project name	Description	Project cost	Attributable % of cost to plan	Attributable cost to plan	Delivery time frame ²	Priority
OS.05	Open Space	Bushland Regeneration and Track Renewal	Rehabilitation of bushland tracks, including drainage, erosion control, signage, and vegetation management. Locations: Lawry Plunkett, Wyargine, Rosherville, Rosherville South, Parriwi Lighthouse, Parriwi Park, Quakers Hat North, Bradleys Bushland, Quakers Hat Park, Quakers Hat South, Sirius Cove Wes	\$1,172,722	57%	\$672,722	Through out	Medium
OS.06	Open Space	Clifton Gardens Baths and Jetty Refurbishment and Upgrades	Investigate jetty upgrade options to respond to rising sea level and prepare for future plans to upgrade jetty as specified	\$713,000	100%	\$713,000	Medium	Low
OS.07	Open Space	Dinghy Rack Upgrades	Renewal and expansion of dinghy storage infrastructure, including racks, access paths, and layout improvements. Site audit to be undertaken.	\$794,822	100%	\$794,822	Medium	Low
OS.08	Public Domain	Esplanade Furniture	Coastal furniture renewal program to address increased visitor demand.	\$1,000,992	100%	\$1,000,992	Long	Low
OS.09	Open Space	Rawson Oval Screen Upgrade	Installation of Rawson Oval scoreboard including works to local power infrastructure to support screen for sporting	\$1,228,349	100%	\$1,228,349	Long	Low
OS.10	Open Space	Georges Heights Lighting	Installation of field lighting infrastructure to support extended operating hours.	\$884,451	66%	\$584,451	Medium	Medium

ID	Type	Project name	Description	Project cost	Attributable % of cost to plan	Attributable cost to plan	Delivery time frame ²	Priority
OS.11	Public Domain	Oval Upgrades	Over the life of the plan, increase specification and drainage of ovals to improve usage rates, access, and durability.	\$4,335,156	77%	\$3,335,156	Through out	Medium
OS.12	Open Space	Ovals - Fencing	Replacement of perimeter fencing to improve safety and security.	\$460,000	100%	\$460,000	Through out	Medium
OS.13	Open Space	Ovals - Public Furniture	BBQs, seating, and shelter upgrades to enhance public amenity.	\$863,719	65%	\$563,719	Medium	Low
OS.14	Public Domain	Ovals - Sporting Lights	Over the life of the plan, upgrade of sporting lights at ovals to support night-time matches.	\$1,415,121	100%	\$1,415,121	Through out	Medium
OS.15	Community Facilities	Street and Park Furniture Upgrades	Upgrade public furniture	\$863,719	100%	\$863,719	Through out	Medium
OS.16	Other	Public Garden Upgrades and Renewals	Upgrade public gardens	\$281,396	100%	\$281,396	Through out	Medium
OS.17	Open Space	Reid Park Upgrade	Landscape renewal and dog park improvements to enhance recreational amenity.	\$2,350,830	100%	\$2,350,830	Medium	Low
OS.18	Open Space	Reservoir Park / Boronia Landscape Upgrade	Upgrade and renewal of Reservoir Park landscape to facilitate access to additional public open space. Works to also facilitate the shared link through to Cowles Road.	\$1,618,050	100%	\$1,618,050	Short	High

ID	Type	Project name	Description	Project cost	Attributable % of cost to plan	Attributable cost to plan	Delivery time frame ²	Priority
OS.19	Open Space	Spit West Car Park and reserve expansion	Review and expansion of open space and enhancement of car parking, with potential second level to improve access. Review of possible swimming structure.	\$15,000,000	100%	\$15,000,000	Long	Low
OS.20	Open Space	Spit West Platform	Viewing platform upgrade to enhance visitor experience.	\$713,000	100%	\$713,000	Long	Low
OS.21	Open Space	Greening Canopy	Increase tree canopy cover across the LGA through targeted tree planting and landscape upgrades within streets, parks and public spaces, enhancing shade, biodiversity, climate resilience and public amenity for a growing community.	\$1,782,500	100%	\$1,782,500	Through out	Low
PD.01	Active Transport	Art Gallery Way Streetscape Upgrade	Shared zone / quiet way and event space upgrade to support cultural activities.	\$1,065,816	100%	\$1,065,816	Medium	High
PD.02	Public Domain	Avenue Road Shops Streetscape Upgrade	Streetscape improvements, including lighting, paving, and event infrastructure.	\$1,157,613	100%	\$1,157,613	Medium	Medium
PD.03	Traffic and Transport	Cardinal Street - Road Closure	Road Closure on Cardinal Street north of Military Road	\$288,075	100%	\$288,075	Medium	Medium
PD.04	Public Domain	Civic Centre Village Green	Development of landscaped civic green space, including seating, lighting, irrigation, drainage, outdoor performing space, playground and embedded services to support community events.	\$2,315,257	100%	\$2,315,257	Medium	High

ID	Type	Project name	Description	Project cost	Attributable % of cost to plan	Attributable cost to plan	Delivery time frame ²	Priority
PD.05	Public Domain	Civic Plaza	Public domain and connectivity improvements to enhance pedestrian access and amenity.	\$20,000,000	100%	\$20,000,000	Medium	High
PD.06	Traffic and Transport	Clifford Street and Civic Lane - Mid-block Closure	Mid-block closure of Clifford Street and Civic Lane between Field Way / Clifford St and Civic Lane / Horsnell Lane	\$1,990,305	100%	\$1,990,305	Medium	Medium
PD.07	Public Domain	Community Banner System	Installation of community banner infrastructure across the LGA.	\$667,658	100%	\$667,658	Long	Low
PD.08	Community Facilities	Community Noticeboards	Electronic notice boards in business centres	\$633,843	100%	\$633,843	Short	Medium
PD.09	Traffic and Transport	Hordern Place and Hordern Lane upgrade	Upgrade Hordern Place and Hordern Lane pavement and decluster the laneway	\$542,628	100%	\$542,628	Short	High
PD.10	Traffic and Transport	Middle Harbour Ridge - Local Traffic Management	Restrict Stanton Lane to One-Way (Eastbound) - This will prevent future development traffic from utilising the local road network of Amiens Ave, Bapaume Rd, Bullecourt Ave.	\$498,323	100%	\$498,323	Medium	High
PD.11	Public Domain	Middle Head Road / Avenue Road Streetscape Upgrade	Road and pedestrian infrastructure upgrade, including resurfacing, footpaths, service improvements, and event infrastructure provisions. Linked to the Plug and Play Project to improve the area for Mosman festivals and events.	\$1,107,979	100%	\$1,107,979	Short	High

ID	Type	Project name	Description	Project cost	Attributable % of cost to plan	Attributable cost to plan	Delivery time frame ²	Priority
PD.12	Traffic and Transport	Military Road and Raglan Street Intersection Improvements	Re-line mark and improve Military Road and Raglan Street intersection to allow for clearer lane allocation	\$861,971	100%	\$861,971	Long	Low
PD.13	Public Domain	Military Road Streetscape Upgrade	Major upgrade, including lighting, footpaths, landscaping, planting, and urban design improvements.	\$9,163,542	100%	\$9,163,542	Medium	Medium
PD.14	Traffic and Transport	Mosman Village North - Local Traffic Management	- Brady Street Mid-Block Closure - Hordern Place + Heydon Street One-Way Loop - Signalisation of Ourimbah Rd/Brady St	\$1,480,095	100%	\$1,480,095	Short	High
PD.15	Traffic and Transport	Mosman Village South - Local Traffic Management	- The Crescent Closure - Consider Gouldsbury St be eastbound only, from Myahgah Rd (but remain two way outside school)	\$2,796,225	100%	\$2,796,225	Medium	High
PD.16	Public Domain	Public Art Precinct	Over the life of the plan, support the expansion of the Art Facility at the Trust Land Precinct and provision of Public Art Masterplan	\$4,000,000	100%	\$4,000,000	Through out	High
PL.01	Open Space	Bay Street Park - Playground Upgrade	Rolling replacement and upgrade of playground equipment, safety surfacing, accessibility features, and seating.	\$227,194	78%	\$177,194	Short	High
PL.02	Open Space	Civic Square - Playground Upgrade	Rolling replacement and upgrade of playground equipment, safety surfacing, accessibility features, and seating.	\$908,775	78%	\$708,775	Medium	High

ID	Type	Project name	Description	Project cost	Attributable % of cost to plan	Attributable cost to plan	Delivery time frame ²	Priority
PL.03	Open Space	Clifton Gardens Reserve - Playground Upgrade	Rolling replacement and upgrade of playground equipment, safety surfacing, accessibility features, and seating.	\$908,775	78%	\$708,775	Medium	Medium
PL.04	Open Space	Countess Park - Playground Upgrade	Enhancement and upgrade of playground equipment, safety surfacing, accessibility features, and seating.	\$2,271,937	87%	\$1,971,937	Short	Medium
PL.05	Open Space	Curraghbeena Park - Playground Upgrade	Rolling replacement and upgrade of playground equipment, safety surfacing, accessibility features, and seating.	\$454,387	78%	\$354,387	Medium	Medium
PL.06	Open Space	Esplanade (Balmoral beach) - Playground Upgrade and foreshore accessibility improvement works	Rolling replacement and upgrade of playground equipment, safety surfacing, accessibility features, and seating.	\$2,271,937	87%	\$1,971,937	Short	High
PL.07	Open Space	Hunter Park - Playground Upgrade	Rolling replacement and upgrade of playground equipment, safety surfacing, accessibility features, and seating.	\$454,387	78%	\$354,387	Long	Medium
PL.08	Open Space	Memorial Park - Playground Upgrade	Rolling replacement and upgrade of playground equipment, safety surfacing, accessibility features, and seating.	\$2,271,937	87%	\$1,971,937	Medium	Medium
PL.09	Open Space	Memory Park - Playground Upgrade	Rolling replacement and upgrade of playground equipment, safety surfacing, accessibility features, and seating.	\$908,775	78%	\$708,775	Medium	Low

ID	Type	Project name	Description	Project cost	Attributable % of cost to plan	Attributable cost to plan	Delivery time frame ²	Priority
PL.11	Open Space	Plunkett Road / Beaconsfield Road - Playground Upgrade	Rolling replacement and upgrade of playground equipment, safety surfacing, accessibility features, and seating.	\$454,387	78%	\$354,387	Medium	Low
PL.12	Open Space	Reginald Street Park - Playground Upgrade	Rolling replacement and upgrade of playground equipment, safety surfacing, accessibility features, and seating.	\$454,387	78%	\$354,387	Medium	Low
PL.13	Open Space	Reid Park - Playground Upgrade	Rolling replacement and upgrade of playground equipment, safety surfacing, accessibility features, and seating.	\$908,775	78%	\$708,775	Long	Low
PL.14	Open Space	Rosherville Reserve - Playground Upgrade	Rolling replacement and upgrade of playground equipment, safety surfacing, accessibility features, and seating.	\$908,775	78%	\$708,775	Short	Low
PL.15	Open Space	Sirius Cove Reserve - Playground Upgrade	Rolling replacement and upgrade of playground equipment, safety surfacing, accessibility features, and seating.	\$454,387	78%	\$354,387	Medium	Low
PL.16	Open Space	Spit West Reserve - Playground Upgrade	Rolling replacement and upgrade of playground equipment, safety surfacing, accessibility features, and seating.	\$908,775	78%	\$708,775	Long	Low
ST.01	Other	Install New or Upgrade key stormwater main pipes	a) Investigate upgrades to mains pipe network (to be done through part 2 of the flood study) b) Upgrade identified pipe facilities	\$25,234,284	50%	\$12,734,284	Through out	Medium
ST.02	Other	Upgrade key Stormwater Quality	a) Investigate upgrades to SQID/GPTs (to be done through part 2 of the flood study)	\$7,514,445	67%	\$5,014,445	Through out	Low

ID	Type	Project name	Description	Project cost	Attributable % of cost to plan	Attributable cost to plan	Delivery time frame ²	Priority
		Improvement Devices (SQID)	b) Upgrade identified SQIDs					
TA.01	Active Transport	Accessibility Works - Pram Ramps	Provide new or realign kerb ramps	\$170,000	100%	\$170,000	Short-Medium	High
TA.02	Active Transport	Accessibility Works - Wider footpaths near schools	Provide wider footpaths as identified by Mosman Schools Pedestrian Infrastructure Study Report	\$2,000,000	75%	\$1,500,000	Through out	High
TA.03	Active Transport	Active Transport - Additional bicycle parking at key bus stops	Provide additional bicycle parking at the bus stop on Spit Road, Military Road and Mosman Bay Wharf	\$91,080	100%	\$91,080	Medium	Medium
TA.04	Traffic and Transport	Active Transport - Linemarking, Pavement markings and Signage	Provide clear guidance and delineation for cycleways - Active Transport Works	\$350,000	100%	\$350,000	Medium	Medium
TA.05	Active Transport	Active Transport - New End of Trip Facilities	Bubblers, Bicycle Racks - Active Transport Works	\$200,000	100%	\$200,000	Medium	Medium
TA.06	Traffic and Transport	Athol Wharf Road and Bradleys Head Road - Linemarking	Active Transport Works	\$170,302	100%	\$170,302	Medium	Medium
TA.07	Active Transport	Avenue Road - Footpath widening	Widen footpath on the northern side of Avenue Road between Carney Lane and Cowles Road to shared path	\$1,414,017	79%	\$1,114,017	Long	Medium

ID	Type	Project name	Description	Project cost	Attributable % of cost to plan	Attributable cost to plan	Delivery time frame ²	Priority
TA.08	Traffic and Transport	Bay Street - Pavement improvement	Active Transport Works	\$103,297	100%	\$103,297	Medium	Medium
TA.09	Active Transport	Bullecourt Avenue - walkway upgrade	Upgrade the Bullecourt Avenue walkway	\$218,213	100%	\$218,213	Long	Low
TA.10	Active Transport	Central Avenue - Footpath widening	Provide 2.5m path - From Pindari Avenue to Spit Road, Provide 1.8m path - From Bullecourt Avenue to Spit Road	\$457,442	100%	\$457,442	Long	Low
TA.11	Active Transport	Clifford Street - New cycle route	Designate Clifford Street as an on-road, mixed-traffic cycle route	\$447,962	100%	\$447,962	Medium	Medium
TA.12	Active Transport	Fig Tree Walk - Shared Path - Route Widening	Active Transport Works	\$101,754	100%	\$101,754	Long	Medium
TA.13	Active Transport	Gouldsbury Street - Quietway	Active Transport Works	\$127,506	100%	\$127,506	Medium	Medium
TA.14	Active Transport	Harbour Street - Footpath widening	Widen footpaths on both sides of Harbour Street between Nathan Lane and Art Gallery Way	\$157,113	100%	\$157,113	Long	Low
TA.15	Active Transport	Medusa Street - Footpath widening	Provide 1.8m path - From Spit Road to Pindari Avenue, Provide 2.5m path - From Pursell Avenue to Pindari Avenue, Provide 2.5m path - From Spit Road to Pursell Avenue	\$496,114	100%	\$496,114	Long	Low

ID	Type	Project name	Description	Project cost	Attributable % of cost to plan	Attributable cost to plan	Delivery time frame ²	Priority
TA.16	Active Transport	Melrose Street - Dedicated cyclist & pedestrian crossing	Active Transport Works	\$199,329	100%	\$199,329	Long	Medium
TA.17	Active Transport	Military Road - Shared path	1,266 m2 - Active Transport Works - Shared path from Spofforth Street to Bardwell Road	\$501,330	60%	\$301,330	Medium	Medium
TA.18	Active Transport	Ourimbah Road - Shared path	74 m2 - Active Transport Works- From Spit Road to Hordern Place	\$46,829	100%	\$46,829	Medium	Medium
TA.19	Traffic and Transport	Rawson Park - Shared Path - Linemarking	Active Transport Works	\$171,110	100%	\$171,110	Long	Medium
TA.20	Active Transport	Sadlier Walk and Carroll Lane upgrades	Upgrade existing Sadlier Walk and Carroll Lane	\$218,213	100%	\$218,213	Medium	Medium
TA.21	Active Transport	Spit Bridge Cycleway Underpass - Seawall upgrade	Active Transport Works - Part of the regional cycle route	\$99,000	100%	\$99,000	Long	Medium
TA.22	Active Transport	Spit Road - Footpath widening	Provide 1.8m path - Between Quakers Road and Bickell Road	\$145,735	100%	\$145,735	Long	Low
TA.23	Traffic and Transport	Spit Road - Pavement improvement	Active Transport Works	\$891,889	100%	\$891,889	Long	Low
TA.24	Active Transport	Spit Road - Shared Path - Linemarking,	Active Transport Works	\$1,221,052	100%	\$1,221,052	Medium	Medium

ID	Type	Project name	Description	Project cost	Attributable % of cost to plan	Attributable cost to plan	Delivery time frame ²	Priority
		route widening and facility type change						
TA.25	Active Transport	Spit Road West - Separated cycle lane (bidirectional) - Route Widening	Active Transport Works	\$985,773	100%	\$985,773	Long	Low
TA.26	Traffic and Transport	Spit West Reserve - Pavement improvement	Active Transport Works	\$284,601	100%	\$284,601	Long	Low
TA.27	Active Transport	Spofforth Street - New separated bidirectional bicycle lanes	New separated bidirectional bicycle lanes on the eastern side of Spofforth Street between Military Road and Rangers Road	\$1,044,200	100%	\$1,044,200	Medium	Medium
TA.28	Active Transport	Stanton Road - Facility type change - Separated cycle lane (bidirectional)	Active Transport Works	\$260,687	100%	\$260,687	Medium	Medium
TA.29	Active Transport	The Crescent - Shared Path	Widen footpath on Myahgah Road and The Crescent adjacent to Allan Border Oval to shared path	\$414,093	100%	\$414,093	Medium	Medium
TA.30	Active Transport	Widening of Shared Paths and Cycleway Upgrades	Change of cycleway types, Lighting - Active Transport Works including works to the regional cycle route	\$650,000	100%	\$650,000	Medium	Medium

ID	Type	Project name	Description	Project cost	Attributable % of cost to plan	Attributable cost to plan	Delivery time frame ²	Priority
TR.01	Traffic and Transport	Avenue Road - New pedestrian refuge with kerb build out	New pedestrian refuge with kerb build out on Avenue Road west of Shadforth Street	\$101,200	100%	\$101,200	Medium	Medium
TR.02	Traffic and Transport	Awaba Street and Spit Road - Intersection Widening	- Awaba St East: Add new right-turn lane through road widening - no land acquisition required. - Awaba St West: Add new right-turn lane through road widening - 1.5m-2.5 land acquisition required.	\$405,490	100%	\$405,490	Medium	Medium
TR.03	Traffic and Transport	Bardwell Road - 40 km/h speed zone	Expedite speed zone reduction on the Bardwell Road cycle route to 40 km/h	\$138,000	50%	\$69,000	Medium	Medium
TR.05	Traffic and Transport	Bardwell Road and Bardwell Lane - Shared zone	Upgrade Bardwell Road and Bardwell Lane between Cabramatta Road and Holt Avenue to a shared zone	\$199,329	100%	\$199,329	Medium	Medium
TR.06	Traffic and Transport	Belmont Road - 40 km/h speed zone	Expedite speed zone reduction on the Belmont Road cycle route to 40 km/h	\$138,000	50%	\$69,000	Medium	Medium
TR.07	Traffic and Transport	Central Avenue - Wombat Crossing	New wombat crossing on Central Avenue east of Pindari Avenue	\$199,329	50%	\$99,665	Medium	Medium
TR.08	Traffic and Transport	Countess Street - 40 km/h speed zone	Expedite speed zone reduction on the Countess Street cycle route to 40 km/h, including Bardwell Road, Earl Street, and Countess Road between Military Road and Wyong Road	\$138,000	50%	\$69,000	Medium	Medium

ID	Type	Project name	Description	Project cost	Attributable % of cost to plan	Attributable cost to plan	Delivery time frame ²	Priority
TR.09	Traffic and Transport	Cowles Road - Wombat Crossing	New wombat crossing on Cowles Road to connect to Wudgong Walk	\$199,329	50%	\$99,665	Medium	Medium
TR.10	Traffic and Transport	Cowles Road and Military Road - Intersection Widening	- Cowles Rd South: Extend Existing Right-Turn Lane. Review off-street parking restrictions. - Cowles Rd North: Add new right turn lane through road widening and land acquisition along north-eastern properties.	\$437,000	100%	\$437,000	Medium	Medium
TR.11	Traffic and Transport	Erith Street - New Pedestrian Refuge Island	New pedestrian refuge on Erith Street at MacPherson Street	\$46,000	100%	\$46,000	Long	Low
TR.13	Traffic and Transport	Glen Street - Wombat Crossing	New wombat crossing on Glen Street at Killarney Street	\$199,329	50%	\$99,665	Medium	Low
TR.14	Traffic and Transport	Glover Street - Crossing - Protected	Active Transport Works	\$199,329	100%	\$199,329	Medium	Medium
TR.16	Traffic and Transport	Harbour Street - New traffic calming device	New traffic calming device (e.g. chicane and speed hump) on Harbour Street	\$46,000	100%	\$46,000	Medium	Medium
TR.17	Traffic and Transport	Lavoni Street - New pedestrian refuge with kerb build out	New pedestrian refuge with kerb build out on Lavoni Street at Mandolong Road	\$101,200	100%	\$101,200	Short	High
TR.18	Traffic and Transport	Macpherson Street and Wyong Road	Upgrade the MacPherson Street Wyong Road intersection to feature more	\$199,329	100%	\$199,329	Medium	Medium

ID	Type	Project name	Description	Project cost	Attributable % of cost to plan	Attributable cost to plan	Delivery time frame ²	Priority
		intersection - cyclist safety upgrade	cycling facilities, e.g. kerb extension and road markings					
TR.19	Traffic and Transport	Mandolong Road - Wombat Crossing	New wombat crossing on Mandolong Road between Lavoni Street and Waitovu Street	\$199,329	50%	\$99,665	Long	Low
TR.21	Traffic and Transport	Melrose Street - Road Closure	Road Closure on Melrose Street at Military Road	\$288,075	100%	\$288,075	Long	Low
TR.22	Traffic and Transport	Military Road - Wombat Crossing	New wombat crossing on Military Road south of Gouldsbury Street	\$199,329	50%	\$99,665	Short	High
TR.23	Traffic and Transport	Moruben Road and Almora Street - 40 km/h speed zone	Expedite speed zone reduction on the Moruben Road - Almora Street cycle route to 40 km/h between Stanton Road and Military Road	\$138,000	50%	\$69,000	Medium	Medium
TR.24	Traffic and Transport	Muston Street - New Pedestrian Refuge Island	Active Transport Works	\$80,000	100%	\$80,000	Medium	Medium
TR.25	Traffic and Transport	Myahgah Road - Wombat Crossing	New wombat crossing on Myahgah Road at Gouldsbury Street	\$199,329	50%	\$99,665	Medium	Medium
TR.26	Traffic and Transport	Nathan Lane and Harbour Street Intersection - Pedestrian Safety Improvements	Upgrade the Nathan Lane Harbour Street intersection to a raised intersection	\$199,329	100%	\$199,329	Medium	Medium

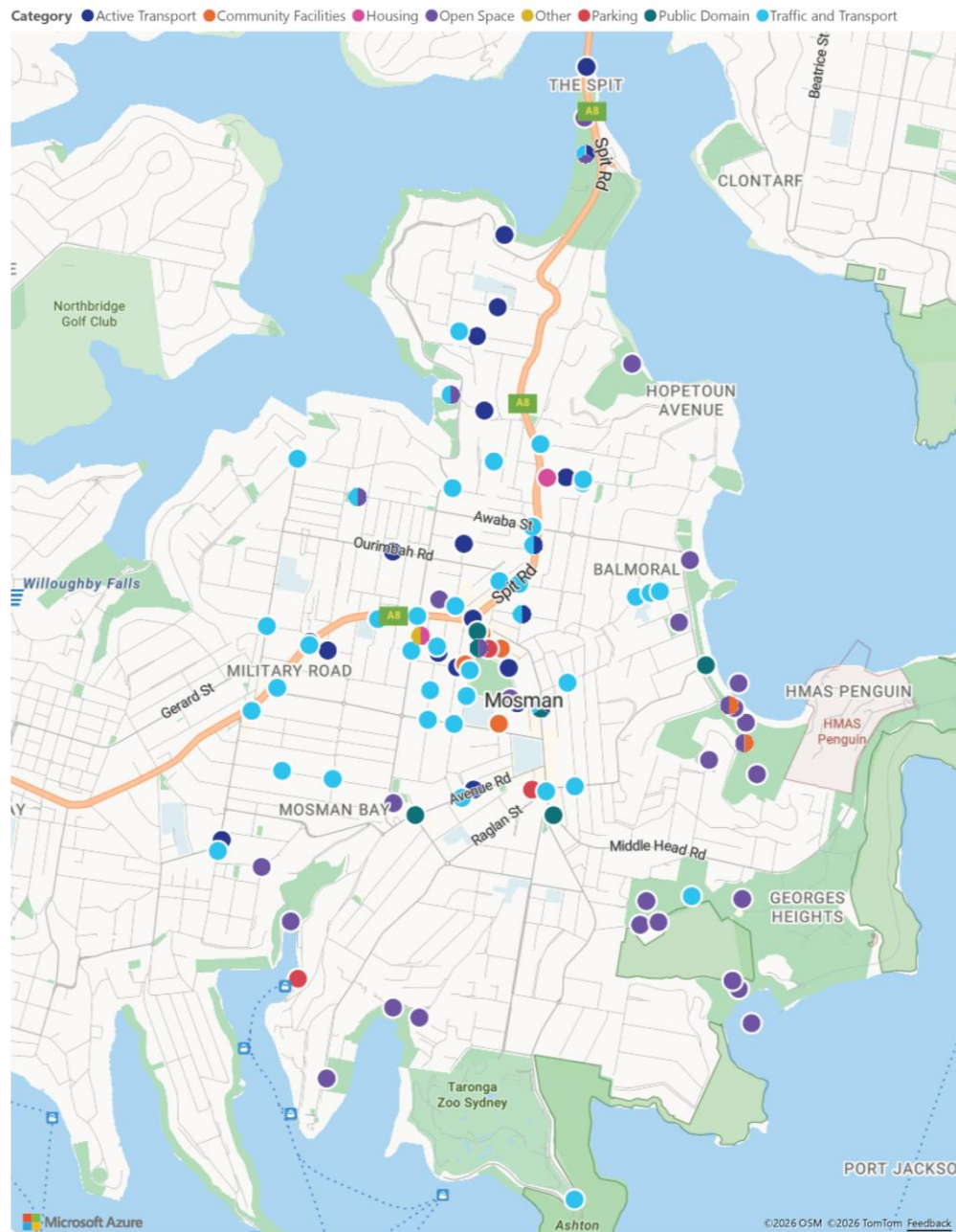
ID	Type	Project name	Description	Project cost	Attributable % of cost to plan	Attributable cost to plan	Delivery time frame ²	Priority
TR.27	Active Transport	Signalised Intersection across Military Road at Hale Road	Signalised Intersection across Military Road at Hale Road. Proposal may change to a pedestrian and cyclist overpass subject to TfNSW	\$1,086,750	100%	\$1,086,750	Long	Medium
TR.28	Traffic and Transport	Noble Street - New pedestrian refuge with kerb build out	New pedestrian refuge with kerb build out on Noble Street at Belmont Road similar to Harbour Street	\$101,200	100%	\$101,200	Medium	Medium
TR.29	Active Transport	Pedestrian Overpass and Sky Garden across Spit Road at Spit Junction	Construction of pedestrian bridge and park space, including accessible ramps, lifts, and safety features. Linked to the Masterplan.	\$14,869,500	100%	\$14,869,500	Long	Medium
TR.30	Traffic and Transport	Punch Street - New Pedestrian Refuge Island	New pedestrian refuge on Punch Street at Spit Road	\$46,000	100%	\$46,000	Long	Low
TR.31	Traffic and Transport	Raglan Street and Muston Street roundabout - New pedestrian refuges	New pedestrian refuges on the northern and southern legs of the Raglan Street Muston Street roundabout	\$46,000	100%	\$46,000	Long	Low
TR.32	Traffic and Transport	Road Safety Works - New Pedestrian Refuge Island	Provide pedestrian refuge island	\$322,000	100%	\$322,000	Medium	Medium
TR.33	Traffic and Transport	Spencer Road - 40 km/h speed zone	Expedite speed zone reduction on the Spencer Road cycle route to 40 km/h	\$138,000	50%	\$69,000	Medium	Medium
TR.35	Traffic and Transport	Spofforth Street - Wombat Crossing	New crossing with kerb build out on Spofforth Street south of Rangers Road	\$199,329	50%	\$99,665	Medium	Medium

ID	Type	Project name	Description	Project cost	Attributable % of cost to plan	Attributable cost to plan	Delivery time frame ²	Priority
TR.36	Traffic and Transport	Stanton Road - Wombat Crossing	Active Transport Works	\$199,329	50%	\$99,665	Medium	Medium
TR.37	Traffic and Transport	Waitovu Street - New pedestrian refuge with kerb build out	New pedestrian refuge with kerb build out on Waitovu Street at Mandolong Road	\$101,200	100%	\$101,200	Long	Low
TR.38	Traffic and Transport	Warringah Road - Crossing - Protected	Active Transport Works	\$199,329	100%	\$199,329	Medium	Medium
TR.40	Active Transport	Wombat Crossings and Traffic Lights to facilitate Missing Links	11 Crossings at Awaba St, Vista St, Harbour St, Wudgong St, Cardinal St, 2x Brady St, 2x Cowles Rd, Rosebery St, Bond St	\$2,192,623	50%	\$1,096,311	Short	Medium
TR.41	Traffic and Transport	Wunda Road - New pedestrian refuge with kerb build out	New pedestrian refuge with kerb build out on Wunda Road at Belmont Road similar to Harbour Street	\$101,200	100%	\$101,200	Medium	Medium
TR.42	Traffic and Transport	Wyong Road - 40 km/h speed zone	Expedite speed zone reduction on the Wyong Road cycle route to 40 km/h, including Bickell Road, Bapaume Road, Amiens Avenue, Bullecour Avenue, Killarney Street, and Wyong Road	\$138,000	50%	\$69,000	Medium	Medium
TR.44	Active Transport	Pedestrian Lighting	Installation of pedestrian lighting at key sites such as Spit West Reserve and Reid Park and along missing links	\$1,537,838	100%	\$1,537,838	Medium	High

ID	Type	Project name	Description	Project cost	Attributable % of cost to plan	Attributable cost to plan	Delivery time frame ²	Priority
ZA.01	Plan administration	Plan administration costs	~1.5% of the total cost of infrastructure works	\$4,000,000	100%	\$4,000,000	Through out	High
Total				\$389,455,088		307,223,647		

Appendix D: Infrastructure maps

Figure 2 Infrastructure location map



Not shown on map: CP.04, OS.05, OS.07, OS.11, OS.12, OS.13, OS.14, OS.15, OS.16, OS.21, PD.07, PD.08, PD.16, ST.01, ST.02, TA.01, TA.02, TA.03, TA.04, TA.05, TA.30, TR.32, TR.40, TR.44, ZA.01

Appendix E: Standard condition for complying development

Condition

Before the commencement of any work authorised by this certificate (as required by section 156 of the Environmental Planning and Assessment Regulation 2021), a section 7.12 levy is to be paid to Mosman Council in the amount of **[\$insert amount]** for the purposes of the local infrastructure identified in the Mosman Section 7.12 Local Infrastructure Contributions Plan.

The contribution amount is based on a proposed cost of carrying out the development of \$[insert amount]. This cost must be indexed between the date of this certificate and the date of payment in accordance with section 3.2 of the contributions plan, and the levy recalculated based on the indexed cost of development.

If the adjusted levy amount at payment is less than the levy amount specified in the consent, then the levy amount specified in the consent is payable.

Condition reason

To require monetary contributions towards the provision of local infrastructure.

Appendix F: Terms used in this Plan

Words and phrases used in this plan have the same meaning as the terms defined in the *Mosman Local Environmental Plan 2012* or the EP&A Act, except as provided for in **Table 8**.

Table 8 Definitions

Term	Definition
CDC	Complying Development Certificate
Council	Mosman Council
Consent Authority	Has the same meaning as section 4.5 of the EP&A Act and includes a registered certifier within the meaning of that Act
DA	Development Application
The Department	Department of Planning, Housing and Infrastructure
EP&A Act	Environmental Planning and Assessment Act 1979
EP&A Regulation	Environmental Planning and Assessment Regulation 2021
FSR	Floor Space Ratio. Under this Plan, the applicable FSR is the approved FSR of the whole development, as identified in the relevant development application or complying development certificate.
local infrastructure	The public amenities and public services that are traditionally the responsibility of local government, excluding water supply or sewerage services
LGA	Local Government Area
Planning agreement	A voluntary agreement as described in section 7.4 of the EP&A Act
Registered certifier	Has the same meaning as described in section 1.4 of the EP&A Act.