

ORDINARY COUNCIL MEETING

Item 9.3 - Attachments Book - Part 1

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Under Separate Cover

Tuesday, 5 December 2023

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ATTACHMENT A

Planning Proposal

1 King Street, Concord West

Amendments to the *Canada Bay Local Environmental Plan 2013*
On behalf of Concord West Pty Ltd



Prepared by Ethos Urban
Submitted to the City of Canada Bay

28 July 2023 | 2220035



'Gura Bulga'

Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.

By using the green and blue colours to represent NSW, this painting unites the contrasting landscapes. The use of green symbolises tranquillity and health. The colour cyan, a greenish-blue, sparks feelings of calmness and reminds us of the importance of nature, while various shades of blue hues denote emotions of new beginnings and growth. The use of emerald green in this image speaks of place as a fluid moving topography of rhythmical connection, echoed by densely layered patterning and symbolic shapes which project the hypnotic vibrations of the earth, waterways and skies.

Ethos Urban acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We acknowledge the Gadigal people, of the Eora Nation, the Traditional Custodians of the land where this document was prepared, and all peoples and nations from lands affected.

We pay our respects to their Elders past, present and emerging.

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- C** Design for Country Scoping Report
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Biosis
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- O** Heritage Impact Statement
GML Heritage
- P** Preliminary Site Investigation
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- Q** Acoustic Report
E-lab
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JHA
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Mott McDonald & Integreco
- T** Draft Planning Agreement Letter of Offer
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- U** Contributions Plan / Schedule
Billbergia
- V** Intersection Upgrade Cost Report
Altus Group

1.0 Introduction

This Planning Proposal is submitted to the Council of the City of Canada Bay (Council) to request amendments to the Canada Bay Local Environmental Plan 2013 (CBLEP 2013) relating to the land at 1 King Street, Concord West (the site). Ethos Urban has prepared this Planning Proposal Justification Report on behalf of Concord West Property Pty Ltd (the proponent).

The site represents a unique opportunity to support a contemporary mixed-use community that will integrate with the surrounding area and help to reposition the overall precinct for long term success. The existing industrial zoning and business operation, no longer represents the most appropriate use of the land, particularly given the size of the site, and the strategic location - immediately adjacent to the Concord West Station within a broader mixed use and residential community.

The easily accessible location, and position adjacent to the train station, means the site is ideally located to support a range of uses including residential, retail and community facilities. These types of uses would assist Council in achieving its dwelling and jobs targets. Furthermore, the site provides the potential to satisfy a number of government priorities through increased density and mix of uses that optimise the physical attributes of the subject site.

The Planning Proposal will enable the redevelopment of the site to accommodate a well-designed, transit orientated mixed-use precinct accommodating a range of open spaces and plazas, community, retail, health, childcare, and residential uses that will invigorate Concord West and reconnect the site to the existing urban fabric. It will deliver a public benefit to the community through upgrades to the local road network, provision of community spaces, open space and through site links that will facilitate pedestrian and bicycle access through the site, and it will locate high-quality housing adjacent to public transport.

To realise the opportunity, it is proposed to amend the CBLEP 2013 as follows:

- Rezone the site to R3 Medium Density Residential.
- Amend the maximum building to a range of heights between 26 metres and 47 metres.
- Amend the maximum floor space ratio to become 2.65:1.
- Include the site on the Design Excellence Map.
- Amend Schedule 1 to include 'commercial premises' as an additional permitted use on the site.

This Planning Proposal is supported by an Urban Design Report (**Appendix A**) prepared by Group GSA, and other supporting documentation (refer to Table of Contents). The development concept, although indicative, demonstrates that the site can accommodate the opportunity, and provides Council, the DPE and the community with a clear understanding of the outcomes of the Planning Proposal. Any reference in the supporting documentation to the former IN1 General Industrial zone is taken to mean E4 General Industrial.

This report also outlines:

- the site (**Section 2.0**);
- the project background (**Section 1.2**);
- the current planning controls (**Section 3.0**);
- the development opportunity (**Section 4.0**);
- the indicative design concept (**Section 6.0**);
- the strategic justification (**Section 7.0**); and
- compliance with the relevant legislation and expect environmental impacts (**Sections 8.0 and 9.0**).

This request for a Planning Proposal has been prepared in accordance with Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the 'Local Environmental Plan Making Guideline' (September 2022) prepared by the DPE, which requires the following matters to be addressed:

- The objectives and intended outcomes of the amendment to the CBLEP 2013 (**Section 10.1**);

- An explanation of provisions (**Section 10.2**);
- Justification of strategic and site-specific merit (**Section 10.3**);
- Statutory planning maps (**Section 10.4**);
- Community consultation (**Section 10.5**); and
- The project timeframe (**Section 10.6**).

1.1 The Proponent

Concord West Pty Ltd is a joint venture between Billbergia and Metric Invest. The project is being led by Billbergia. Billbergia has been creating communities for more than 34 years and have an exceptional track record in delivering award-winning, high-quality residential homes and believe creating communities requires a shared set of values, vision, and purpose. Billbergia value partnership, legacy, and social responsibility and apply these values to placemaking principals to deliver great places where people want to live, work and play.

Metric Invest is an Australian-based alternative asset management firm specialising in fixed income, private credit, equity and capital markets. Metric Invest is Australia's largest non-bank corporate lender with an excess of A\$11 billion in funds under management (as of 31 December 2021).

1.2 Background

Concord West are the sole owners of the site. Westpac has been the long-term single tenant of the building, however in response to their broader property strategy and changes in employment trends driven by COVID-19, they have determined not to renew their lease and have vacated the site. Given the undesirable location for office uses, the quality of the office stock and its design which restricts it to only being leasable to a single tenant, the proponent is investigating possible redevelopment options to facilitate a more appropriate use on the site and deliver a range of public benefits in doing so.

1.2.1 Pre-lodgement Consultation

The proponent engaged in pre-lodgement discussions with Council officers prior to the submission of the Planning Proposal, including the preparation and submission of a Scoping Proposal. Key meetings and dates are listed below.

- 4 May 2022 – Meeting between the Proponent, Ethos Urban and Canada Bay Council's strategic planning manager to discuss the project background, proposed urban design outcome, the strategic merit of the Planning Proposal and understand Council's views.
- 11 May 2022 – Canada Bay issue advice to the Proponent.
- 10 June 2022 – Lodgement of Scoping Proposal with Canada Bay Council.
- 22 August 2022 – Canada Bay Council issue response to the Scoping Proposal. A summary response to the Council's feedback is provided at **Section 5.0**.
- 15 September 2022 – Meeting between the Proponent, Ethos Urban, TTW, PTW, Canada Bay Council's strategic planning, civil engineering, and traffic engineering officers, and a DPE stormwater and flooding officer.

The Planning Proposal responds to the matters raised by Council and the relevant agencies and provides justification where required.

2.0 The Site

2.1 Site Location and Context

The site is located immediately southwest of the Concord West railway station, in the Concord West town centre in the western part of the Canada Bay Local Government Area (LGA). It is approximately 11 kilometres west of the Sydney Central Business District (CBD) and 8km southeast of Parramatta. The site is 1.5km south of the strategic centre of Rhodes. The site's proximity to Concord West Railway Station ensures high frequency connections to major employment centres, commercial, recreational, and educational services and facilities. The site's locational context is shown at **Figure 1**. The future Sydney Metro West station at North Strathfield is proposed one stop south at the existing North Strathfield station.

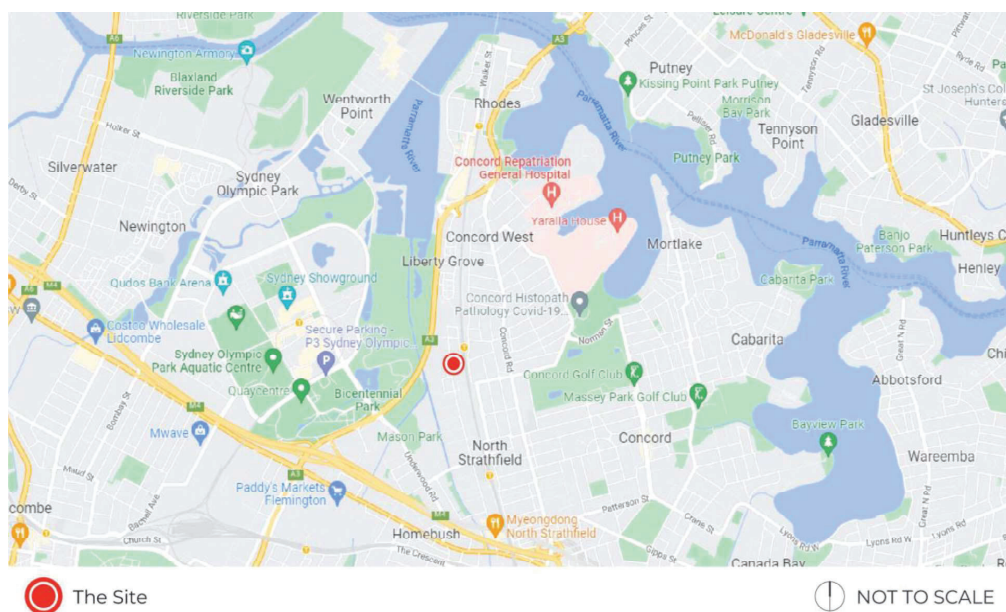


Figure 1 Site context

Source: Google Maps / Ethos Urban

2.2 Site Description

The site is located at 1 King Street, Concord West. It is:

- legally described as Lot 101 DP791908
- approximately 31,390m² in area and is the largest landholding in Concord West under single ownership.
- irregular in shape and has frontages to King Street to the north and George Street to the west.
- currently accessed from King Street at its southern termination point.

An aerial photo of the site is shown at **Figure 2**.



Figure 2 Site aerial

Source: Nearmap / Ethos Urban

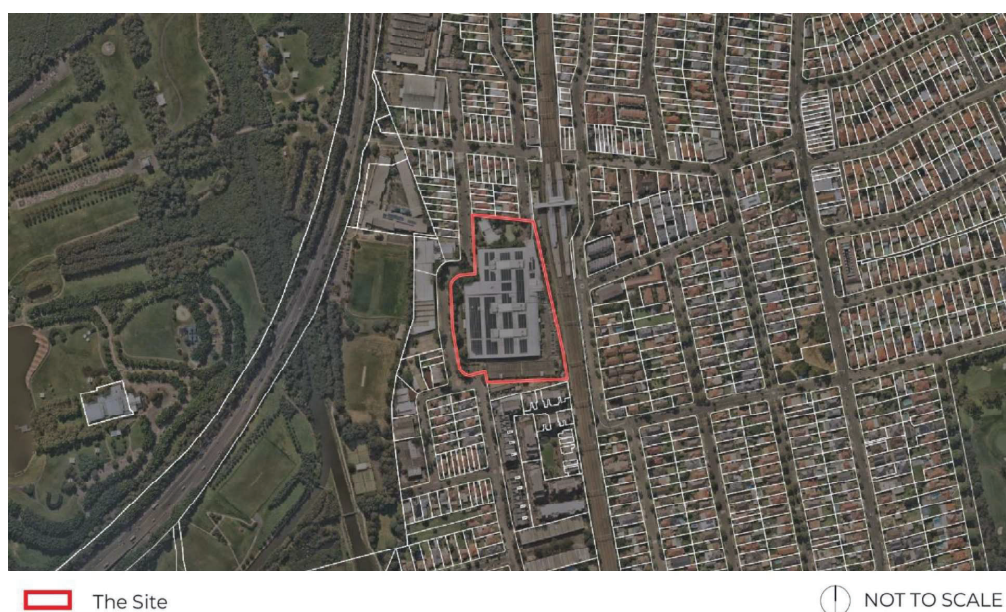


Figure 3 Cadastre Plan

Source: Nearmap / Ethos Urban

2.3 Existing development

The site is primarily occupied by a large footprint office building, previously used as a call centre facility by Westpac. It also accommodates a multistorey carpark ancillary to the main building as well as a childcare centre and tennis court at the northern end of the site which are still in use by the operator Only About Children. Existing development is shown below.



Figure 4 Existing development on site (looking south)

Source: Billbergia



Figure 5 Existing childcare centre

Source: GroupGSA



Figure 6 King Street entrance

Source: GroupGSA



Figure 7 Former Westpac building from the west

Source: GroupGSA

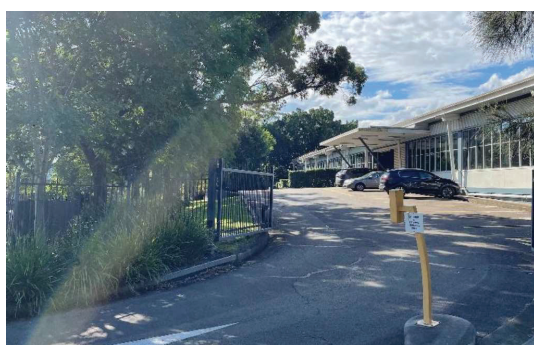


Figure 8 Former Westpac building from the southwest

Source: GroupGSA



Figure 9 George Street entrance to multistorey carpark

Source: GroupGSA

2.4 Access and Transport

The site is situated in close proximity to the Concord West Train Station – 130m to its immediate north-east - which is part of the T9 Northern Line linking to the future Metro West track via North Strathfield Train Station to the south.

Within a 12 minute walk to the west of the site are bus routes to Parramatta (525). The site is also in proximity to bus routes:

- **507** – Meadowbank to Gladesville and City Hyde Park
- **500X** – West Ryde to City Hyde Park Express Service
- **502** – Cabarita Wharf to Drummoyne and City Town Hall
- **410** Waterloo Park Marsfield – Macquarie Park to Hurstville
- **458** to Westfield Burwood – Ryde to Burwood

An existing bicycle route runs along the western interface of the site north-south along George Street towards the Bakehouse Quarter, connecting to the Badu Mangroves and Bicentennial Park underneath Homebush Bay Drive.

2.5 Surrounding Development

The current surrounding development is defined by legacy industrial sites and detached housing.

- **North:** To the north is the terminus of King St, Concord West Station (refer to **Figure 10**) and a general character of detached dwellings.
- **East:** to the immediate east is the T9 Northern Line (refer to **Figure 11**). Further east of the railway is Queen St with a general character of single detached dwellings and walk up apartments, with some more recent semi-detached townhouse development. Also on Queen St is St Ambrose Primary School.
- **South:** To the immediate south is the Concord Zone Substation (refer to **Figure 12**). Further south is a Papilio Early Learning Centre and the 'Strathville' development, a series of 4-6 storey residential apartment buildings (refer to **Figure 13**).
- **West:** Opposite the site across George St is a single storey double height brick warehouse currently occupied by Chippendale Printing which are proposed to be redeveloped as residential flat buildings up to 6 storeys (refer to **Figure 14**). This land is subject to a Planning Proposal being progressed by the City of Canada Bay to implement Stage 1 of the PRCUTS. Further to the west is Powells Creek Reserve and Homebush Bay Drive. To the northwest is Victoria Avenue Community Precinct and Public School (refer to **Figure 15**).

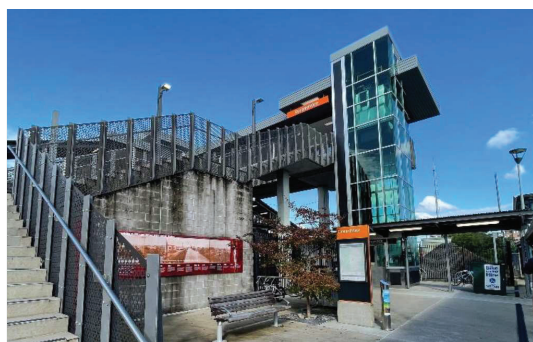


Figure 10 Concord West Train Station

Source: GroupGSA



Figure 11 T9 Northern Line to the east of existing development

Source: GroupGSA

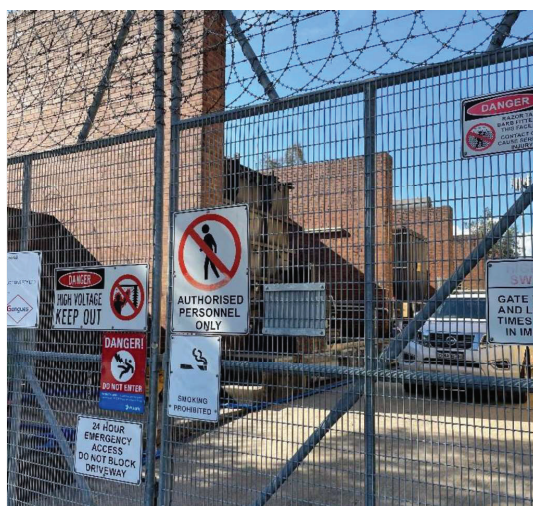


Figure 12 Concord Zone Substation

Source: GroupGSA

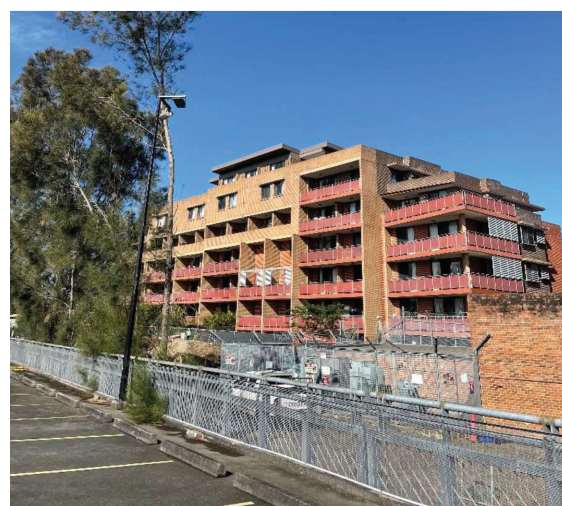


Figure 13 Strathville Apartments

Source: GroupGSA



Figure 14 Chippendale Printing Warehouse

Source: GroupGSA



Figure 15 Victoria Ave Community Precinct

Source: GroupGSA

3.0 Current Planning Controls

3.1 Canada Bay Local Environmental Plan 2013

The principal environmental planning instrument that applies to the site is the CBLEP 2013. The key provisions are summarised in **Table 1**.

Table 1 Relevant controls pursuant to the Canada Bay LEP 2013

Clause		Control
Clause 2.1 – Land use zones		E4 General Industrial
E4 General Industrial Zone and Land Use Activities	Permitted without consent	Environmental protection works
	Permitted with consent	Depots; Freight transport facilities; Garden centres; General industries; Goods repair and reuse premises; Hardware and building supplies; Industrial retail outlets; Industrial training facilities; Light industries; Local distribution premises; Neighbourhood shops; Oyster aquaculture; Take away food and drink premises; Tank-based aquaculture; Warehouse or distribution centres; Any other development not specified in item 2 or 4
	Prohibited	Agriculture; Air transport facilities; Airstrips; Amusement centres; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Centre-based child care facilities; Charter and tourism boating facilities; Commercial premises; Community facilities; Correctional centres; Crematoria; Eco-tourist facilities; Educational establishments; Entertainment facilities; Exhibition homes; Extractive industries; Farm buildings; Forestry; Function centres; Health services facilities; Heavy industrial storage establishments; Heavy industries; Helipads; Highway service centres; Home businesses; Home occupations; Home occupations (sex services); Home-based child care; Information and education facilities; Jetties; Marinas; Mooring pens; Moorings; Open cut mining; Public administration buildings; Recreation facilities (major); Registered clubs; Research stations; Residential accommodation; Respite day care centres; Restricted premises; Rural industries; Sex services premises; Tourist and visitor accommodation; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies
Clause 4.3 – Height of buildings		8.5m
Clause 4.4 – Floor space ratio		1:1
Clause 5.10 – Heritage conservation		Not identified as an item, nor located within Heritage Conservation Area or in the immediate vicinity of heritage items
Clause 5.21 – Flood planning		The site is not identified as a flood planning area.
Clause 6.1 – Acid sulfate soils		Class 5 (Acid sulfate soils are not typically found in Class 5 areas)
Clause 6.12 – Affordable housing		The site is within the Homebush affordable housing contribution area, requiring 4% of the relevant (residential) floor area to be affordable housing.

3.2 Canada Bay Development Control Plan

Due to the existing industrial zoning, the site is subject to Part H of the Canada Bay Development Control Plan 2022 (CBDCP). The part sets out controls for setbacks, landscaping, building form and appearance, light and noise and public art. Given the nature of the proposal, these DCP requirements are inappropriate and do not reflect the proposed uses for the site.

As part of Council's PRCUTS Planning Proposal, a draft DCP for the Homebush North precinct has been prepared and is addressed in greater detail at **Section 7.8**.

4.0 The Opportunity

In 2013, Hill PDA prepared the 'Concord West Socio-economic Study' for Canada Bay Council to investigate the appropriateness of land uses within the precinct and their possible social and economic implications. The 2013 Study recommended the site should be rezoned from E4 General Industrial to B7 Business Park to reflect Westpac's commitment to an existing 10-year lease at the time. While that rezoning has not occurred, the 2013 Study also noted the following:

'By 2021 and depended on the intentions of Westpac and the nature of uses surrounding the site, it may be appropriate for 1 King Street to be rezoned to residential to maximise its geographic merits and consolidated scale to create a notable quantum of additional housing in a highly accessible location'

It is now 2023, Westpac's lease agreement has expired, and they have opted to relocate rather than commit to a new lease at the site and the site has been vacant following their departure. The surrounding industrial land has been rezoned to residential with a vision for high amenity active transport under the Council-led Planning Proposal for the Stage 1 PRCUTS.

The site is ideally located to deliver an appropriately scaled, master planned, walkable mixed use residential community. It is:

- Large and can accommodate taller buildings that transition in height to the surrounding lower density built form.
- Directly adjacent to Concord West Railway Station which is one stop from the future Sydney West Metro station at North Strathfield and one stop from the Rhodes, an important Strategic Centre in the Eastern City District Plan (jobs and retail).
- Under 10-minutes walk to regional open space at Bicentennial Park.
- Close to employment and entertainment opportunities at Sydney Olympic Park.
- Capable of re-integrating into the surrounding urban environment and street pattern by creating new streets and a direct north/south pedestrian and cycle link through the site.

The site provides a rare opportunity to deliver additional housing stock, employment opportunities and new community services all within a strategic and centrally located site. The proposal has the potential to result in a number of economic and community benefits through a strategic development of the site, with benefits including:

- Additional housing choice and affordability
- Longer term employment opportunities
- Improved local lifestyle and amenity
- Additional community infrastructure and services

The existing community will benefit from improved connectivity, activation, housing and employment opportunities as well as overall economic and market growth that is likely to be enhanced in the medium to long term as a result of the project.

In addition to delivering vital housing supply, employment opportunities and services, the project has the potential to reposition this strategic site for long term success having regard to contemporary resident, tenant and customer requirements.

5.0 Response to Scoping Feedback

Table 2 summarises the written feedback on the Scoping Proposal and where comments have been addressed within this report.

Table 2 Summary response to Council's Scoping Proposal feedback

Focus	Comment	Response
STRATEGIC MERIT		
Greater Sydney Region Plan (GSR Plan)	Based on the material provided in the Scoping Proposal, it is inconsistent with:	
	<ul style="list-style-type: none"> Objective 11, as the GSR Plan requires affordable housing contribution in the range of 5% – 10% of new residential floor space. Similarly, the Canada Bay Local Strategic Planning Statement requires a minimum of 5% new housing is provide as affordable housing. As a baseline, Clause 6.12 of the Canada Bay Local Environmental Plan (LEP) and the Canada Bay Affordable Housing Contribution Scheme already sets a minimum of 4% affordable housing contribution on the subject site. The Applicant will therefore be required to demonstrate provision of a minimum of 5%-10% affordable housing contribution on this site. 	The Proponent agrees that affordable housing is an important consideration. In the circumstances the proposal to design and deliver the road upgrades is, on balance, considered a preferred response. Refer to Section 7.1 .
	<ul style="list-style-type: none"> Objective 11, as it is not seeking to increase housing choices (the 'missing middle'). 	The concept masterplan has been amended to introduce a variety of housing types, including 1 Bedroom, 2 Bedroom and 3 Bedroom apartments, as well as townhouse typologies. In combination with the surrounding PRCUTS future development, this will dramatically increase housing diversity which is currently dominated by detached housing. Refer to Section 7.3 .
	<ul style="list-style-type: none"> Objective 28, as the is likely to have adverse impacts on the scenic landscapes of Powells Creek Reserve, including in Sydney Olympic Park. 	While the site is proximate to Powells Creek Reserve and Sydney Olympic Park, neither are identified or clearly articulated as a scenic landscape in council's planning framework. Refer to Section 7.1 .
	<ul style="list-style-type: none"> Objective 30, the proposal does not commit to achieving 25% tree canopy target, siting preservation of trees being a constraint, and it has not made provisions to achieve replacement canopy to achieve 25% canopy cover. 	The proposal commits to a 29% canopy coverage across the site.
	<ul style="list-style-type: none"> Objective 36, as it would likely reduce environmental and social resilience to future shocks and stresses (flood events and sea level rise). This precinct is flood affected and access in/out of the precinct is limited by one key vehicular roadway subject to flooding and overland flow. 	The development has been assessed against possible environmental risks in Section 9.11 , which confirms its suitability for the site. Refer to Section 7.1 .
Eastern District Plan	Based on the material provided in the Scoping Proposal, it is inconsistent with:	
	<ul style="list-style-type: none"> Planning Priority E5, as it is not seeking to increase housing choices (the 'missing middle'). 	The concept masterplan has been amended to introduce a variety of housing types, including 1 Bedroom, 2 Bedroom and 3 Bedroom apartments, as well as townhouse typologies. In combination with the surrounding PRCUTS future development, this will dramatically increase housing diversity

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		which is currently dominated by detached housing. Refer to Section 7.2 .
	<ul style="list-style-type: none"> Planning Priority E5, the Scoping Proposal has not identified achieving a minimum of 5% - 10% affordable housing. 	As above, the Proponent agrees that affordable housing is an important consideration. In the circumstances the proposal to design and deliver the road upgrades is, on balance, considered a preferred response. Refer to Section 7.2 .
	<ul style="list-style-type: none"> Planning Priority E17, as the Green Grid, which runs via Powells Creek Reserve and Sydney Olympic Park, would likely be adversely impacted by increased flooding. 	A Flood Study has been prepared at Appendix J and confirms no unreasonable flooding impacts will result from the proposal. Refer to Section 7.2 .
	<ul style="list-style-type: none"> Planning Priority E20, as it would likely increase environmental and social impacts from future shocks and stresses (flood events and sea level rise). 	The development has been assessed against possible environmental risks in 9.11 , which confirms its suitability for the site. Refer to Section 7.2 .
Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)	<p>Any proposal on the subject site would need to demonstrate significantly better outcomes than those contemplated in the PRCUTS; as well as deliver upon or demonstrate a better outcome than those set out in the <i>Canada Bay Local Strategic Planning Statement</i> and the <i>Canada Bay Affordable Housing Contribution Scheme</i>.</p> <p>Local Planning Direction 1.5 issued by the Minister for Planning under section 9.1(2) of the Environmental Planning and Assessment Act 1979 requires land within the corridor to be consistent with the <i>Parramatta Road Corridor Urban Transformation Strategy</i> and its accompanying documents.</p>	The proposed development delivers on a significantly better outcome than that proposed under the PRCUTS. Refer to Section 7.3 .
	<p>The Direction requires Planning Proposals to:</p> <ol style="list-style-type: none"> give effect to the objectives of this direction be consistent with the Strategic Actions within the <i>Parramatta Road Corridor Urban Transformation Strategy</i> (November 2016) be consistent with the <i>Parramatta Road Corridor Planning and Design Guidelines</i> (November 2016) and particularly the requirements set out in Section 3 Corridor-wide Guidelines and the relevant Precinct Guidelines be consistent with the staging and other identified thresholds for land use change identified in the <i>Parramatta Road Corridor Implementation Plan 2016 – 2023</i> (November 2016), and the <i>Parramatta Road Corridor Urban Transformation Implementation Update 2021</i>, as applicable contain a requirement that development is not permitted until land is adequately serviced (or arrangements satisfactory to the relevant planning authority, or other appropriate authority, have been made to service it) consistent with the <i>Parramatta Road Corridor Implementation Plan 2016 – 2023</i> (November 2016) be consistent with the relevant District Plan <p>The PRCUTS Planning and Design Guidelines (Guideline) sets out baseline requirements in Sections 3 and 4, including but not limited to:</p> <ul style="list-style-type: none"> Maximum tower floor plate of no larger than 750sqm gross floor area for towers above 8 storeys All designs are to satisfy built form outcomes set out in the Guidelines including minimum building breaks and building articulation 	Consistency with the PRCUTS is discussed in detail at Section 7.3 .

Focus	Comment	Response
	<ul style="list-style-type: none"> Minimum building setbacks, upper-level setbacks, and noise control setbacks Maximum street wall heights of 18m in local streets Maximum parking rates, of 0.3 spot per studio dwelling, up to a maximum of 1.2 spot per 3-bedroom dwelling Transition zones and sensitive interface requirements which step up the built form at interfaces to existing development on adjacent sites <p>Sustainability and resilience, requiring higher water and energy BASIX targets, canopy cover, bicycle parking, maximising vegetable and management of storm water, amongst others</p> <p>The Parramatta Road Corridor Urban Transformation Implementation Update 2021 clarifies that Planning Proposals must achieve the following, amongst other requirements:</p> <ul style="list-style-type: none"> Increase to density only where infrastructure is delivered Open space is to be delivered in accordance with plans endorsed by Council and/or published by the NSW Government Have regard to road improvements and upgrades identified in precinct-wide traffic studies approved by the Minister for Planning and Public Spaces; including support of active and public transport, as well as controls to manage traffic and parking impacts Be supported by additional or alternative active transport solutions if the proposed rezoning is inconsistent with the <i>PRCUTS Planning and Design Guideline</i> All development are to be subject to a State infrastructure contribution <p>A Planning Proposal may be inconsistent with the terms of the Ministerial Direction only if the relevant authority can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary) that the Planning Proposal demonstrates a better outcome than identified in PRCUTS having regard to the vision and objectives.</p>	
Canada Bay Local Strategic Planning Statement (LSPS)	<p>Based on the material provided in the Scoping Proposal, it is inconsistent with:</p> <ul style="list-style-type: none"> Action 5.1, to implement PRCUTS, as the proposal is seeking to exceed the heights and FSRs recommended by PRCUTS. Action 5.5, which requires a minimum of 5% of the gross floor area of new developments to be dedicated as affordable housing for land in PRCUTS. Action 5.6, as the subject site is within a PRCUTS precinct, but is not seeking to facilitate a diversity of housing types ranging from terraces to apartments. 	<p>Inconsistency with the PRCUTS is addressed at Section 7.3.</p> <p>As above, the Proponent agrees that affordable housing is an important consideration. In the circumstances the proposal to design and deliver the road upgrades is, on balance, considered a preferred response. Refer to Section 7.3.</p> <p>As above, the concept masterplan has been amended to introduce a variety of housing types, including 1 Bedroom, 2 Bedroom and 3 Bedroom apartments, as well as townhouse typologies. In combination with the surrounding PRCUTS future development, this will dramatically increase housing diversity which is currently dominated by detached housing. Refer to Section 7.3.</p>

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	<ul style="list-style-type: none"> Action 13.1, as it is likely to negatively impact the water quality of Parramatta River due to increased flooding impacts. 	A Flood Report has been prepared and is discussed at Section 9.5 and made available in full at Appendix J .
	<ul style="list-style-type: none"> Action 16.5, as it does not propose to achieve Council's 25% tree canopy target. 	The proposal commits to a 29% canopy coverage across the site. Refer to Section 9.1.5 .
	<ul style="list-style-type: none"> Action 19.4, as it is seeking to increase new urban development in an area that is exposed to natural hazards (flooding). 	A Flood Report has been prepared and is discussed at Section 9.5 and made available in full at Appendix J . It confirms the suitability of the site for the proposed development.
Canada Bay Local Housing Strategy	Based on the material provided in the Scoping Proposal, it is inconsistent with:	
	<ul style="list-style-type: none"> Action 1, as it is inconsistent with PRCUTS, which recommends low-scale medium density housing in the subject Homebush North precinct. 	Consistency with the PRCUTS is discussed at Section 7.3 .
	<ul style="list-style-type: none"> Action 5, land in PRCUTS is required to provide a minimum of 5% of the gross floor area of new development to be dedicated as affordable housing. 	
Ministerial Directions	Based on the material provided in the Scoping Proposal, it is inconsistent with:	
	<ul style="list-style-type: none"> Direction 1.2, for the reasons listed under Greater Sydney Region Plan above. 	Refer to responses provided above and to Section 7.1 .
	<ul style="list-style-type: none"> Direction 1.6, as the proposal is seeking to facilitate development within the Parramatta Road Corridor contrary to the PRCUTS. The scoping proposal exceeds the heights and FSRs recommended in the PRCUTS and does not provide a diversity of housing to meet the needs of a broad cross-section of the community (notably, the 'missing middle'). 	Consistency with the PRCUTS is discussed in detail at Section 7.3 , which demonstrates by way of a study that a better outcome than that proposed under the PRCUTS.
	<ul style="list-style-type: none"> Direction 4.1, overland flow from this site cumulates in flood impacts along George Street and properties to the west of George Street. This results in increased government spending on flood mitigation and emergency response measures, which could include provision of road infrastructure, flood mitigation infrastructure and utilities. 	A Flood Report has been prepared and is discussed at Section 9.5 and made available in full at Appendix J . Further, a monetary offer to support mitigating stormwater works is outlined at Section 6.8 .
	<ul style="list-style-type: none"> Direction 6.1, as it is not seeking to facilitate housing variety and choice of housing types (dual occupancies and terraces) and is likely to increase impacts on the environment as a result of the proposed residential development. 	As above, the concept masterplan has been amended to introduce a variety of housing types, including 1 Bedroom, 2 Bedroom and 3 Bedroom apartments, as well as townhouse typologies. In combination with the surrounding PRCUTS future development, this will dramatically increase housing diversity which is currently dominated by detached housing. Refer to Section 7.3 .
	<ul style="list-style-type: none"> Direction 7.1, as it does not protect employment land in business and industrial zones. The Scoping Proposal seeks the site to be rezoned from E4 General Industrial to B4 Mixed Use with an additional permitted use of Residential Flat Buildings. This will result in permanent removal of the employment capacity of this site. 	A Planning Proposal may be inconsistent with the direction provided it is in accordance with a relevant region plan. The Eastern City District Plan outlines in Planning Priority E12, Objective 23 that Industrial and urban services land is planned, retained and managed, however, land subject to the PRCUTS is exempt from this direction. Notwithstanding this, the site was identified for an employment use by the PRCUTS which is justified at Section 7.3 .

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CONCEPT MASTERPLAN		
Land Use	The Scoping Proposal proposes rezoning of this site from E4 General Industrial to B4 Mixed Use with additional permitted use of Residential Flat Buildings.	The proposal adopts the recommendation set out by Council, as described at Section 6.0 .
	A more compatible land use zoning that Council will consider is R3 Medium Residential with an additional permitted use of Commercial Premises. This zoning would only be considered should the Applicant address and incorporate all recommendations set out in this response within a Planning Proposal.	
	Active Street Frontage requirements should be applied to relevant buildings to ensure activation of public space at appropriate locations	The proposal seeks to adopt the recommendation set out by Council in a future site-specific DCP.
Height of Buildings	This site has a maximum permissible height of 8.5m (2 storeys) as shown in the Canada Bay LEP and the PRCUTS.	
	The maximum height of building sought by the Scoping Proposal is 46m (up to 15 storeys). The Scoping Proposal shows 6 buildings of 13 storeys and several other buildings of 9 – 11 storeys. Additionally, the Scoping Proposal seeks building heights of up to 15 storeys where community infrastructure is provided through a potential planning agreement (those certain building being B1, B2, D1 and D2 as shown in the submitted Urban Design Report).	The proposal has responded to Council's recommendations, and a new scheme reflecting these criteria is described in Section 6.0 and at length at Appendix A .
	Most of the Concord West precinct is low-density and the strategic planning for this area indicates the low-density context is likely to remain. A series of tower building on the subject site is not responsive to the long term physical or strategic context of the precinct. Therefore, heights of 13 – 15 storeys are not supported on this site due to its location within a precinct identified for a maximum of 6 - 8 storeys only.	
	Assessment of any forthcoming Planning Proposal will place significant emphasis on the evaluation of the scale and height of buildings and building street frontage heights.	
	The maximum height of buildings across this site should be no more than 6 – 8 storeys at sensitive interfaces and 9 – 11 storeys elsewhere (including the potential for one 12 storeys building located closest to the railway station), as outlined within ATTACHMENTS A and B.	
	Council's Parramatta Road Corridor Planning Proposal applies a Design Excellence clause to PRCUTS Stage 1 areas. This clause requires all buildings of 8 storeys or above to undergo an architectural design competition and exhibit design excellence. This requirement will apply to the subject site.	This requirement has been included in the proposed LEP amendments, outlined at Section 10.2 .
Floor Space Ratio (FSR)	The Scoping Proposal seeks to increase the permissible FSR from 1.0:1 up to 2.8:1. This poses a significant increase in density for this site in the Concord West Precinct.	-
	The NSW Government's PRCUTS does not provide for an increase in FSR on the subject site.	-
	Council acknowledges that any change of use on this site is likely to result in a higher FSR; however, change in density must be appropriate within context and demonstrate it will not be at the detriment of the amenity of adjacent sites and the Concord West precinct generally.	Assessment of environmental amenity impacts has been undertaken in Section 9.0 , and confirms that the proposed development will not be to the detriment of the amenity of surrounding sites.

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	Based on Council's analysis a maximum FSR of 2:0:1 may be able to be realised subject to appropriate design resolution.	FSR for the site has been guided by the detailed urban design advice returned by Council (discussed below) and is discussed further at Section 9.1 .
Urban Design	Council engaged Studio GL to review and provide feedback in relation to the urban design of the plans shown in the Scoping Proposal. Please refer to ATTACHMENT B and below.	-
	<p>Street Walls and Setbacks</p> <p>The submitted Urban Design Report provides a Street Wall diagram which shows heights of 1-2 storeys along the new proposed east-west street, and 2-3 storey street wall heights along the George Street perimeter of the site. These heights are supported where the housing typology of the building façade reads as courtyard apartments or terraces.</p> <p>It is expected that buildings above podiums must be further setback to avoid a cavernous outcome within the streetscape.</p> <p>Where the Street Wall diagram has not identified a street wall height for certain buildings, it is required that these buildings have a street wall of a maximum of 4 storeys.</p>	Setbacks above podiums have been increased and a 4-storey street wall is reflected in the Urban Design Report at Appendix A .
	<p>Street Design</p> <p>In principle, the proposed street network is supported. The new streets make Concord West Precinct more permeable, legible, and accessible. The new pedestrian/cycleway through site link is also supported as it removes the "kink" in George Street and will encourage active transport modes.</p> <p>However, some of the proposed street widths are considered too narrow and therefore unable to adequately accommodate essential uses including street trees and cycleways. Therefore, all streets are to be a minimum of 18m or wider, exclusive of building setback. Detailed cross-sections of new streets are to be provided in any forthcoming Planning Proposal.</p>	In line with Council's advice, the updated Planning Proposal scheme includes minimum street widths of 18m. This is discussed further at Section 6.0 .
Tree Canopy	A Landscape Plan is required to identify retention and replacement of trees, reduce stormwater runoff, and increase deep soil planting to ensure the site will achieve and/or exceed Council's 25% canopy cover target across the site.	A Landscape Plan is included within the Urban Design Report at Appendix A . It confirms that site will exceed Council's 25% canopy cover target across the site.
	The site currently contains many tall trees, particularly along the boundaries of the site which contribute to the character and amenity of the area. The retention of trees is to be prioritised. However, the plan shows the removal of a number of trees to provide for access through the site at its southern edge.	Care has been taken in the preparation of the reference masterplan to retain as much significant vegetation as possible.
	An Arboricultural Impact Assessment is required to identify all trees within and adjacent to the site; including trees proposed for removal, impacts of the proposed actions, species affected, significance and retention values.	The masterplan will deliver a tree canopy of approximately 35% of the total site area excluding roads.
	Reference needs to be made to setback and deep soil zones to ensure mature trees are preserved. The Scoping Proposal currently shows only 16% of the site is to be deep soil.	The Biodiversity Assessment (Appendix M) acknowledges the proposed tree removal and includes recommendations to minimise disturbance during any future construction.
		The Master Plan has been developed to optimise the amount and quality of deep soil zones, in line with the objectives of the ADG. These zones have sought to maximise the retention of existing

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		vegetation on the site. Refer to Appendix A .
Flood Affected Land	A Landscape Plan need to show how stormwater runoff will be reduced and how deep soil and canopy cover will be substantially increased.	The new site layout and Green Connector park create an environment substantially more capable of absorbing and rerouting runoff than the existing development. This is further supported by substantive investment in improved stormwater infrastructure, as described in Appendix T . As noted above, tree canopy cover will be increased significantly from 7.39% to 29.05% (including roads).
	Council is currently preparing stormwater management plan to reduce the likelihood of overland flooding which affects George Street adjacent to the subject site. This plan will include civil works to investigate raising the roadway and mitigate the runoff and overland flow from the site. It is critical to ensure vehicular access to/from the precinct up to the maximum probable flood level scenario. It is noted that road levels will change as a result of mitigation works, subsequently affecting the public domain transition of levels to the subject site.	Noted. Discussion have been held with Council pertaining to stormwater upgrades, detailed at Appendix 6.6.2 .
	Should a Planning Proposal be submitted, Council requests that the Applicant contribute towards the funding of this work. This financial or in-kind contribution towards flood mitigation is to be put forth through a planning agreement to be made in agreement with Council.	This has been considered, and a draft letter of offer is made available at Appendix T .
Traffic Flow	The Scoping Proposal includes a new through-site vehicular access route in a new street and shared use zone. This access is supported in principle. A traffic management plan will be required to demonstrate network functionality.	A Transport Study has been prepared at Appendix H which demonstrates future network functionality.
	Should a Planning Proposal be submitted, the Applicant will be required to fund and construct necessary upgrades to the Pomeroy and George Streets intersection through a Voluntary Planning Agreement.	This has been considered, and a draft letter of offer is made available at Appendix T .
	The intersection of George and Pomeroy Streets is one of several intersections in the area that currently and will continue to experience congestion. Where traffic generation from the site is beyond that assumed in work done by Council's consultant Bitzios in the Stage 1 PRCUTS Traffic Study, the Applicant is required to consider the impact of proposal on other intersections including: <ul style="list-style-type: none"> • George Street / Parramatta Road • Pomeroy Street / Underwood Road • Queen Street / Pomeroy Street / Beronga Street 	A Transport Study has been prepared at Appendix H which considers future traffic conditions based on consultation with Council and Transport for NSW. This is discussed further at Section 9.3 .
	The proposed traffic generation rates are to be put to Council for review and agreement prior to the preparation of a Detailed Traffic Model and Report.	
	The Scoping Proposal identifies a 'Shareway Reserve (flush threshold with raised paving' where it would be a shared zone of 10km/hour. This area is to be designed in accordance with the TfNSW Traffic and Transport Technical Direction for Shared Environments.	Noted.
	Median strips within a shared zone can limit mobility of people crossing the street and are inconsistent with TfNSW requirements of making these spaces an environment for pedestrian priority over vehicular	

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	access. Future design is to carefully consider the design of shared zones.	
Sustainability and Resilience	<p>As part of Canada Bay Parramatta Road Corridor Planning Proposal, Council prepared a Sustainability Strategy which identifies maximum car parking, car share, and decoupled car parking. Additionally, it requires high performance residential building standards of:</p> <ul style="list-style-type: none"> • BASIX Water 50 for all dwellings, and up to 60 where recycled water is available • BASIX Energy 40 for buildings of 6 storeys or greater • BASIX Energy 50 for buildings of 4 – 5 storeys • BASIX Energy 55 for buildings of 3 – 4 storeys • BASIX Energy 60 for single dwellings <p>Commercial buildings are to achieve</p> <ul style="list-style-type: none"> • NABERS Energy 5 star • NABERS Water 4 star • NABERS Water 5 star where recycled water is available <p>Dual pipe recycled water reticulation is a requirement of Stage 1 PRCUTS areas and will be required of the subject site.</p> <p>Please refer to the Canada Bay Parramatta Road Corridor Sustainability Strategy.</p>	<p>All the suggested standards have been met or exceeded, as detailed in Section 9.11 and at Appendix Q.</p>
PUBLIC BENEFIT		
Upgrades to Pomeroy and George St	<p>Rezoning and redevelopment of the subject site is contingent on the upgrade of the Pomeroy and George Streets intersection.</p> <p>Council has previously shared its early phase design plans on this intersection and will make any further information available to the Applicant for the purpose of a Planning Agreement.</p> <p>Issues associated with this intersection is to be resolved by the Applicant with input from and/or in collaboration with Council.</p>	<p>Plans and design development for the proposed intersection upgrade are included at Appendix I.</p>
Community Facility	<p>The Scoping Proposal identifies the potential to enter into a Voluntary Planning Agreement with Council and deliver a 400sqm community facility that would be dedicated to Council.</p> <p>A small deficit in community space is currently identified in the Canada Bay Social Infrastructure Strategy – Community Facilities for North Strathfield area, not in Concord West. The Applicant is requested to present a needs analysis submitted with a Planning Proposal, with reference to the needs identified in the Canada Bay Social Infrastructure Strategy and any forecasted population change associated with the proposed uses and density on this site.</p>	<p>A Community Need Analysis has been prepared at Appendix G which identified the need of the existing and future residents of the area.</p>
Publicly Accessible Green Connection	<p>Green connections and accessible open spaces are necessary, given the scale and density proposed. These spaces are therefore not public benefits that would be included in a Planning Agreement. These spaces are to be delivered as part of the redevelopment of the land and to support the intensity of development proposed.</p>	<p>Noted.</p>

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Share zone along King Street to Station Entry	Shared zone along King Street and Station Entry are fundamental to the amenity and access requirements of future residents on the subject site, and therefore not considered an item for Planning Agreement.	This has been considered, and a draft letter of offer is made available at Appendix T . The funding and delivery of the King Street shared zone adjacent to the Railway Station is not proposed as part of the proposal or offer. The draft Homebush North Development Control Plan identifies the shared zone on Figure K22-7 Public Domain Plan, and it is reasonable that Council includes the funding for the improvements within a future contributions plan.
George Street Flood Hazard Mitigation	<p>Flooding issues has been identified on George Street. There is a low sag point on George Street immediately adjacent to the western boundary of the subject site. This section of the road requires upgrade and flood mitigation. Works likely to be required to this section of the road include raising the level of the road, flood water diversion and drainage.</p> <p>It is requested that the Applicant provide funding towards the works along George Street, or work in-kind, to be reached in agreement with Council as part of a future planning agreement.</p>	This has been considered, and a draft letter of offer is made available at Appendix T .
GOVERNMENT AGENCIES		
Sydney Water	<p>Sydney Water's Growth Servicing Plan 2020 - 2025 indicates the local trunk water system has adequate capacity to support growth based on approximately 920 dwellings. It also indicates the local trunk wastewater system is currently limited. Sydney Water is undertaking Options Planning for the Homebush-North Strathfield precinct and upgrades to the wastewater network are expected in 2026 financial year.</p> <p>Sydney Water requests Applicant to provide 'the ultimate and annual growth data' for this development as noted in ATTACHMENT C.</p> <p>This data will enable Sydney Water to provide servicing advice and to investigate the potential for staged servicing. Failure to provide this may result in Sydney Water unable to formulate proper planning requirements.</p> <p>It is request that the growth data be completed and provided via the Water Servicing Coordinator feasibility process, referencing case number '200363'. Refer to this link for Water Servicing Coordinators https://www.sydneywater.com.au/plumbing-building-developing/provider-information/listed-providers/water-servicing-coordinators.html</p> <p>Sydney Water has requested this form be filled and supplied to them as a matter of priority.</p>	Refer Appendix K confirming the form has been lodged with Sydney Water.
Ausgrid	<p>The use of the site for residential apartments requires careful consideration. Ausgrid requires due consideration be given to the compatibility of the proposed development with the existing Ausgrid Infrastructure, particularly in relation to risks of electrocution, fire risks, electric and magnetic field (EMF), noise, visual amenity and other matters that may impact on Ausgrid or the development.</p> <p>Ausgrid notes that attempts to mitigate impacts for established development can be expensive and often</p>	Noted. This will be considered with the preparation of a detailed development application for the site.

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	limited by design factors. The most cost-effective option is to modify the proposed development early in the assessment process. This could include appropriate buffer distances, screening structures, building design, orientation, and construction.	
Environmental Protection Authority (EPA)	<p>Based on the information provided, the proposal does not appear to likely lead to a development that requires an environment protection licence under the protection of the Environmental Operations Act 1997. The EPA understands that the proposal is also unlikely to lead to a development undertaken by or on behalf of a public authority, or lead to activities for which the EPA is the appropriate regulatory authority. If the Applicant is of the view this interpretation is incorrect, please advise.</p> <p>The EPA has identified several matters to ensure environmental outcomes for future development:</p> <p>Noise – the land is adjacent to an operational railway line for which EPA has regulatory responsibility. The EPA recommends a noise and vibration impact assessment be undertaken based on the rail Infrastructure Noise Guideline (EPA 2013) and the Assessing Vibration: A Technical Guide (DEC 2006).</p> <p>Due to the proximity of sensitive residential uses to other uses, the proposal is to also include an assessment of potential risks associated with the impact of noise due to the proposed change in land use. This is to ensure the amenity and wellbeing of the community is protected, particularly where evening and night-time activities are anticipated.</p> <p>Water Quality – The EPA recommends all practical measures are taken to prevent, control, abate or mitigate water pollution and protect human health and environment from harm, through the application of the NSW Water Quality and River Flow Objectives. The Risk-based Framework for Considering Waterway Health Outcomes in Strategic Land-Use Planning Decisions (OEH/EPA 2017).</p> <p>A Soil and Water Management Plan will be required prior to any construction.</p> <p>Waste Management – Any design related to waste is to refer to the Better Practice Guideline for Waste Management and Recycling in Commercial and Industrial Facilities (EPA 2012).</p> <p>Land contamination – An assessment in accordance with State Environmental Planning Policy (Resilience and Hazards) 2021 of any potential land contamination resulting from past land use activities needs to be undertaken to assess whether the land is suitable for the uses proposed. The EPA is to be notified under section 60 of the Contaminated Land Management Act 1997 and meet the triggers in the Guideline on the duty to report contamination under the Contaminated Land Management Act 1997.</p>	<p>-</p> <p>An Acoustic Report has been prepared at Appendix O that concludes that the subject site is appropriate for the proposed development. Further discussion is included at Section 9.9.</p> <p>A Soil and Water Management Plan will be prepared as part of a detailed development application package.</p> <p>Noted. Waste Management will be addressed as part of a detailed development application package.</p> <p>A Preliminary Site Investigation has been undertaken and is included at Appendix N. The investigation concludes that the site is suitable for the proposed uses.</p>
Environment and Heritage Group (EHG) - Department of Planning and Environment	<p>Biodiversity</p> <p>A Biodiversity Assessment is to be prepared by a suitably qualified ecologist to identify environmental or biodiversity values that may be present on the subject site, along with an assessment of the impacts to identified values.</p>	<p>A Biodiversity Assessment Report has been prepared by Biosis and is made available at Appendix M.</p>

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	Flooding Applicant is to investigate the upgrade of stormwater infrastructure in association with required stormwater diversions. Numerical modelling of local flood behaviour is required to identify flood mitigation and diversion modifications.	A Flood Report has been prepared and is discussed at Section 9.5 and made available in full at Appendix J .
	A Detailed Flood Assessment is required to provide an understanding of flood behaviour for both existing and developed scenarios. This is to enable decision making to be based on comprehensive understanding of the flood hazard and risk to people and property for the full range of floods up to the Probable Maximum Flood event.	A Flood Report has been prepared and is discussed at Section 9.5 and made available in full at Appendix J .
	To address Section 9.1 Ministerial Direction 4.1, and Canada Bay planning controls, the Detailed Flood Assessment needs to provide analysis on: <ul style="list-style-type: none"> • The impacts of the proposed development on flood behaviour and flood risk to the existing community • The impacts and risks of flooding on the development and its future users • How these impacts can be managed to minimise the growth in risk to the community due to the development 	A Flood Report has been prepared and is discussed at Section 9.5 and made available in full at Appendix J .
	Emergency response issues and required management measures for the full range of flooding.	A Flood Report has been prepared and is discussed at Section 9.5 and made available in full at Appendix J .
	Any childcare facility must be able to safely self-evacuate and preferably remain accessible in all flood events. Shelter in place should not be considered for new development as it intensifies risk to life. EHG considers this development should not be required to rely on shelter in place strategy. EHG recommends that the NSW State Emergency Service is consulted in this regard.	Noted. Management procedures and use-specific flood procedures will be considered as part of a detailed development application.
	EHG notes the Powells Creek Floodplain Risk Management Study and Plan is currently under development by Council. EHG advises that the outputs of the study would form important information for this proposal. EHG recommends that early consultation is undertaken with Council to obtain preliminary information to guide this proposal. This may include information on potential flood mitigation measures, long use planning and emergency management.	The Proponent will work with Council to ensure appropriate flood mitigation measures are in place at the appropriate time.
	Comprehensive guidance for the required flood assessment may be found in the draft Flood Impact and Risk Assessment Guide previously exhibited as part of the Floodplain Development Manual update.	A Flood Report has been prepared and is discussed at Section 9.5 and made available in full at Appendix J .
Transport for NSW	Based on the information provided in the Scoping proposal, TfNSW recommends a comprehensive Transport Study be undertaken by the Applicant to assess the impacts of the proposal on the public transport system, transport infrastructure and regional road network.	A Transport Study has been undertaken, summarised at Section 9.3 and attached in full at Appendix H .
	A proposed methodology for the Transport Study to support the LEP amendment is provided at ATTACHMENT D, titled Methodology for Transport Assessment.	
Heritage NSW - Department of Planning and Environment	The Applicant is to search the State Heritage Inventory and the Aboriginal Heritage Information Management System, along with preparation of a Heritage Assessment to ensure all impacts are identified.	An Aboriginal Cultural Heritage Assessment has been included at Appendix N that indicates a low probability for Aboriginal Heritage and

Focus	Comment	Response
	<p>Should need arise to undertake an Aboriginal cultural heritage assessment, the Applicant is to refer to: https://www.heritage.nsw.gov.au/applications/aboriginal-objects-and-places/before-you-apply/</p> <p>Should Aboriginal cultural heritage or historical archaeology be found, further consultation with Heritage NSW may be required.</p>	<p>establishes procedures for unexpected archaeological finds.</p>
Schools Infrastructure NSW (SINSW)	<p>Requests Council consider the suitability of the Scoping Proposal which deviates from the PRCUTS vision, Council's strategic planning documents, and Council's Planning Proposal for PRCUTS Stage 1 Release Areas as well as its subsequent Gateway Determination Report (November 2021) which identifies the subject site being 'not subject to change'.</p> <p>SINSW notes that whilst it is likely the enrolment demand stemming from the scoping proposal can be accommodated within existing surrounding schools should no other development be occurring within the precinct, any proposal must be considered in the context of the entire PRCUTS, which will need to be supported by additional educational infrastructure. Therefore, SINSW is in the process of reviewing growth in order to identify appropriate solutions to accommodate future projected enrolment demand.</p> <p>SINSW also notes the scoping proposal did not appear to acknowledge the existing Victoria Avenue Public School. SINSW provides requirements for any forthcoming Planning Proposal, as at ATTACHMENT E.</p>	<p>The requirements set out by SINSW have been addressed in the Urban Design Report (Appendix A), the Traffic and Transport Report (Appendix H) and the Social Impact Assessment (Appendix G).</p> <p>The potential pedestrian link to Powells Creek Reserve is proposed by Council and not the subject of the Planning Proposal.</p>
Supporting Technical Information	<p>ATTACHMENT F to this response provides a guide to necessary evidence, as set out in the NSW LEP Making Guideline (December 2021).</p>	<p>Supporting reports and assessment as detailed in ATTACHMENT F are discussed at Section 10.0.</p>

6.0 The Indicative Masterplan and Planning Proposal

In response to feedback received through the scoping process, a revised indicative reference scheme has been prepared. This scheme provides a conceptual development which validates the proposed amendments and considers the necessary technical requirements and site considerations to support a viable future redevelopment of the site as a mixed-use neighbourhood centre.

The masterplan demonstrates how the proposed gross floor area can be distributed across the site in an orderly manner in buildings that range in height from 4 storeys to 12 storeys. Taller buildings are located towards the railway line and the centre of the site, with lower buildings at the perimeter to provide a transition to the surrounding area. Buildings have been located to enable compliance with building separation requirements and the key civic pedestrian connections will be activated by ground floor non-residential uses to provide a dynamic public domain. Key components of the masterplan are the following:

- 10 buildings, ranging from 4-12 storeys accommodating approximately 716 dwellings in a range of 1, 2, 3 and 4 bedroom apartments and townhouses.
- New loop road through the site connecting King Street and George Street.
- A total of approximately 83,050m² of gross floor area which equates to a floor space ratio of 2.65:1. The gross floor area comprises approximately:
 - 75,461m² residential floor area
 - 7,589m² non-residential floor area
- A green connection of approximately 2,500m² to provide legible pedestrian and cycle access north-south through the site. The green connection is proposed to include a neighbourhood park to provide additional amenity for the existing and future community.
- A new civic precinct – the 'station precinct' – focused along the active spine and community plaza accommodating a range of non-residential uses (i.e.: retail, food and beverage, gym, health and childcare) on the ground plane that will activate the public domain.

6.1 Urban Design Framework

The site in its current form creates a barrier between the land to its north and south and does not engage with its context. Group GSA has established a legible and logical urban design framework based on five key moves that unlock the site and facilitate the delivery of the following improvements to the public realm:

- **A New Connective and Active Spine:** Providing a direct connection from the south and towards the station as well as formalising movements through the site. An activated ground plane will provide the connection between street and the community and will enhance the experience of those traversing the site. An additional north-south link between George Street and the Concord West Station western entry point will encourage public transport use and reduce reliance on vehicular movement locally. Vehicular through-traffic will continue to follow George Street, freeing up the site's internal spine for primarily pedestrian usage.
- **Adopting the Existing Urban Grid:** Adopting both geometries of the urban grids to the north and south, the new and connections integrate and enhance the local context. The surrounding context is characterised by a uniform system of roads organised in a perpendicular grid which run in a north-easterly direction. Continuation of this urban grid will allow the proposal to seamlessly integrate into its context, increasing general legibility and ease of movement.
- **Prioritise Pedestrian Connectivity:** Providing a new pedestrian links between King Street and George Street, connecting Concord West Station with residents to the south and providing a new pedestrian / cycleway for ease of north-south movements, resolving the George Street kink and anomaly with the existing road alignment. Aligning with the PRCUTS strategy, existing cycle links will be integrated into the proposal and enhanced with some public domain improvements and EOT facilities.
- **Enhance the Public Domain:** A series of new public spaces and experiences are proposed with a focus on the key movements through and within the site. These will build on the connected and activated spine to reinforce a sense of place with an orientation towards the train station. Proposed public domain improvements include additional urban tree planting which will extend along the central spine and local internal roads, contributing to the local

green grid and ensuring an amiable public domain experience. Retail activation at the ground level will contribute to the site's important community function, acting as gathering place for internal residents and the community at large.

- **Establish a Legible Road network:** The new road network will simplify traffic movements within and around the site. An extension of King Street and the proposed train station shared zone will streamline and simplify vehicle movements in the area while preserving high pedestrian amenity.
- **Station-Focused Mixed-Use:** Retail activity will be concentrated within the site's north adjacent to the Concord West Train Station, functioning as a community area and transport precinct. This area will feature considerable ground level activation and anchor retailers, providing some employment at the local level and further activating West Concord Train Station and its easterly retail precinct.



Figure 16 Through site pedestrian connections

Source: Group GSA

6.2 Built Form and Height Principles

The indicative scheme and accompanying built form controls have been established through four key site-specific principles, being:

- **Extend the urban grid** – The proposal will become integral to the surrounding streetscape, extending the existing urban grid to create a connected precinct. An additional pedestrian link across the intersecting rail line forms the proposal's primary thoroughfare, connecting to Stuart Street to the site's east. Vehicular movement is directed by a hierarchy of roads which link King Street to George Street and to Rothwell Avenue, maintaining existing alignments and integrating into its context.
- **Create an Active Heart** – Ground level activation will be concentrated to the north of the site, at the edges of its diagonal connection, which links Concord West Train Station to George Street directly. Active edges encourage greater engagement with the public domain, and community spaces located within the site's centre which form its heart.
- **Respond to Interfaces** – Proposed built form along the site's sensitive interfaces responds to its future and existing context, maintaining a consistent streetscape at the pedestrian scale. Built form along George Street is limited to six storeys in building height in response to proposed developments within the Homebush North Precinct Master

Plan, ensuring a consistent street-wall which similarly features upper-setbacks at the podium level. To the site's south interface with the adjacent seven storey mixed-use development, height has been limited to ensure the privacy of residents and to minimise overshadowing, whilst transitioning height to context as shown in **Figure 17**. Above three storeys in height, built form is setback from the street edge to maintain a pedestrian scale and ensure a consistent street-wall throughout the site.

- **Situate Heights to Transition to Context** – Height has been located within the site's centre adjacent to the train station, which will transition downwards to respond to surrounding context. As the site's most active and least outwardly sensitive interface, height will be concentrated along the rail corridor and adjacent to Concord West Train Station.

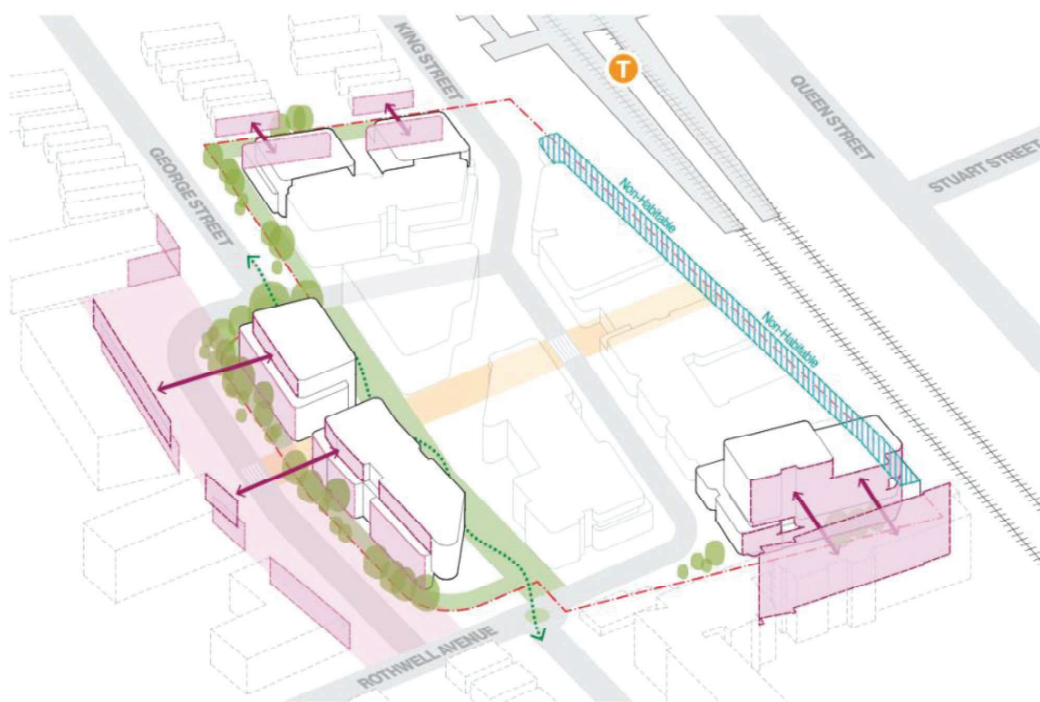


Figure 17 Height responds to interfaces

Source: Group GSA



Figure 18 Proposed Masterplan

Source: Group GSA



Figure 19 Proposed Masterplan Vision 3D Sketch

Source: Group GSA

6.3 Indicative Development Summary

Key details of the indicative reference scheme are outlined in **Table 3** below.

Table 3 *Indicative development summary*

Element	Detail
No. of buildings	Ten residential flat buildings and associated retail and amenities.
Building height	<ul style="list-style-type: none"> • Building A (residential flat building & ground floor retail) – maximum 9 storeys (38m) • Building B1 (residential flat building & ground floor retail) – maximum 12 storeys (47m) • Building B2 (residential flat building & townhouses) – maximum 11 storeys (43m) • Building B3 (residential flat building & townhouses) – maximum 11 storeys (43m) • Building B4 (residential flat building & townhouses) – maximum 8 storeys (33m) • Building C (residential flat building & ground floor retail) – maximum 11 storeys (46m) • Building D1 (residential flat building & ground floor retail / amenities) – maximum 11 storeys (45m) • Building D2 (residential flat building & ground floor retail / amenities) – maximum 11 storeys (45m) • Building E (residential flat building) – maximum 6 storeys (26m) • Building F (residential flat building) – maximum 6 storeys (26m)
Gross Floor Area	<ul style="list-style-type: none"> • Residential – approximately 75,461m² • Non-residential – approximately 7,589m²
FSR	2.65:1
Setback to King Street Extension (north-south)	<ul style="list-style-type: none"> • Building A – 0m (podium) • Building B1, B2, B3 & B4 – 0m (podium), 3m (tower) • Building C – 2m (podium), 3m (tower) • Building D1 & D2 – 0m (podium), 3m (tower)
Setback to King Street Extension (east-west)	<ul style="list-style-type: none"> • Building D2 – 2m (podium), 3m (tower)
Setback to George Street	<ul style="list-style-type: none"> • Building A – 6m • Building E – 6m • Building F – 6m
Setback to proposed east-west road	<ul style="list-style-type: none"> • Building A – 0m (podium), 3m (tower) • Building C – 0m
Setback to northern boundary	<ul style="list-style-type: none"> • Building A – 12m
Setback to eastern boundary	<ul style="list-style-type: none"> • Building B1 – 0m (podium), 6m (tower) • Building B2 – 6m • Building B3 – 6m • Building B4 – 6m
Setback to southern boundary	<ul style="list-style-type: none"> • Building B4 – 6m
Uses	<ul style="list-style-type: none"> • Residential flat buildings (Building A, B, C, D, E & F), townhouses (Building B3, B4 & D2) and retail premises (Building A, B1, B2, C & D1).
Dwellings	<ul style="list-style-type: none"> • Apartments – 698 • Townhouses – 18
Vehicular access	<ul style="list-style-type: none"> • Access to basement via proposed east-west road.
Communal open space	<ul style="list-style-type: none"> • 8,469m² (27%)
Deep soil	<ul style="list-style-type: none"> • 5,193m² (16.5%)
Tree Canopy	<ul style="list-style-type: none"> • 9104.15m² (29%) (35% excl. roads)

6.4 Neighbourhood Precincts

The masterplan is divided into three neighbourhood precincts, being the Station Precinct, Urban Village and Parkland Living (refer to **Figure 20**). Each neighbourhood precinct possesses a unique character and is discussed further below. Please note all figures are indicative and the final design may be subject to change.

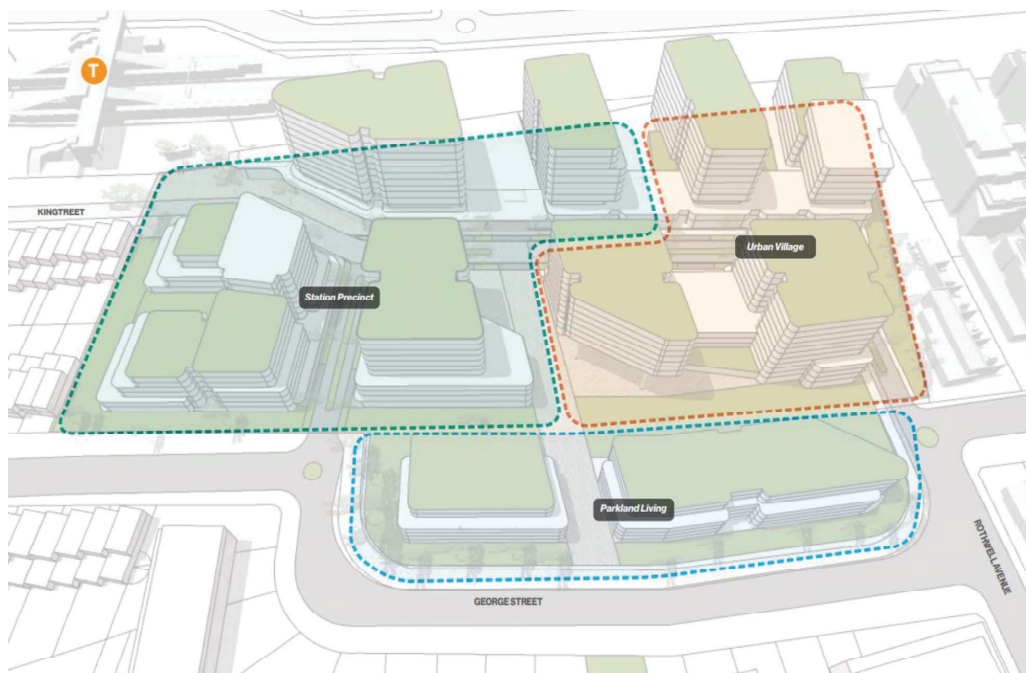


Figure 20 Neighbourhood precincts

Source: Group GSA

6.4.1 Station Precinct

Connected to Concord West Station by a shared zone, the greatest levels of activation and height will be concentrated in the Station Precinct. The Station Precinct features considerable ground level activation and anchor retail, providing employment at the local level and further activating Concord West Train Station and its easterly retail precinct. Safe walking and cycling routes are provided throughout the precinct between west and east of Concord West Station, enhancing the connectivity and walking experience, and encouraging public transport use. The greatest height is concentrated along the site's eastern interface adjacent to the rail line, reducing the impact of potential noise disturbance on the site's interior and throughout its context. Additional urban tree planting extends along the central spine and local internal roads, contributing to the local green grid and ensuring a positive public domain experience. The proposed character of the Station Precinct is depicted at **Figure 21**, and shown in plan at **Figure 22**.



Figure 21 Station Precinct Illustration

Source: Group GSA



Figure 22 Station Precinct Plan

Source: Group GSA

6.4.2 Urban Village

A mixed use and residential Urban Village precinct is proposed at the southern end of the site. The neighbourhood provides a diversity of residential homes and additional social infrastructure such as medical centre and childcare to support population growth in Concord West. A village-style experience is introduced with limited street-wall heights, that align with the PRCUTS design guidelines and Council's Homebush North Master Plan. This introduces a village-style experience, with a low-rise podium supporting active frontages, and receded tower forms. Residential frontages in this precinct will be of a townhouse-style typology, as shown in **Figure 23**.

Community activities are focussed within the site's centre supported by an active main street. Retail activation at the ground level acts a gathering place for internal residents and the community at large. The proposed character of the Urban Village is depicted at **Figure 24**, and shown in plan at **Figure 25**.



Figure 23 Illustration of proposed townhouse typology

Source: Group GSA



Figure 24 Urban Village Illustration

Source: Group GSA



Figure 25 Urban Village Plan

Source: Group GSA

6.4.3 Parkland Living

The Parkland Living neighbourhood is a cluster of medium density residential buildings with large green open space. It provides access to the future PRCUTS Homebush North precinct and strong links to the open space network. As the precinct is located within a medium scale residential context to the west, stepped built form of up to 6 storeys is proposed along George Street. Key views towards Bicentennial Parklands and Olympic Park town centre are retained from the Station Precinct and Urban Village with a westerly reduction in height, allowing proposed towers in the site's east to view over adjacent built form. An enhanced green network of open and communal space is integrated in this neighbourhood, providing opportunities for recreation and activities, social interaction, connection to the outdoors and the natural environment to Powells Creek green corridor. The proposed character of the Urban Village is depicted at **Figure 26**, and shown in plan at **Figure 27**.



Figure 26 Parkland Living Illustration

Source: Group GSA



Figure 27 Parkland Living Plan

Source: Group GSA

6.5 Proposed Street Design and Setbacks

There are two new streets/street extensions proposed in the concept design. The main street of the proposal is the King Street extension, which travels south through the site to terminate at George Street at the southern end of the site, close to the intersection of George Street and Rothwell Avenue. The other proposed road is a new link between the King Street extension and George Street traveling east/west to meet George Street at the northern end of the site.

The new streets are proposed to be managed and maintained under Community Title with Council easements for access and any other easements as necessary.

Group GSA has undertaken the preparation of indicative street sections attached with the Concept Design Report at **Appendix A**. Below, **Figure 28** shows an indicative section of the King Street residential area, **Figure 29** shows an indicative section of secondary road interface, and **Figure 30** shows the interface with George Street to the west.



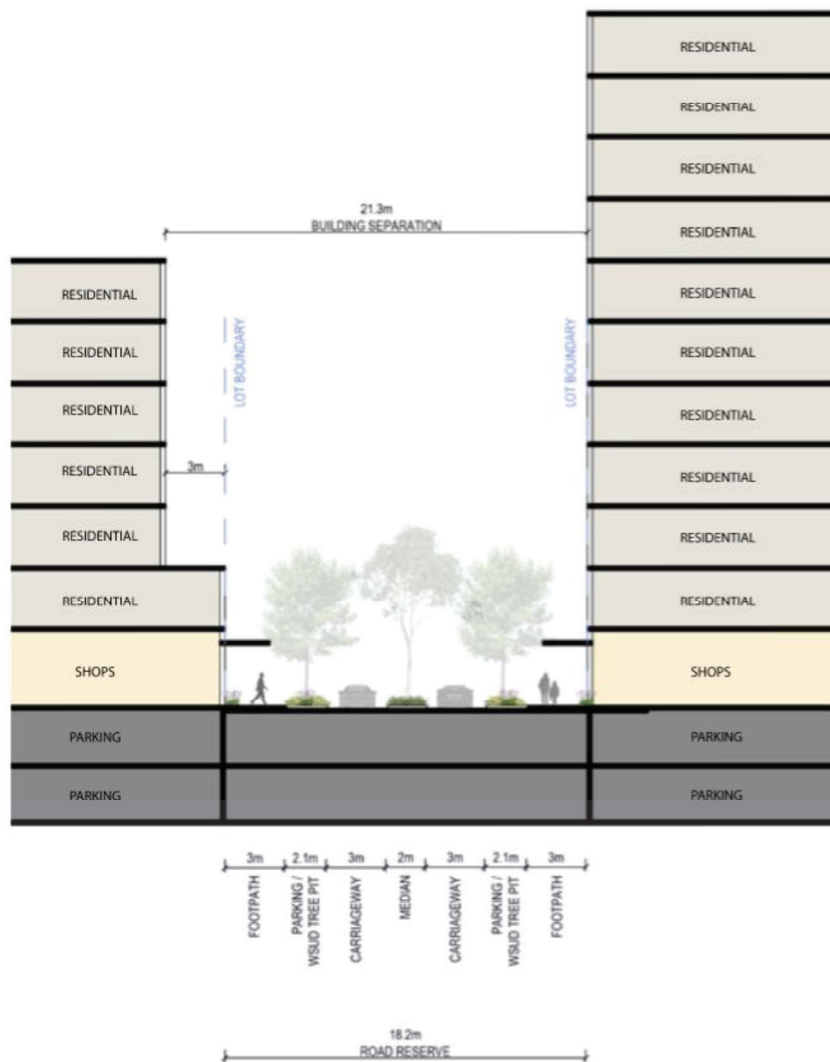


Figure 29 Secondary Road (east-west) Section

Source: Group GSA

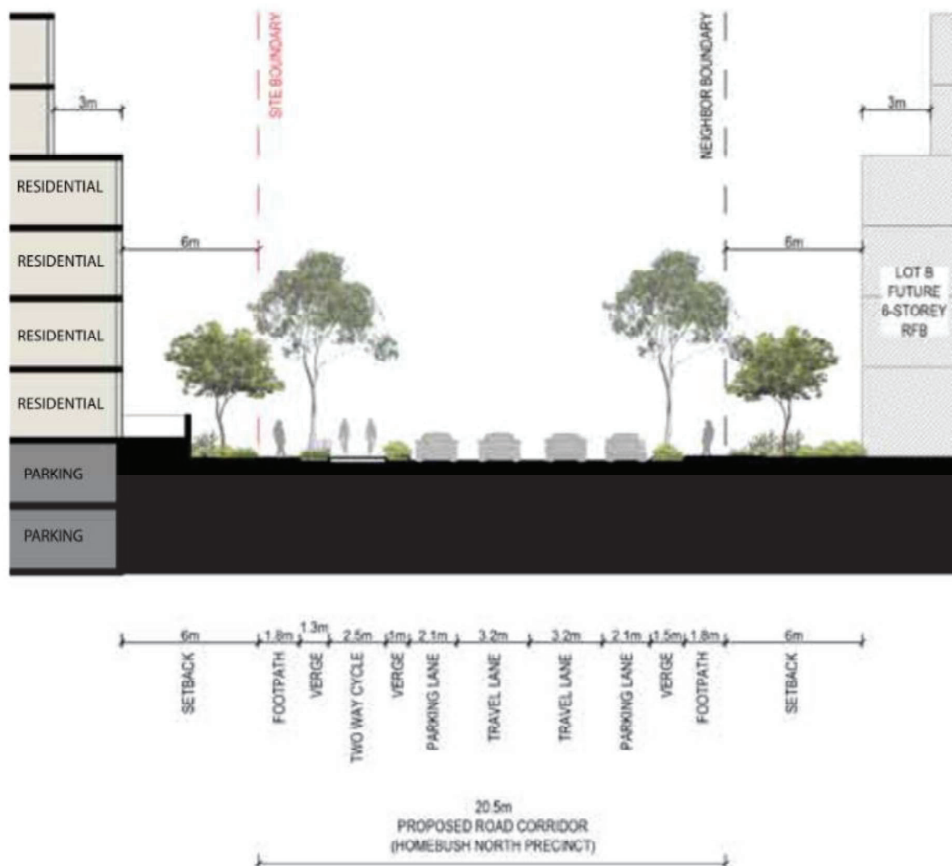


Figure 30 George Street Section

Source: Group GSA

6.6 Services and Infrastructure

The future development on the site will be serviced by the necessary infrastructure as per the requirements of the relevant services and utility providers. This includes, but is not limited to, electricity, sewer, potable water supply and data and telecommunications. Specific infrastructure matters are discussed below. Infrastructure capacity and suitability is assessed at **Section 9.10**.

6.6.1 Pomeroy Street and George Street Intersection Upgrade

The Parramatta Road Corridor Traffic and Transport Study undertaken by Council in December 2021 identifies that the intersection of Pomeroy Street and George Street south of the site is a congestion pinch point. The intersection is a key access point to the site from the surrounding road network. The proponent proposes to upgrade the intersection to relieve pressure on the network and provide improved access to the site. The intersection design and funding is proposed to form part of a Voluntary Planning Agreement between the proponent and Council as part of the Planning Proposal (refer to **Section 6.8** below).

6.6.2 Flooding and Stormwater Management

The proponent has engaged TTW to provide preliminary comments in relation to possible works to address flooding and stormwater impacts. TTW's comments are included within **Appendix J**. In summary, TTW have identified stormwater pipe diversions and upgrades and ways to accommodate flood paths as ways to address possible flooding and stormwater impacts.

6.7 Proposed Amendments to the Canada Bay Development Control Plan 2022

The CBDCP contains development controls for high density residential development, not currently applicable to the subject site. This is complimented by a draft amendment for the Homebush North PRCUTS precinct that includes specific controls to reflect the desired outcomes for the surrounding precinct.

For the intended outcome to be realised and to provide additional built form parameters to manage future development, it is necessary to apply site-specific development controls. The application of site-specific development controls is reasonable in these circumstances as, along with LEP amendments, they will facilitate the renewal of the site in line with the vision put forward in this Planning Proposal. Applying the generic residential controls to this site ignores the site's complexities and local significance and would likely constrain future development potential. It is proposed that a site-specific DCP is prepared to regulate the following:

- Building height in storeys
- George Street setback
- Northern boundary setback
- Setbacks to proposed roads
- Vehicular access
- Tree canopy
- Active frontages

The proposed amendments will be reviewed in detail as the planning proposal progresses.

6.8 Public Benefit and Contributions

Should the Planning Proposal progress to LEP Gateway, the proponent is willing to enter into a Voluntary Planning Agreement (VPA) with Council. The proponent proposes to deliver the following public benefits as part of the Planning Proposal:

- The design, funding, and construction of road upgrades at the pinch point intersection of George Street and Pomeroy Street, North Strathfield, including land acquisition. The design and construction costs are currently estimated at approximately \$5,691,236 and the land acquisition is estimated at approximately \$3,500,000 (refer to cost estimate at Attachment 3).
- A monetary contribution of \$808,764 towards Council's stormwater drainage upgrades to George Street, Concord West, including raising the roadway.

A draft letter of offer has been prepared and is made available at **Appendix T**. Details of the VPA will be resolved at the appropriate time.

The VPA is in addition to any Section 7.11 Contributions that would be payable in respect to a future development application.

7.0 Strategic Justification

7.1 Greater Sydney Region Plan – A Metropolis of Three Cities

The Planning Proposal will give effect to the directions of *The Greater Sydney Region Plan – A Metropolis of Three Cities*. The Plan sets out the NSW Government's key directions for Sydney to "enhance its status as one of the most liveable global cities" through the provision of 40 Planning Objectives, broken down into five themes (Infrastructure and Collaboration; Liveability; Productivity; Sustainability; and Implementation) that collectively form a framework that underpins the growth of Sydney. Key themes and directions applicable to the Planning Proposal include:

- Accelerating housing supply across Sydney.
- Improving housing choice to suit different needs and lifestyles.
- Integration of land use and transport planning to foster a '30-minute city'.
- Creating a healthy built environment and encouraging the adaption to the impacts of urban and natural hazards and climate change.
- Protecting the natural environment and biodiversity.
- The requirement to deliver an additional 157,500 dwellings within the Eastern City District by 2036.

The proposed amendments to the CBLEP 2013 will support and facilitate the direction of the Greater Sydney Region Plan. Specifically, the Planning Proposal will:

- Respond to the low demand to maintain industrial and business operations on site. The proposed suite of population serving employment uses integrated with medium density housing represents an appropriate use of the site given its location in the heart of Concord West and its proximity to high frequency public transport.
- Build on the site's location by providing housing proximate or well connected to important employment centres including Rhodes, the CBD and Parramatta.
- Respond to the critical need for additional dwellings to be provided within the Eastern City District by 2036.
- Provide for housing diversity and affordability through a mix of suitable apartment sizes and configurations that are compatible with the surrounding built form typology close to Concord West Station.
- Provide for high quality housing and amenities within walking distance of nearby services and public transport.
- Facilitate a responsive and sympathetic development that respects and steps down towards the natural environment and existing development of the surrounding area.

The proposal is consistent with the following directions under the Plan, which govern growth and development in Sydney (refer to **Table 4**).

Table 4 Consistency with GSRP Directions

Direction	Consistency
<i>A city supported by infrastructure</i>	<ul style="list-style-type: none"> • The proposal will facilitate urban renewal that will utilise the existing heavy rail infrastructure and the significant investment being undertaken in the area by local and State government (most notably Sydney Metro West). • The proposal will contribute to the improvement of the local and district road network through the land acquisition, funding and construction of the George Street and Pomeroy Street intersection upgrade.
<i>A city for the people</i>	<ul style="list-style-type: none"> • The proposal will improve opportunities and the environment for people to walk, cycle and use public transport through improved pedestrian connections, new and upgraded cycling links and urban renewal providing housing and retail a short walk from high frequency public transport.
<i>Housing the city</i>	<ul style="list-style-type: none"> • The site is ideally located to accommodate approximately 700 new dwellings within an existing urban renewal area, thereby, increasing supply within a short walk to Concord West Railway Station.

Direction	Consistency
	<ul style="list-style-type: none"> The proposed quantum of housing and non-residential floor space will activate the streets and public domain to create a vibrant and successful neighbourhood centre. The Planning Proposal will increase housing diversity by facilitating the future provision of apartments in a range of sizes and typologies.
<i>A city of great places</i>	<ul style="list-style-type: none"> The proposal will transform a large impermeable block into new high-quality streetscapes, well designed public domain and public open space within the Concord West town centre.
<i>A well-connected city</i>	<ul style="list-style-type: none"> The proposal will facilitate the delivery of approximately 700 new dwellings and population serving jobs adjacent to Concord West Railway Station. This will take increase existing public transport patronage and improve access to the future North Strathfield metro station, making a material contribution to the achievement of a '30-minute city'.
<i>A city in its landscape</i>	<ul style="list-style-type: none"> The proposal does not affect any protected biodiversity or remnant or significant vegetation. A Biodiversity Assessment has been prepared (Appendix M) and is discussed further at Section 9.7. The indicative master plan illustrates that the proposal will significantly increase the urban tree canopy on the site. Existing tree removal will be limited where possible, and a landscape concept will form part of any future site-specific development control plan.
<i>An efficient city</i>	<ul style="list-style-type: none"> A Sustainability Statement has been prepared and submitted as Appendix S and discussed further at Section 9.11. The Statement outlines the proposed sustainability strategies, imperatives and priorities to be incorporated into the future development.
<i>A resilient city</i>	<ul style="list-style-type: none"> The proposal has sought to minimise exposure to natural hazards by ensuring that future development is not affected by flooding, as detailed in the Flood Impact and Risk Assessment (Appendix J) and as summarised at Section 9.5. The proposal includes a monetary contribution to resolving George Street flooding issues The environmental initiatives implemented through the development will contribute to enhanced environmental outcomes and seek to mitigate impacts related to climate change.

Table 5 Consistency with key GSRP Objectives

Objective	Consistency
<i>Objective 10 – Greater housing supply</i>	<ul style="list-style-type: none"> The proposal meets the objective by providing approximately 700 new homes in the Concord West town centre immediately adjacent to the Railway Station
<i>Objective 11 – Housing is more diverse and affordable</i>	<ul style="list-style-type: none"> The proponent acknowledges the importance of providing affordable housing. However, in the circumstances it is proposed to contribute towards the land acquisition, design, and construction of the intersection upgrade at George Street and Pomeroy Street. The proposed upgrade will unlock a notable pinch point in the road network and contribute to the efficient movement of traffic into the future. <p>The upfront provision of precinct critical infrastructure that will enable future development to occur throughout the wider area is the key priority at the early</p>

Objective	Consistency
	<p>stages of the precinct's renewal and is consistent with the objectives of the PRCUTS Local Planning Direction.</p> <p>The proponent is open to discussing mechanisms to provides affordable housing on site.</p>
<i>Objective 28 – Scenic and cultural landscapes are protected</i>	<ul style="list-style-type: none"> The site is proximate to Powells Creek Reserve and Sydney Olympic Park. The site is separated from Powells Creek and Sydney Olympic Park by existing and future development. A Visual Impact Assessment has been prepared by Ethos Urban (Appendix D) with the conclusions summarised at Section 9.1.4. The Heritage Impact Statement (Appendix M) considers the proposal's impact on the Powell's Creek Reserve from a heritage significance perspective. The heritage assessment is summarised at Section 9.6.2.
<i>Objective 30 – Urban tree canopy cover is increased</i>	<ul style="list-style-type: none"> The indicative master plan prepared by Group GSA illustrates that the urban tree canopy will be increased on site.
<i>Objective 36 – People and places adapt to climate change and future shocks and stresses</i>	<ul style="list-style-type: none"> The future detailed design will be resilient against flooding and heat and include initiatives that respond to the impacts of climate change. A Sustainability Statement has been prepared by Mott MacDonald (Appendix Q). The Statement is summarised at Section 9.11.

7.2 Eastern City District Plan

The *Eastern City District Plan* (District Plan) underpins the Greater Sydney Region Plan. The location and size of the site support the Planning Proposal and assist it to give effect to the strategic objectives of the District Plan. The District Plan identifies the need for an additional 157,500 dwellings to be provided in the Eastern City District by 2036. Of these additional dwellings, 59% are required to be for apartments. The plan also highlights the need for more housing choice and supply to be provided that have access to jobs, services and public transport.

The Planning Proposal responds to the applicable priorities, strategies and actions of the District Plan as:

- It responds to the critical need for additional housing supply within the Eastern City by 2036.
- It supplies housing that has optimal access to public transport.
- It leverages the site's walking distance to public transport options, including Concord West Heavy Rail Station, which provides access to the Rhodes, the CBD, Parramatta and other employment centres. Further, the site is within active transport proximity of the future North Strathfield Metro Station, bringing high levels of connectivity to the Harbour City, Bays Precinct, Parramatta and Westmead.
- It will provide a well-designed development that will contribute positively to its setting, which includes contributions to the street network and public open space.

Table 6 Consistency with the Eastern City District Plan Planning Priorities

Directions and Objectives	Comment
Priority E1 – Planning for a city supported by infrastructure	<ul style="list-style-type: none"> The proposal leverages is adjacency to the existing Concord West Train Station as well as the future North Strathfield Metro Station, a part of Sydney Metro West. The District plan envisages increasing the utilisation of existing and future infrastructure.
Priority E3 – Providing services and social infrastructure to meet people's changing needs	<ul style="list-style-type: none"> A 102 per cent proportional increase in people aged 85 and over and a 64 per cent increase in the 65-84 age group, is expected by 2036. As the population of the district grows older, appropriate locations to downsize within the area is an important consideration to allow older people to age in place with appropriate housing options. This also frees up other housing stock for new families to move into. The urban design and through site links will create a walkable neighbourhood and create opportunities for older people to continue living in their communities, where being close to family, friends and established health and support

Directions and Objectives	Comment
	<p>networks improves people's wellbeing. Notably, the proposal marks a substantial improvement over the existing walking options in the area.</p> <ul style="list-style-type: none"> The proposal will be fully accessible in both a residential and public domain capacity. Much of the surrounding apartment stock is not accessible and thus inappropriate for the 37,000 people with a disability in the Eastern City.
Priority E4 – Fostering healthy, creative, culturally rich and socially connected communities	<ul style="list-style-type: none"> The area surrounding the site is currently socially and culturally isolated, lacking a neighbourhood centre of its own. The proposal creates a place-based opportunity for the building and strengthening of local inter-relationships that will strengthen culture and community.
Priority E5 – Providing housing supply, choice and affordability with access to jobs, services and public transport	<ul style="list-style-type: none"> The proposed redevelopment of the site seeks to increase housing supply and improve housing diversity, with the indicative scheme providing a range of apartment sizes and typologies, including walk-up townhouse style apartments. The proposal leverages the site's walking distance to public transport options, including Concord West Train Station, which provides access to the Rhodes, the CBD, Parramatta and other employment centres. Further, the site is within active transport proximity of the future North Strathfield Metro Station, bringing high levels of connectivity to the Harbour City, Bays Precinct, Parramatta and Westmead. As noted in Table 2, the proponent acknowledges the importance of providing affordable housing. However, in the circumstances it is proposed to contribute towards the land acquisition, design, and construction of the intersection upgrade at George Street and Pomeroy Street. The proposed upgrade will unlock a notable pinch point in the road network and contribute to the efficient movement of traffic into the future. The upfront provision of precinct critical infrastructure that will enable future development to occur throughout the wider area is considered to be the key priority at the early stages of the precinct's renewal.
Priority E6 – Creating and renewing great places and local centres, and respecting the District's heritage.	<ul style="list-style-type: none"> The City of Canada Bay LGA is made up of culturally diverse communities and there exists opportunities for the future use of the site to promote social cohesion and celebrate local culture.
Priority E10 – Delivering integrated land use and transport planning and a 30 minute city	<ul style="list-style-type: none"> The site is strategically positioned to accommodate expanded residential uses within an existing urban renewal area, increasing supply within close proximity to public transport infrastructure and delivering on a '30 minute city' with strong connections to employment hubs. The future built form will deliver a local population serving neighbourhood centre that will accommodate the basic daily needs of the community, without the need for car-based trips to other centres.
Priority E12 – Retaining and managing industrial and urban services land	<ul style="list-style-type: none"> It is noted that subject to Planning Priority E12, Objective 23, Industrial and urban services land is planned, retained and managed, however, land subject to the PRCUTS is exempt from this direction. Notwithstanding this, the site was identified for an employment use by the PRCUTS and the implications of this are discussed at Section 7.3.
Priority E14 – Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways	<ul style="list-style-type: none"> The future development of the site will be designed to ensure there are no adverse impacts to the health and enjoyment of the surrounding waterways.
Priority E16 – Protecting and enhancing scenic and cultural landscapes	<ul style="list-style-type: none"> As outlined in Table 5 above, the site is proximate to Powells Creek Reserve and Sydney Olympic Park. The site is separated from Powells Creek and Sydney Olympic Park by existing and future development. A Visual Impact Assessment has been prepared by Ethos Urban (Appendix D) with the conclusions summarised at Section 9.1.4. The Heritage Impact Statement (Appendix O) considers the proposal's impact on the Powell's Creek Reserve from a heritage significance perspective. The heritage assessment is summarised at Section 9.6.

Directions and Objectives	Comment
Priority E17 – Increasing urban tree canopy cover and delivering Green Grid connections	<ul style="list-style-type: none"> The future detailed development will increase the existing tree canopy on site as illustrated by the master plan. It will also introduce a new green north-south connection through the site that is not currently provided.
Priority E18 – Delivering high quality open space	<ul style="list-style-type: none"> The proposal includes the delivery of a range of new high quality open spaces which contributes to the existing and future community's local open space opportunities, and additionally acts to increase block permeability.
Priority E19 – Reducing carbon emissions and managing energy, water and waste efficiency	<ul style="list-style-type: none"> A Sustainability Statement has been prepared and submitted as Appendix S. The Statement outlines the proposed sustainability strategies, imperatives and priorities to be incorporated into the future development.
Priority E20 – Adapting to the impacts of urban and natural hazards and climate change	<ul style="list-style-type: none"> A Sustainability Statement has been prepared and submitted as Appendix S. The Statement outlines the proposed sustainability strategies, imperatives and priorities to be incorporated into the future development.

7.3 Parramatta Road Corridor Urban Transformation Strategy

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) provides a long-term vision and framework to support co-ordinated employment and housing growth in the Parramatta Road Corridor in response to significant transport and infrastructure investment, economic and demographic shifts, and industrial and technological advances. PRCUTS proposed a series of mixed-use precincts and greater housing density adjacent to existing and proposed public transport corridors, including the Homebush North area which includes Concord West. It encourages development decisions to reflect the principles of transit-oriented development. The strategy identifies the need for 9,450 additional dwellings by 2050 in the Homebush area.

While the PRCUTS strategy maintains a housing and renewal focus, it is recognised that the PRCUTS Planning and Design Guidelines identified the site as zone B7 – Business Park, with a height limit of 8.5m and an FSR of 1:1. The Planning Proposal proposes an alternative and justifiable outcome for the site and the Planning Proposal responds to the broader overarching vision and framework of the PRCUTS as:

- Stated above, it responds to the low demand to maintain industrial and business operations on site. The proposed suite of population serving employment uses integrated with high density housing represents an appropriate use of the site given its location within Concord West and its proximity to high frequency public transport.
- It responds to the critical need for additional housing supply within the corridor.
- It responds to the vision for mixed use precincts and greater housing density adjacent to public transport.
- It supplies additional housing and community facilities close to job-rich areas (Sydney and Parramatta CBDs) that are accessible to public transport, and within a 30-minute heavy rail, light rail, or bus journey.
- It minimises the need to locate dwellings in other parts of Sydney, distant from public services and amenity.
- It realises the vision for the Homebush precinct as a focus area for high density housing, with a hub of activity between Homebush, North Strathfield, Concord West, and Strathfield Stations.
- It contributes to the formation of George Street as a main street by improving accessibility and permeability and improving walking and cycling links.

Further, the Planning Proposal responds to the applicable actions, principles, and requirements of the PRCUTS as:

- It has the potential to contribute to the realisation of a new 4,500m² urban plaza adjacent to the Concord West rail station.
- It provides new publicly accessible open space areas to increase the overall quantum of local open space in the Precinct.
- It provides a new local park within the green connection.
- It re-integrates a large site with the surrounding urban grid through the provision of new streets and high-quality pedestrian and cycling links.

- It provides new and upgraded walking routes, including the prioritisation of pedestrians along George Street between Parramatta Road and Concord West Station and provides a new link to connect Concord Rail Station and George Street to improve connectivity with the Station.

The Council have recently exhibited PRCUTS Planning Proposal for Homebush North. It is noted that sites to the north and west are proposed to receive increased height and floor space ratios. It is noted that sites to the immediate west are proposed to be rezoned from E4 General Industrial to R3 Medium Density Residential. The Planning Proposal includes a draft development control plan for Homebush North.

The site is excluded from the Planning Proposal which explicitly references Action 6.5 of the Canada Bay Local Strategic Planning Statement (refer below). Notwithstanding, the Concept Masterplan seeks to integrate into the desired future character and built form by adopting appropriate setbacks, streetwall heights and the continuation of public through site links. The controls regulating these elements of the Masterplan will be captured within the site-specific development control plan.

For completeness and to address the requirements of the Local Planning Direction 1.5 Parramatta Road Urban Transformation Strategy, the following table demonstrates that the Planning Proposal is consistent with the vision, principles and objectives of the PRCUTS.

Table 7 Consistency with PRCUTS Vision, Principles and Objectives

Vision / Principles / Objectives	
1. Housing Choice and Affordability	
An additional 56,000 people live in the Corridor in 27,000 new homes	The proposal will facilitate the delivery of approximately 700 new homes within the Parramatta Road Corridor adjacent to the Concord West Railway Station.
The community is diverse, with key workers, students, seniors and families.	The proposal will facilitate the delivery of a range of dwelling types and sizes that will meet the needs of a broad demographic.
The community's housing needs are met with a mix of dwelling types, sizes and prices.	
A minimum of five per cent of new housing is Affordable Housing (or in line with Government policy of the day), new housing also caters for single households, older people or different household structures.	<p>The proponent acknowledges the importance of providing affordable housing. However, in the circumstances it is proposed to contribute towards the land acquisition, design, and construction of the intersection upgrade at George Street and Pomeroy Street. The proposed upgrade will unlock a notable pinch point in the road network and contribute to the efficient movement of traffic into the future.</p> <p>The upfront provision of precinct critical infrastructure that will enable future development to occur throughout the wider area is the key priority at the early stages of the precinct's renewal and is consistent with the objectives of the PRCUTS Local Planning Direction.</p> <p>The proponent is open to discussing mechanisms to provides affordable housing on site.</p>
2. Diverse and resilient economy	
\$31 billion of development value is realised.	The concept proposal will contribute economic development value beyond the value possible under the existing or proposed zoning.
Parramatta Road Corridor is Sydney's 'economic spine' - 50,000 workers across a diverse range of sectors and roles come into the Corridor each day to work.	The proposal pivots the site's employment offering from a formerly (now vacant) business services land use, to a population-serving employment hub, better reflecting the future character and needs of the area.
Auburn is recognised as Sydney's large format retail hub and Camperdown is a specialist precinct that supports the world class research, educational and health uses associated with the University of Sydney and the Royal Prince Alfred Hospital.	N/A

Vision / Principles / Objectives	
Town centres at Granville and Kings Bay support new residents and workers.	N/A
There is new life in the retail areas of Parramatta Road, and the Corridor is home to a variety of businesses, including small and medium enterprises, advanced technologies and creative industries.	N/A
3. Accessible and connected	
It is easier to move to, through and within the Corridor in both east-west and north-south directions	<p>The site unlocks significant improvements in east-west and north-south circulation in the Homebush North PRCUTS precinct.</p> <p>In addition, the proposal will facilitate the upgrade to the George Street and Pomeroy Street intersection. This is a critical infrastructure upgrade that will make it easier for traffic to move throughout the precinct.</p>
The urban transformation of the Corridor is supported by transit-oriented development. Existing and new desirable and affordable mixed use environments are enhanced by high-quality, high frequency public transport and safe active transport connections.	The proposal fundamentally adheres to the principles of transit-oriented development. Located immediately next to Concord West Station, the area is currently predominantly low density and does not capitalise on the rail connection. Further, Concord West Station was rebuilt to become fully accessible with increased capacity in 2011. As a result, ideal conditions exist for the creation of a new denser mixed use environment that will further benefit from the incoming Sydney Metro West Station at North Strathfield (one stop south).
The Corridor's inherent social, economic and environmental resources are optimised, including freight generating uses within and supporting the Corridor.	The proposal will not undermine the optimisation of the freight generating uses.
Available road and rail capacity is utilised and public investments in transport are optimised.	<p>The proposed development capitalises on the existing heavy rail station at Concord West as well as the incoming North Strathfield Metro Station, which is within active transportation distance of the subject site.</p> <p>Following the opening of Sydney Metro City and Southwest and Sydney Metro West, capacity will further open up on the T9 Northern line as commuters are spread across alternative rail modes into the CBD and Parramatta.</p>
Non-infrastructure initiatives, such as encouraging visitors to use non-car modes of travel to help alleviate congestion, and modifying or altering timing of trips, are well utilised.	The site's location within the Concord West town centre, adjacent to the Railway Station and one stop from the future metro at North Strathfield will encourage visitors to the site to use non-car modes of travel.
People choose to walk and/or cycle for local trips along the Corridor's 34km of new and upgraded links, hop on buses and/or light rail for intermediate trips, and use rail and/or car for regional trips.	<p>The proposal will introduce new roads, footpaths and cycleways to make travelling between North Strathfield and Concord West safe and legible.</p> <p>As noted above proximity to rail and metro will encourage patronage of these transport modes.</p>
The integrated transport network contributes to regional resilience and sustainable communities along the Corridor and beyond.	The proposal is an example of a sustainable mixed-use development that will contribute to regional resilience by providing homes and jobs for the growing population to enable the community to remain rather than move away to live and work.
4. Vibrant community places	
Residents can walk easily to public transport, local shops, schools, parks and open space areas, jobs and a range of community services and facilities that are all close by.	The proposal is ideally located and proposes a range of uses on site that will enable residents to walk easily and safely to Concord West Railway Station, Concord West town centre (including new retail and business on site), nearby schools and Powells Creek Reserve.

Vision / Principles / Objectives

Neighbourhoods include a mix of old and new buildings sitting well together creating attractive places for people to enjoy.	<p>The proposal will sit within a neighbourhood that is undergoing a transition from non-residential and low density residential to medium density residential.</p> <p>There are existing residential flat buildings to the south. The proposal's built transitions appropriately to the surrounding development and it will sit comfortably within the existing and future context.</p>
New development respects and protects existing lower-scale development and heritage.	<p>As noted above, the proposed built form transitions in respectful manner to the existing and lower density development to the north, south and west.</p> <p>The Heritage Impact Statement identifies two heritage items in the vicinity (Concord West Railway Station Park and Powells Creek Reserve).</p>
New landmarks and high quality buildings and spaces are recognised and valued by the community.	Future development will be subject to the design excellence provisions of the CBLEP 2013. This will ensure future development is well designed and high quality.
Residents and workers can easily access new and upgraded community facilities and services including libraries, community centres, child care centres, cultural facilities, schools and community health facilities.	<p>The Social Impact Assessment and Needs Assessment (Appendix G) recommends the delivery of the following on site:</p> <ul style="list-style-type: none"> • Localised open space (minimum 0.3ha) • Flexible local community lounge/facility, that could be managed by strata or the developer for use by residents – minimum 400m² • Co-working space -between 1200 -1800m²

5. Green spaces and links

There is 66ha of new open space areas, linear parks and links along watercourses and infrastructure corridors, linked to pedestrian and cycle connections.	The proposal will facilitate the delivery of a minimum 0.3ha of open space areas, including a north south pedestrian and cycle connection linking George Street.
Parramatta Road and the surrounding road network is greener and lined with trees.	The proposal will facilitate the delivery of tree lined streets as illustrated by the concept master plan (Appendix A).
The Corridor's nine watercourses have been naturalised and are pleasant places for people to walk and cycle along and enjoy.	The proposal will not undermine or prevent the naturalisation or improvement of the nearby watercourses.

6. Sustainability and resilience

Smart parking strategies have reduced people's car dependence and fuel use leading to reduced greenhouse gas emissions. Development is more feasible, meaning savings could be passed on to homebuyers, making housing more affordable and reducing the overall cost of living.	The Sustainability Strategy (Appendix S) includes a Movement and Place Priority that sets out objectives to address mobility transformation and opportunities to reinforce the active movement network and an adaptive building approach to enable the future conversion of parking spaces.
Because thinking about parking has changed, the design of buildings transition between different uses ensuring community uses and facilities, or perhaps even open space to occur over time.	
A lush tree canopy and vegetation on buildings makes places cooler and greener, and residents and workers can enjoy the outdoors.	The concept master plan demonstrates that the proposal will significantly increase the existing tree canopy.
Households enjoy improved living costs made possible by significant reductions in water and energy consumption in the Corridor.	The Sustainability Strategy includes a climate positive priority that sets out the energy uses targets and requirements to target an energy efficient climate positive outcome.

7.5 Parramatta Road Corridor Implementation Plan

An assessment of the Planning Proposal against the future character and identity for the Homebush Precinct is provided in **Table 8**.

Table 8 Homebush Precinct Future Character and Identity

Homebush Future Character and Identity

Vision

Sitting between Sydney's two main CBDs, Homebush can be transformed into an active and varied hub, blending higher density housing and a mix of different uses, supported by a network of green links and open spaces with walking access to four train stations.

The proposal will facilitate the delivery of approximately 700 new homes within the Parramatta Road Corridor adjacent to the Concord West Railway Station.

The proposal will facilitate the delivery of a range of dwelling types and sizes that will meet the needs of a broad demographic in addition to population serving employment floor space.

The proposed road and pedestrian network will significantly increase permeability, walkability and access to Concord West Station.

The proposed green connection will increase the green network in the precinct.

Development facilitated by the planning controls proposed by the PRCUTS would prevent these outcomes.

Living and Working There

Homebush will be a focus for high density housing, with a hub of activity between Homebush, North Strathfield, Concord West and Strathfield Stations. Both Parramatta Road and George Street will form main streets to build on the character of the Bakehouse Quarter and the curve of Parramatta Road.

Taller residential buildings will mark the centre of activity at the Precinct's core. The network of streets to the north and west from here will be easy and safe to walk through, with medium-density housing and the green corridor of Powells Creek. The area around Flemington Markets will have a new employment and retail focus.

The Planning Proposal recognises the delivery of the Sydney West Metro which is transformational metropolitan infrastructure. The proposed density reflects the site's proximity to Concord West Station which is one-stop from North Strathfield Metro.

The proposed street design will contribute to the pedestrian safety and walkability.

Development facilitated by the planning controls proposed by the PRCUTS would prevent these outcomes.

Delivering the Vision

Delivering a high quality open space network and improving the areas around the train stations.

Managing flooding, noise and contamination constraints.

The proposal will deliver a new green connection, deliver a vibrant mixed use town centre precinct and contribute to upgrades to flood management infrastructure in the immediate area.

Development facilitated by the planning controls proposed by the PRCUTS would prevent these outcomes.

Proposed Growth Projections

	2030	2050
Population	8,310	19,570
Dwellings	4,210	9,450
Jobs	5,610	12,853

The proposal will contribute approximately 712 new dwellings in central location adjacent to high frequency public transport. The dwellings are proposed to accommodate a population of approximately 1,720 which is a significant contribution to the medium and long term projections. Accommodating population growth on site ill reduce pressure to deliver housing on sites that are less suitable and may result in greater impacts to the surrounding environment.

There is currently minimal jobs accommodated on site and the current employment zoning does not represent the most appropriate use of the land. The Economic Impact Assessment (Appendix E) concludes that following

Homebush Future Character and Identity

occupation, the proposal will deliver approximately 250 ongoing jobs.

Development facilitated by the planning controls proposed by the PRCUTS would prevent these outcomes.

7.6 Canada Bay Local Strategic Planning Statement

The Canada Bay Local Strategic Planning Statement (LSPS) gives effect to the Eastern City District Plan, implementing priorities and actions at a local level. The LSPS outlines a high level land use vision to connect and strengthen neighbourhoods and centres. The LSPS identifies the ongoing trend of renewing remediated industrial land for new housing in the context of the PRCUTS as well as the need to provide adequate population-serving industries. The LSPS emphasises the importance of good transport connections to employment centres in the context of 79% of residents travelling to work outside the LGA.

The Planning Proposal responds to the following Planning Priorities:

- Planning Priority 1 – Planning for a City that is supported by infrastructure
- Planning Priority 5 – Provide housing supply, choice and affordability in key locations
- Planning Priority 6 – Provide high quality planning and urban design outcomes for key sites and precincts
- Planning Priority 7 – Create vibrant places that respect local heritage and character
- Planning Priority 12 – Improve connectivity throughout Canada Bay by encouraging a modal shift to active and public transport
- Planning Priority 17 – Deliver high quality open space and recreation facilities

Further, the Planning Proposal responds to the following principles for growth:

- It locates development near strategic and Local Centres and a reasonable walking distance of high frequency public transport.
- It positively contributes to the built environment and results in good urban design outcomes.
- It results in high amenity for occupants and does not unreasonably impact on the amenity of neighbouring properties and public domain.
- It is located close to and provides additional open space. It meets the key parameter of being within 200m of open space.
- It includes an appropriate amount and type of non-residential floor space for the site's location and ensure residential development does not diminish employment or economic opportunities.

The subject site is directly addressed by Action 6.5 in the LSPS. The action reads:

"Prior to land use change occurring on the site known as 1-7 King Street, Concord West, the Concord West Socio Economic Study is to be updated by Council to respond to:

- *the Eastern City District Plan;*
- *the Parramatta Road Corridor Urban Transformation Strategy;*
- *any outcomes arising from the Burwood, Strathfield, Homebush Planned Precinct;*
- *any commitment by the NSW Government in relation to a metro station in North Strathfield; and*
- *any other matter of material importance.*

The Study is to provide a recommendation on the preferred land use outcome for the site having regard to the above plans, strategies and considerations.

In lieu of the Council's preparation of an updated Concord West Socio Economic Study, the proponent has prepared and submitted this Planning Proposal and supporting documentation including a Social Impact and Needs Assessment (**Appendix G**) and an Economic Impact Assessment (**Appendix E**). **Table 9** addresses the considerations

outlined above and identifies where each consideration is addressed in further detail. **Table 9** demonstrates that the matters for consideration have been adequately addressed and the recommendation to rezone the site to R3 Medium Density Residential is consistent with Council's own approach to the surrounding land currently zoned E4 General Industrial.

Table 9 Consideration of LSPS Action 6.5

Considerations	Response
The Eastern City District Plan;	Section 7.2 above demonstrates that the Planning Proposal is generally consistent with the relevant considerations.
The Parramatta Road Corridor Urban Transformation Strategy;	The PRCUTS proposes that the site is rezoned B7 Business Park on the understanding the previous tenant (Westpac) would continue to occupy the site. As noted throughout this report, Westpac have vacated and there is minimal market interest to occupy the site under the current zone and development standards. Section 7.3 above demonstrates that the Planning Proposal is generally consistent with the PRCUTS vision, principles, and objectives.
Any outcomes arising from the Burwood, Strathfield, Homebush Planned Precinct;	We understand that the Planned Precinct was not progressed.
Any commitment by the NSW Government in relation to a metro station in North Strathfield; and	The NSW Government have committed to a metro station North Strathfield as part of the Sydney Metro West connecting the Sydney CBD to Westmead. The commitment to deliver a metro station at North Strathfield is a catalyst for positive change in the area. The site is next to Concord West Railway Station which is one stop on the suburban rail network from north Strathfield.
Any other matter of material importance.	Section 9.0 below provides an environmental assessment of the Planning Proposal and concludes that the Planning Proposal will have a positive environmental, social and economic impact on the site and surrounding area.
The Study is to provide a recommendation on the preferred land use outcome for the site having regard to the above plans, strategies and considerations.	Section 10.0 below outlines the proposed amendments to the CBLEP 2013 that will facilitate the concept master plan.

7.7 Canada Bay Local Housing Strategy

The Canada Bay *Local Housing Strategy* (LHS) guides the quantity, location, and type of future residential development within the Canada Bay LGA.

The LHS estimates 52,400 dwellings in total in the LGA by the year 2036, representing growth of 14,300 new dwellings from 2018 to 2036. The vision of the LHS indicates that additional housing will contribute towards meeting the needs of Sydney's growing population, with corresponding upgrades in infrastructure to support this additional activity. This includes provision of new and upgraded social infrastructure as part of centres, improved walking and cycling facilities as well as open space and parkland. A key priority of the LHS is relying on large-scale urban renewal to deliver high density housing in the form of apartments as outlined under State Government plans. The subject site is identified for major development with the area west of Concord West Station is expected to accommodate some significant apartment development over the next 20 years.

A key finding of the strategy was the need to make use of the urban renewal precincts available and identify whether other opportunities may be available around stations for residential development. A key action is to develop the Parramatta Road Urban Transformation Precincts as higher density apartment development areas in the short to medium-term.

The Planning Proposal responds to the LHS as:

- It responds to the critical need for additional housing supply within the LGA.

- It responds to the prioritisation of large-scale urban renewal as a means of accommodating new housing.
- It aligns with the vision for Concord West as a major development area west of the station.
- It makes use of an available urban renewal site directly adjacent to Concord West Station.
- It includes provision for new and upgraded social infrastructure, improved walking and cycling facilities as well as open space and parkland.

7.8 PRCUTS Stage 1 Planning Proposal – Homebush North

PRCUTS Planning Proposal for Homebush North prepared by Council has been recently gazetted. It is noted that sites to the north and west have been rezoned to receive increased height and floor space ratios. It is also noted that sites to the immediate west were rezoned from E4 General Industrial to R3 Medium Density Residential. The Planning Proposal was accompanied by a new precinct-specific development control plan for Homebush North.

The site was excluded from the Planning Proposal which explicitly references Action 6.5 of the Canada Bay Local Strategic Planning Statement (refer above). Notwithstanding, the Concept Masterplan seeks to integrate into the desired future character and built form by adopting appropriate setbacks, streetwall heights and the continuation of public through site links. These elements of the Masterplan will be captured within the site-specific development control plan.

7.9 Better Placed

The Government of NSW has established seven distinct objectives have to define the key design considerations. Achievement of these objectives from this early stage of the project, through to the detailed design and construction stage will ensure the development will be healthy, responsive, integrated, equitable, and resilient. **Table 10** demonstrates how the proposal is consistent with the objectives of the policy.

Table 10 Consistency with the Objectives of GANSW's Better Placed

Objective	Response
Objective 1: Better fit	<p>Of its Place: The masterplan has been shaped in response to local context and foregrounds a commitment to design excellence and forms the basis of future competitive architectural design competitions.</p> <p>Local / Contextual: The proposed through site connection and green space has been optimised for local use to serve existing and future residents of Concord West. Provision of retail and other active uses forms the basis for a neighbourhood centre on the west of the rail line.</p>
Objective 2: Better performance	<p>Sustainable: The proposal seeks to meet or exceed all sustainability controls set out in Council's guidelines and the PRCUTS.</p> <p>Durable and adaptable: Technical investigations have formed an appropriate flood response with the proposal having been designed to appropriately respond to major rainfall events.</p>
Objective 3: Better for community	<p>Inclusive / Diverse: The provision of a new flexible community space adjacent to new public open space and through site links will form an inclusive and community-focused neighbourhood hub.</p>
Objective 4: Better for people	<p>Safe: The proposed masterplan represents a marked improvement in safe spaces for pedestrians and cyclists. This includes the elimination of the George Street 'kink' for pedestrians and cyclists, providing a dedicated route segregated from vehicle traffic as well as the diagonal through site link connecting the wider area to Concord West Train Station in a dedicated right-of-way.</p> <p>Comfortable: The green space alongside food and beverage locations will encourage people to stay and enjoy each other's company within the site.</p> <p>Liveable: The urban design principles for the site place have a strong focus on active and public transport, while ensuring that residents have ample access to outdoor amenity in the green connector and the green rooftops.</p>
Objective 5: Better working	<p>Functional: Access points are well defined and convenient, with new streets providing better connections to the station for the surrounding precinct.</p>

Objective	Response
	Efficient / Functional: The development is efficient in its arrangement and seeks a high energy efficient and environmental performance to be resolved through the detailed DA process. A Sustainability Statement has been prepared and is submitted as Appendix S .
Objective 6: Better value	<p>The Planning Proposal will deliver value for the community through the provision of significant public benefits, and better value for the State by placing residential density in a high amenity location close to high frequency public transport, thereby maximising patronage of state-owned assets.</p> <p>The Planning Proposal will facilitate a development proposal that will be subject to design excellence processes. The buildings, public domain, and open spaces will be attractive and welcoming.</p>
Objective 7: Better look and feel	Engaging and Inviting: The green connector and station link provides a local walkable environment which is anchored by proposed green space and station precinct retail. These spaces will generate activity and create a unique sense of place.

8.0 State Legislation and Planning Policies

8.1 Section 9.1 Directions

Table 11 Assessment of Section 9.1 Directions

Ministerial Direction	Consistent			Comment
	Yes	No	N/A	
Focus area 1: Planning Systems				
1.1 Implementation of Regional Plans	✓			The Planning Proposal is consistent with the Greater Sydney Region Plan and Eastern City District Plan as discussed at Section 7.0 .
1.2 Development of Aboriginal Land Council land			-	Not applicable
1.3 Approval and Referral Requirements	✓			This direction aims to ensure that LEP provisions encourage the efficient and appropriate assessment of development. The relevant requirements of this direction have been considered in the preparation of this Planning Proposal.
1.4 Site Specific Provisions	✓			The proposal will not create unnecessarily restrictive or complicated planning controls.
Focus area 1: Planning Systems – Place-based				
1.5 Parramatta Road Corridor Urban Transformation Strategy			-	<p>As identified above, the Planning Proposal is proposing mixed use residential land uses which is inconsistent with the proposed B7 – Business Park zone, and exceeds the built form controls of the PRCUTS Planning and Design Guidelines. Subject to the direction, a Planning Proposal may be inconsistent with the terms of this direction if the relevant planning authority can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary) that the planning proposal is:</p> <p>(a) <i>consistent with the 'Out of Sequence Checklist' in the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November, 2016), or</i></p> <p>(b) <i>justified by a study (prepared in support of the planning proposal) that clearly demonstrates better outcomes are delivered than identified in the Parramatta Road Corridor Urban Transformation Strategy (November, 2016) and Parramatta Road Corridor Implementation Plan 2016-2023 (November, 2016) having regard to the vision and objectives, or</i></p> <p>(c) <i>of minor significance.</i></p> <p>This Planning Proposal addresses the inconsistency by means of an Economic Impact Assessment, Social Impact and Needs</p>

Ministerial Direction	Consistent	Comment
		Assessment and an Urban Design analysis that will demonstrate the positive urban outcomes that will be delivered. This variance is further discussed at Section 9.1 .
1.6 Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	-	Not applicable
1.7 Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	-	Not applicable
1.8 Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	-	Not applicable
1.9 Implementation of Glenfield to Macarthur Urban Renewal Corridor	-	Not applicable
1.10 Implementation of Western Sydney Aerotropolis Plan	-	Not applicable
1.11 Implementation of Bayside West Precincts 2036 Plan	-	Not applicable
1.12 Implementation of Planning Principles for the Cooks Cove Precinct	-	Not applicable
1.13 Implementation of St Leonards and Crows Nest 2036 Plan	-	Not applicable
1.14 Implementation of Greater Macarthur 2040	-	Not applicable
1.15 Implementation of the Pyrmont Peninsula Place Strategy	-	Not applicable
1.16 North West Rail Link Corridor Strategy	-	Not applicable
1.17 Implementation of the Bays West Place Strategy	-	Not applicable
Focus area 2: Design and Place		
Focus area 3: Biodiversity and Conservation		
3.1 Conservation Zones	-	Not applicable
3.2 Heritage Conservation	-	Not applicable
3.3 Sydney Drinking Water Catchments	-	Not applicable
3.4 Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs	-	Not applicable
3.5 Recreation Vehicle Areas	-	Not applicable
3.6 Strategic Conservation Planning	-	Not applicable

Ministerial Direction	Consistent	Comment
Focus area 4: Biodiversity and Conservation		
4.1 Flooding	✓	The proposal is consistent with the relevant flood related policies, manuals, guidelines, or studies applicable to the site. Further, it does not seek to rezone land within a flood planning area that is zoned recreation, rural, special purposes, or conservation. A flood and risk impact assessment has been prepared in accordance with the principles of the Floodplain Development Manual 2005 and consistent with the planning authorities' requirements, described in Section 9.5 and attached at Appendix J .
4.2 Coastal Management	-	Not applicable
4.3 Planning for Bushfire Protection	-	Not applicable
4.4 Remediation of Contaminated Land	✓	A Preliminary Site Investigation has been prepared which identifies past remediation and potential future remediation requirements to be incorporated at the development application stage. Refer to Section 9.8 .
4.5 Acid Sulfate Soils	✓	Laboratory testing indicates that actual and potential acid sulfate soils are not present at the site. Refer Section 9.8 .
4.6 Mine Subsidence and Unstable Land	-	Not applicable
Focus area 5: Transport and Infrastructure		
5.1 Integrating Land Use and Transport	✓	The proposal improves access to housing and jobs by walking, cycling and transport, taking into consideration the proximity of the site to existing networks. Increasing density at this location also contributes toward a reduction in car dependency as alternative transport modes are readily available, including the nearby Concord West Station, and the future Sydney Metro West station at North Strathfield.
5.2 Reserving Land for Public Purposes	-	Not applicable
5.3 Development Near Regulated Airports and Defence Airfields	-	Not applicable
5.4 Shooting Ranges	-	Not applicable
Focus area 6: Housing		
6.1 Residential Zones	✓	<p>The proposal provides for a diversity of housing types and makes efficient use of existing infrastructure by increasing density at a suitable location, where it can be accommodated without any significant environmental impact.</p> <p>(1) A planning proposal must include provisions that encourage the provision of housing that will:</p>

Ministerial Direction	Consistent	Comment
		<p>(a) broaden the choice of building types and locations available in the housing market, and (b) make more efficient use of existing infrastructure and services, and</p> <p>(c) reduce the consumption of land for housing and associated urban development on the urban fringe, and</p> <p>(d) be of good design.</p> <p>(2) A planning proposal must, in relation to land to which this direction applies:</p> <p>(a) contain a requirement that residential development is not permitted until land is adequately serviced (or arrangements satisfactory to the council, or other appropriate authority, have been made to service it), and</p> <p>(b) not contain provisions which will reduce the permissible residential density of land.</p>
6.2 Caravan Parks and Manufactured Home Estates	-	Not applicable
Focus area 7: Industry and Employment		
7.1 Business and Industrial Zones	✓	The Planning Proposal is inconsistent with this direction. The Economic Impact Assessment, made available at Appendix E , seeks to justify this inconsistency.
7.2 Reduction in non-hosted short-term rental accommodation period	-	Not applicable
7.3 Commercial and Retail Development along the Pacific Highway, North Coast	-	Not applicable
Focus area 8: Resources and Energy		
8.1 Mining, Petroleum Production and Extractive Industries	-	Not applicable
Focus area 9: Primary Production		
9.1 Rural Zones	-	Not applicable
9.2 Rural Lands	-	Not applicable
9.3 Oyster Aquaculture	-	Not applicable
9.4 Farmland of State and Regional Significance on the NSW Far North Coast	-	Not applicable

8.1.1 Ministerial Direction 1.5 – Parramatta Road Corridor Urban Transformation Strategy

This proposal for mixed use residential development zoned R3 Medium Density Residential varies from the B7 – Business Park zone proposed by the PRCUTS. The proposal puts forward alternative built form controls to those proposed in the PRCUTS Planning and Design Guidelines. Subject to local planning direction 1.5, a Planning Proposal may be inconsistent with the terms of the direction if the relevant planning authority can satisfy the Planning Secretary (or an officer of the Department nominated by the Secretary) that the planning proposal is:

- (a) consistent with the 'Out of Sequence Checklist' in the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November, 2016), or
- (b) **justified by a study (prepared in support of the planning proposal) that clearly demonstrates better outcomes are delivered than identified in the Parramatta Road Corridor Urban Transformation Strategy (November, 2016) and Parramatta Road Corridor Implementation Plan 2016-2023 (November, 2016) having regard to the vision and objectives, or**
- (c) of minor significance.

(Emphasis added)

This Planning Proposal is supported by Economic Impact Assessment, Social Impact and Needs Assessment and an Urban Design analysis that demonstrate the positive urban outcomes that will be delivered by the proposal are greater than those outcomes that could be delivered by future development facilitated by the planning controls proposed by the PRCUTS. The proposal's ability to deliver better outcomes for the site with regard to the vision and objectives of the PRCUTS is outlined in **Section 7.3** above.

8.2 State Environmental Planning Policies

The State Environmental Planning Policies directly applicable to the Planning Proposal are identified in **Table 12** below.

Table 12 Consistency with State Environmental Planning Policies

SEPP	Consistent		Comment
	Yes	No	
State Environmental Planning Policy (Biodiversity and Conservation) 2021			✓ Not relevant to proposed LEP amendment
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004			✓ Not relevant to proposed LEP amendment.
State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021			✓ Not relevant to proposed LEP amendment.
State Environmental Planning Policy (Industry and Employment) 2021			✓ Not relevant to proposed LEP amendment. May apply to future development on the site.
State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development	✓		SEPP 65 will apply to future detailed DAs on the site. This LEP amendment enables development able to comply with SEPP 65, as demonstrated at Appendix A .
State Environmental Planning Policy (Planning Systems) 2021			✓ Not relevant to proposed LEP amendment.
State Environmental Planning Policy (Resilience and Hazards) 2021			✓ Not relevant to proposed LEP amendment.

SEPP	Consistent	Comment
State Environmental Planning Policy (Transport and Infrastructure) 2021	✓	Applicable to future development on the site. Nothing in this LEP amendments precludes compliance with the SEPP, notably the requirements set out in Division 15 – Subdivision 2 Development in or adjacent to rail corridors and interim rail corridors—notification and other requirements
State Environmental Planning Policy (Sustainable Buildings) 2022	✓	Applicable to future development on the site. Nothing in this LEP amendments precludes compliance with the SEPP. Refer to Section 9.11 .

8.3 Canada Bay Local Environmental Plan 2013

An assessment against the aims of the Canada Bay LEP under Clause 1.2 has been included at **Table 13**.

Table 13 Consistency with the aims of the CBLEP 2013

Aims	Consistency
(aa) to protect and promote the use and development of land for arts and cultural activity, including music and other performance arts,	The proposal includes a central community hub adjacent to a public open space that creates a large urban room, creating a space for arts and cultural activity within the precinct.
(a) to create a land use framework for controlling development in Canada Bay that— (i) allows detailed provisions to be made in any development control plan made by the Council, and (ii) is consistent with the Canada Bay Local Strategic Planning Statement adopted by the Council on 15 October 2019,	Consistency with the Canada Bay LSPS is addressed in Section 7.6 .
(b) to maintain and enhance the existing amenity and quality of life of the local community by providing for a balance of development that caters for the housing, employment, entertainment, cultural, welfare and recreational needs of residents and visitors,	The proposal seeks to maintain and enhance the amenity afforded to the local community under existing conditions, while making substantial provision for housing for new residents, and appropriate business and services to accompany this growth. The station precinct will also create new destinations and facilities for visitors.
(c) to achieve high quality urban form by ensuring that new development reflects the existing or desired future character of particular localities,	The indicative masterplan has been developed with particular regard to a considered balance of existing and future context, to seamlessly integrate into the urban surroundings, as demonstrated in the Urban Design Report at Appendix A .
(d) to promote sustainable transport, reduce car use and increase use of public transport, walking and cycling,	The redevelopment of the site in the proposed way unlocks Concord West station to the surrounding street grid, significantly improving access to public transport for existing residents, while locating new population immediately adjacent to rail infrastructure. The proposal also makes provision for a new separated walking and cycling link through the site, bypassing the George Street 'kink'.
(e) to provide high quality open spaces and a range of recreational facilities,	The proposal includes a new 2,500m ² local park, complimenting the significant regional open space nearby at Bicentennial Park.
(f) to conserve the environmental heritage of Canada Bay,	The site is not heritage listed and the proposed redevelopment will not result in impacts on any heritage items.
(g) to promote ecologically sustainable development,	The development will deliver a well-designed, transit orientated mixed-use precinct, in keeping with the principles of ecologically sustainable development. A Sustainability Statement has been prepared by Mott MacDonald at Appendix S .
(h) to facilitate public access to foreshore land.	N/A

9.0 Environmental Impacts

9.1 Built Form and Urban Design

9.1.1 Building Height and Density

The proposed buildings heights respond to the site's future and existing context and feedback received through the scoping process. Built form along George Street is limited to 6 storeys to match the proposed planning controls within the Homebush North Precinct Master Plan, ensuring a consistent street-wall which similarly features upper-setbacks at the podium level. To the south, proposed building heights draws on the existing 7 storey 'Strathville' mixed-use development, being limited to ensure the privacy of residents and to minimise overshadowing, whilst transitioning height to context.

In line with Council's feedback, the tallest proposed envelopes are located within the site's centre and adjacent to the train station, which will transition downwards to respond to surrounding context. Being the least sensitive interface, the train line is suitable for a concentration of height. Together, these urban design moves create an incremental increase in height towards the site's more urban core towards Concord West Train Station. This transitional height ensures that existing and proposed street-wall heights are maintained, and that overshadowing of adjacent properties is minimised (refer to **Figure 31**).

Proposed density is the result of envelopes that are able to satisfy Council's design feedback and the intended outcomes of the proposal. Proposed envelopes are articulated to ensure that future development reads as a series of more slender built form expressions. This also creates architectural opportunities to reduce the appearance of building bulk and to express the elements of the building's architecture.

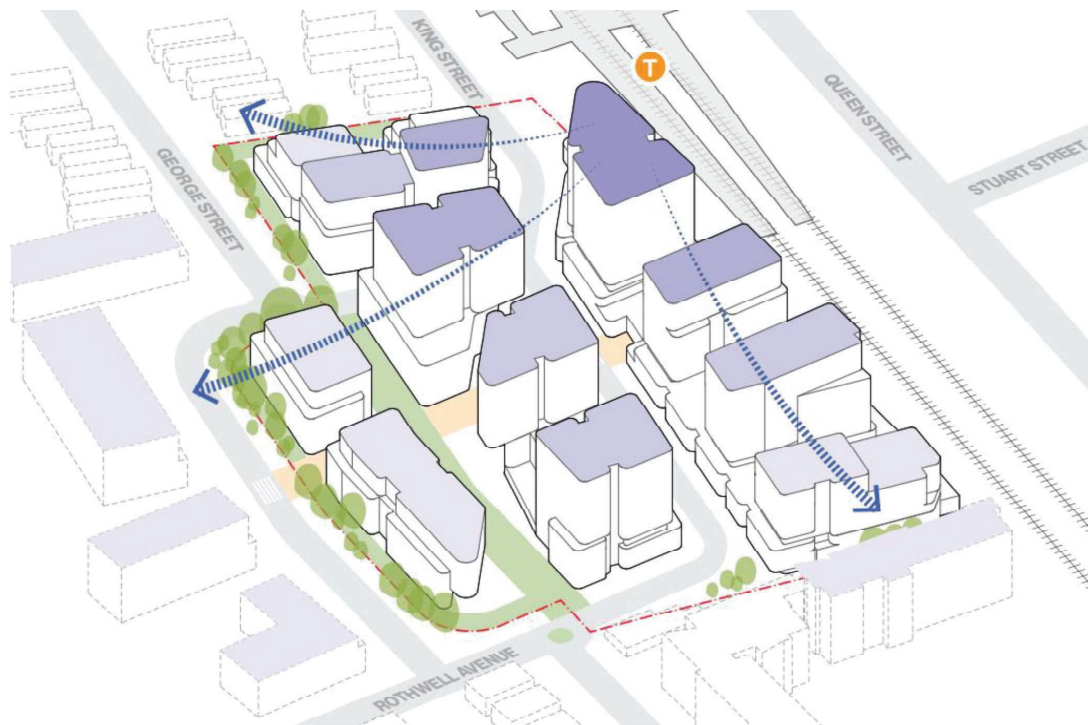


Figure 31 Proposed heights transitioning to context

Source: GroupGSA

The proposed building envelopes have been developed with careful consideration of the building massing and scale requirements and the building articulation principles set out in the PRCUTS. This includes regard for building envelopes, floorplates and building frontages, with the intention of delivering an appropriate response to the context through detailed design. Importantly, building envelopes have been pre-formed to ensure minimum standards of articulation and separation. However, in recognition of site-specific factors and contextual responses to existing and future context, the final design forms will best be governed by a site-specific DCP.

9.1.2 Street and Boundary Setbacks

Boundaries

Setbacks to the boundaries of the site have been carefully considered in the preparation of the masterplan. The proposal includes a minimum 12m setback from the northern boundary, allowing significant space to maintain privacy and aiding the transition between scales, and contexts. To the east, a minimum 6m setback is provided to the rail line, maintaining appropriate space for servicing, maintenance and other requirements. A generous and consistent 6m setback is provided along George Street to the west, creating and reinforcing a strong street wall while allowing ample room for vegetation between the street edge and built form. Appropriate varied setbacks are included to the south towards the electricity substation.

King Street Extension

The proposed setbacks to the King Street Extension are appropriate for the site and generally reflect the PRCUTS Design Guidelines. Two storey podiums with additional setback for residential towers provide comfortable street walls at a pedestrian scale. Specifically:

- Zero setback along active frontages reinforce the streetscape edge and integrate with plaza and pedestrian activity.
- Upper building setbacks will contribute positively to the pedestrian environment at street level by articulating the podium and tower to create a pedestrian-scale street wall within the bounds of the PRCUTS requirements.
- Street-wall heights have been limited along the site's key internal road to introduce a village-style experience, with a low-rise podium supporting active frontages, and receded tower forms.

Proposed east-west road

Street level activation are also featured along the secondary street within Station Precinct with mixed use retail. This carries the same zero setback and associated benefits as above. Building C introduces a zero setback to the proposed road. Given the secondary nature of this road and the diminished importance of the southern pedestrian domain due to the diagonal through site link and green connector, this is considered an appropriate response. Further, the street wall will be interrupted by the provision of an awning. Building A features a 3m setback above the podium.

George Street

Setbacks to George Street have been designed to mirror and compliment those proposed under Council's masterplan and the PRCUTS. This allows a seamless transition of scale between the proposed development and the future context adjoining George Street. The 6 storey residential buildings with two storey podiums provide a comfortable street wall at a pedestrian scale and respond to the residential interface.

9.1.3 Overshadowing and Solar Access

As result of the transitioning scale and generous landscaped setbacks, the indicative massing sits comfortably under the sun access planes to neighbouring properties of the South. Solar and overshadowing analysis completed by GroupGSA at **Appendix A** confirms the acceptability of these impacts.

The public open space will receive varying degrees of solar access. The Plaza North, suitable for potential al-fresco dining, achieves over 3 hours of sunlight in mid-winter. Whilst the existing mature trees along the western edge of the site will overshadow George Street until approximately 11am, the indicative massing results in George Street being relatively free of overshadowing from around 11:15am.

The indicative massing has been designed to minimise overshadowing to surrounding development, in particular was the 'Strathville' development at 27-29 George St. Solar studies demonstrate that the proposed massing results in almost 95% of the existing facades that achieve solar access are free from overshadowing. Nonetheless, any future

development application will be required to provide detailed analysis and respective shaping of towers to minimise impacts to this neighbouring development to the South and to satisfy the criteria set out in the Apartment Design Guide and CBDP.

9.1.4 Visual Impact

A Visual Impact Assessment (VIA) has been prepared by Ethos Urban and is attached at **Appendix D**. The VIA identifies, describe and assess the acceptability of the proposal's visual impact on the public domain. Key findings of the VIA include:

- the visual catchment is localised, with visibility of the proposal largely contained to adjoining and surrounding streets
- while much of the visual catchment is low density residential, there is a visible presence of larger buildings including existing multi-storey apartment buildings to the south, existing and emerging multi-storey apartment buildings to the east and light industrial and warehouse buildings to the west (which are proposed to accommodate six-storey apartment buildings)
- while comprising parkland in the form of the Powells Creek Reserve, the visual catchment does not contain elements that have high scenic amenity value such as large, open water bodies or iconic features
- there are no significant views within the visual catchment
- most people in the visual catchment will be local residents or workers and while the landscape is of value to them, their level of interest or attention to views is unlikely to be high
- the T9 train line provides opportunities for non-local people, most notably commuters, to see the proposal, as with locals, their level of interest or attention in views is unlikely to be high
- for these reasons, the visual catchment has between a low to low – medium sensitivity to the nature of change proposed
- the magnitude of the proposal ranges from perceptible to considerable
- magnitude is greatest where it is introducing a new larger scale element in view from which this type of element is absent
- magnitude is considerably reduced when seen with or close to existing larger scale elements such as 'Strathville' and the Concord West train station
- significance of visual impact is:
 - moderate – high x1
 - low – moderate x 3
 - low x 1
 - negligible – low x 1
- the most significant impact (moderate – high) is on the view from Powells Creek Reserve. This is due to the introduction of a new larger scale building into a view which buildings are absent.

The VIA concludes that the proposal has an acceptable visual impact and is capable of approval on visual impact grounds.

Scenic and Culturally Important Landscapes

Council's response to the Scoping Proposal identified that the proposal is inconsistent with Objective 28 of the Greater Sydney Region Plan as it 'is likely to have adverse impacts on the scenic landscapes of Powells Creek Reserve, including in Sydney Olympic Park'. The VIA concludes that neither Powells Creek Reserve nor Sydney Olympic Park are clearly articulated in council's planning framework as a scenic landscape. Powells Creek Reserve is an urban park that forms part of a larger area of public open space associated with Powells Creek that also includes Mason Park and Bressington Park. The park is physically and visually separated from the much larger Bicentennial Park to the west by Homebush Bay Drive. It is acknowledged that the proposal will be seen as a new element of scale in the landscape, however, it will not introduce a discordant or visually intrusive element. Maintenance of the current parkland edge, including an inability to see larger buildings, is not identified as being important in the planning framework and is not considered to create an undesirable visual amenity outcome. As such, the proposed development is not considered to be inconsistent with Objective 28 of the Greater Sydney Region Plan.

9.1.5 Open Space and Public Domain

Existing trees are retained at the site boundary edge, maintaining mature growth and ensuring ample visual separation between residential dwellings and adjacent developments.

An enhanced green network of open and communal space is integrated in this neighbourhood, providing opportunities for recreation and activities, social interaction, connection to the outdoors and the natural environment to Powells Creek green corridor. Along King Street existing vegetation is retained, introducing a considerable setback from the street-edge and a dense boundary canopy of mature trees. Alongside planting within ground floor open space, this creates a green, liveable edge distinguished from its surrounding context.

9.1.6 Design for Country

With the intention of further involvement as the design develops into the later stages of the project, a Connecting with Country Scoping Report has been prepared by the Gaímaragal Group at **Appendix C**. The work identifies the land as Wanne Country, having been occupied by the Wangal people of the Eora nation for at least 10,000 years. Designing and Connecting with Country will be embedded in the design and development process.

9.2 Residential Amenity

The indicative design concept for the residential flat buildings and townhouses proposed have been designed to meet the requirements of the Apartment Design Guide (ADG) to achieve good levels of residential amenity for the future residents. Analysis of the indicative reference scheme is included in the Urban Design Report at **Appendix A**. Notably, the indicative design concept demonstrates that the site can accommodate dense residential development that will provide:

- Apartments consistent with the ADG minimum size requirements;
- Balconies and private open spaces consistent with the ADG minimum size requirements;
- A minimum of two hours solar access to the following percentages of indicative apartments:
 - Building A: 85%
 - Building B1, B2, B3 & B4: 83%
 - Building C: 85%
 - Building D1 & D2: 85%
 - Building E & F: 85%
- Natural cross ventilation to the following percentages of indicative apartments:
 - Building A: 64%
 - Building B1, B2, B3 & B4: 64%
 - Building C: 64%
 - Building D1 & D2: 71%
 - Building E & F: 71%
- Separation distances between buildings in accordance with the minimum requirements of the ADG and will provide adequate privacy for residents;
- Circulation cores generally service no more than eight apartments per floor; and
- 8,469m² of communal open space (27% of total site) and 5,193m² of deep soil area (16.5% of total site).

It is noted that the reference design prepared by GroupGSA is indicative for the purposes of understanding the opportunities on the site. It is also noted that a floor to floor height of 3.2m is accommodated within the proposed envelopes, exceeding the 3.1m required by the PRCUTS. Further design detail regarding apartment and townhouse layouts would be resolved as part of any subsequent development applications.

9.3 Traffic and Transport

A Transport Study Report has been prepared by PwC at **Appendix H**. The report reviews existing transportation trends and the impact of the proposed development on those networks.

9.3.1 Projected traffic volumes

The assumptions for the trips rates have been derived from various sources based on specific trip generation studies, as advised by TfNSW:

- Residential trip rate is based on the average of high density residential in Sydney Metropolitan, in the reference cases, approximately 30%.
- Retail/Commercial trip rate is based on the average rate of the reference cases with similar Gross Leasable Floor Area with an average car mode share in the references of approximately 90%. The report notes that, as the proposed site car mode share target is 30%, a revised correlation coefficient of 0.33 (30%/90%) was applied to the vehicle trip rates.
- Childcare trip rate is based on the average of childcare centre with similar surrounding land uses.

Following the above, the estimated vehicle traffic generation is set out in **Table 14**.

Table 14 Estimated site vehicle traffic generation

Land Use	Quantum	Metric	Vehicle Rate		Total Car Trips		AM Car Trips		PM Car Trips	
			AM	PM	AM	PM	IN	OUT	IN	OUT
Residential	718	Per Unit	0.19	0.15	136	108	27	109	86	22
Retail / Commercial	6,660	100m ² GFA	1.84	2.60	123	173	61	61	87	87
Child Care	120	per child	0.30	0.20	36	24	18	18	12	12
Total					290	306	105	185	295	305

With the traffic generation noted above, and with George Street being maintained as the primary vehicular function, all intersections except George Street / Pomeroy Street would operate with minimal delay at a Level of Service (LoS) A in 2036 during the morning and afternoon peak hours. By 2027, without any intervention measures and background traffic growth alone, George Street / Pomeroy Street would operate at LoS F. The impact of the proposed intersection upgrade is discussed at **Section 9.3.2** below.

9.3.2 George Street / Pomeroy Street Intersection Upgrade

The report estimates that the proposed George Street / Pomeroy Street intersection will improve future intersection delays by more than ~390 seconds, operating at LoS C, achieving performance levels better than existing conditions. A summary of the intersection performance scenarios has been extracted from the report below at **Table 15**.

Table 15 George Street / Pomeroy Street proposed upgrade – intersection performance

Scenario	Year	Surveyed Data	Background Traffic Growth	Development Traffic Growth	Network	Demand	Average Delay Time and LoS
Base Year	2022	Yes	-	-	Existing	AM: 2,136 PM: 2,171	AM: 62 sec - E PM: 47 sec - D
Future Reference Case	2036	Yes	Yes	-	Existing	AM: 2,671 PM: 2,825	AM: 190 sec – F PM: 224 sec – F
Future Development Case	2036	Yes	Yes	Yes	Existing	AM: 2,954 PM: 3,133	AM: 354 sec – F PM: 421 sec – F
Future Development Case (with upgrade)	2036	Yes	Yes	Yes	Proposed upgrade	AM: 2,954 PM: 3,133	AM: 39 sec - C PM: 33 sec - C

9.3.3 Transportation analysis

The report analyses existing and future capacity on the T9 Northern Line. As shown in **Table 16**, the report concludes that the additional trips generated by the proposal can be accommodated within the existing capacity of the rail line.

Table 16 Future Train Capacity Analysis on Concord West Station

Concord West Station	Intersection Name		Volume
	To Central (AM Peak Hour)		From Central (PM Peak Hour)
2019 Demand	2,742		2,870

Concord West Station	Intersection Name		Volume
	To Central (AM Peak Hour)	From Central (PM Peak Hour)	
2019 to 2036 Background Growth	410	429	
Site-generated Demand	103	92	
Total Demand	3,255	3,391	
Demand/Capacity Ratio	0.96	1.0	

9.4 Social and Economic Impacts

9.4.1 Economic Benefit and Impact

An Economic Impact Assessment (EIA) has been prepared by Ethos Urban and is made available at **Appendix E**. The report assesses the economic impact of the proposed development. Key results of the EIA are as follows:

- A review of strategic policy indicates that the proposed development has the potential to align with the strategic vision for this part of Sydney, highlighted in both Local and State Government objectives and strategies. The Subject Site provides the potential to satisfy a number of government priorities through increased density and a mix of uses that will optimise the physical and locational attributes of the subject site, including leveraging the proximity to public transport connections. In addition to delivering vital housing supply, employment opportunities and community services, the project has the potential to reposition the large, strategic site for long term success by having regard to contemporary resident, tenant and customer requirements.
- Key demographic indicators and drivers highlight that the local population would associate strongly with a range of uses at the Subject Site, in particular through the provision of greater housing diversity and housing choice in a walkable, transit orientated community. The location highlights the opportunity for greater intensification of uses at the Subject Site that will deliver a range of benefits.
- A review of development activity indicates that the local area is desirable, and will continue to support, and transition towards, medium and higher density residential uses. Compared to other key transport destinations and precincts, there is currently a limited pipeline of development activity within Concord West, and in proximity to the Subject Site. The proposal represents an opportunity to act as a catalyst for growth within Concord West and this part of Sydney.
- The delivery of the Metro West and associated North Strathfield Metro Station, will further enhance the accessibility of the precinct throughout Greater Sydney, and improve access to a range of destinations, facilities and services including Sydney's major employment centres such as the Sydney CBD and Parramatta CBD. It is expected that future development activity, in particular high density residential, will seek to leverage new transport infrastructure investment such as Metro West.
- The Subject Site currently includes an existing industrial zoning, however, the previous business function (Westpac) is understood to have relocated on expiry of the previous lease agreement. Even prior to relocating, the Westpac business centre on the subject site supported few workers on site. As such, the Subject Site no longer represents the most appropriate use of the land, particularly given the size and strategic location, immediately adjacent to Concord West Station and within a growing, broader mixed use and residential community.
- A series of Study Areas have been reviewed in order to assess the local and regional precinct of most relevance to the proposal. A review shows that there is a demonstrated need for residential development within the 1km Study Area supported by the elevated house and unit prices relative to the Greater Sydney benchmark. The Subject Site represents a logical location for residential uses (including medium to high density) due to optimal access to public transport infrastructure, supporting retail facilities, community amenities as well as access to both Sydney CBD and Parramatta CBD employment centres.
- The residential population will support demand for a range of complementary non-residential uses including retail, health and community services. Demand for additional retail floorspace will continue as Concord West grows over time.
- It is estimated that the capital investment required to deliver the proposed development will be in the order of \$334.7 million. This investment would help to stimulate activity in Concord West and local area throughout the construction stage of the project.

- During the construction phase the proposal is expected to directly support employment of 460 job-years and deliver a direct value-add to the economy of \$74.5 million. When the multipliers are taken into account, total state-wide economic effects over the construction program are forecast to be: employment of 1,970 job-years and a total direct value-add to the economy of \$283.7 million.
- During the operational phase, the proposed development is expected to deliver the following (direct) benefits: FTE employment of 250 direct ongoing job-years, and direct value-add to the economy of \$24.9 million per annum. When the multipliers are taken into account, total ongoing economy-wide effects are estimated at: FTE employment of 380 job-years and a total direct value-add to the economy of \$39.9 million per annum.
- Findings of the impact assessment demonstrate that the proposed development will result in a net community and economic benefit, with any economic impacts likely to be limited and experienced in the short term only. The existing and future community will benefit from improved connectivity, activation, housing and employment opportunities, as well as overall economic and market growth, that is likely to be experienced in the medium to long term as a result of the proposal.
- The subject site represents a unique opportunity to support a contemporary mixed-use community that will integrate with the surrounding area and help to reposition the overall precinct for long term success. The existing industrial zoning and business operation, no longer represents the most appropriate use of the land, particularly given the size of the site, and the strategic location - immediately adjacent to the Concord West Station within a broader mixed use and residential community.
- The easily accessible location, and position adjacent to the train station, is ideally located to support a range of uses including residential, retail and community facilities. These types of uses would assist Council in achieving its dwelling and jobs targets. Furthermore, the site provides the potential to satisfy a number of government priorities through increased density and mix of uses that optimise the physical attributes of the subject site, including leverage the proximity to public transport connections.
- The proposal provides a rare opportunity to deliver additional housing stock, employment opportunities and new community services all within a strategic and centrally located site. The proposal has the potential to result in a number of economic and community benefits through a strategic development of the site, with benefits including additional housing supply, choice and affordability, improved lifestyle and amenities, as well as additional community infrastructure and services.

9.4.2 Retail Demand

A Market Potential Assessment has been prepared by LocationIQ and is made available at **Appendix F**. The assessment identifies that that between 2,000m² – 3,000m² of retail floorspace is supportable at the site (incorporating an anchor tenant, specialty retail, food and beverage facilities). Once additional supporting non-retail uses are considered (i.e., medical centre, gym) a total centre of 4,000m² – 5,000m² could be supported at the subject site.

Key recommendations for tenants are summarised as follows:

- **Anchor Tenant:** a small format supermarket (1,500 – 2,000m²) would be the likely major tenant to create a convenience destination within the site. Alternatives for tenancing this space include a Woolworths Metro or Coles Local store, an Asian supermarket such as Tong Li or Miracle, or IGA.
- **Mini-majors:** Mini-majors typically provided in neighbourhood generally include a pharmacy, alternatively, Daiso or a yum cha restaurant may appeal to the local market.
- **Retail Specialties:** assuming a small-format supermarket as above, ~800 – 1,000m² of retail specialty space is supportable. To maximise convenience and amenity, the mix of tenants may include: bakery, florist, café, takeaway, pharmacy (if not a mini-major tenant), hairdresser/beauty salon, or massage.
- **Destinational Non-Retail Uses:** a medical centre gym and/or tavern could be supported at the site if quality operators are secured. It is assumed that the existing childcare offering will be reintegrated into the proposed development.

9.4.3 Social Impact and Needs Assessment

A Social Impact and Needs Assessment (SINA) has been prepared by Ethos Urban and is attached at **Appendix G**. The SINA assesses community needs to inform the proposal, and potential social impacts arising from the redevelopment, as well as recommending strategic directions to optimise social outcomes.

Community needs

The completed community needs analysis includes the following key findings:

- Infrastructure provision should consider the principles of accessibility, diversity, and inclusivity in order to deliver upon community aspirations. Canada Bay's diverse population should be catered for – including age, ability, and cultural background.
- Existing cultural/creative infrastructure focuses on performance and exhibition space. Provision of maker space, coupled with general community use space could generate valuable community development.
- Given the diverse and increasing population, the area would benefit from cultural and community centres, particularly focused on the large proportion of Culturally and Linguistically Diverse communities.
- There is potential to contribute to the growth and development of regional infrastructure and open space networks, which are accessible and pertinent to the subject site and its future communities.
- Considering the existing provision of social infrastructure and open space within Concord West and surrounds generally, the following is recommended as part of the subject proposal:
 - Flexible community space/lounge of minimum 400sqm
 - Co-working space
 - Open space
 - Seniors' housing

In response, the following has been proposed as part of the proposal:

- **Flexibility community space** – a flexible space able to respond to community needs and subject to further development at the development application stage.
- **Open Space/Active transport links** – A Green Connector of size 2,770sqm, including an indicative desired through-site link connecting George St to the train station
- **Medical and health facilities**
- **Childcare**
- **Community Plaza**

Social Impact

The SINA identifies the following key challenges associated with the Planning Proposal:

- The development will result in significant changes to the way of life, surroundings, community and culture of existing and past communities – due to the transformational change in use of the land from industrial, and the increase in density of development on the site, and the subsequent additional population onsite expected.
- While these changes may be perceived as either positive or negative, depending on the receiver, it is likely to result in loss of existing community networks, and connection to place for some. Meaningful and respectful consultation with local communities and stakeholders will be necessary to mitigate some negative impacts, with a particular focus on the broader strategic transformation of the area and the opportunities this will bring.
- Recommendations within technical reports including in relation to visual impact and overshadowing should be implemented, in order to mitigate impacts to the broader immediate community.
- During construction and operation of the development there may be potential for adverse social impacts on surroundings, way of life, and health and wellbeing of local communities.
- The construction and operation of the precinct would also contribute to the increased traffic and associated impacts in the local area – however, creation of internal roads and access infrastructure as part of the proposal (insert recommendations) would support accommodating the future needs of the locality.

Additionally, it identifies the following positive benefits:

- Overall, it is considered that significant positive benefit is likely to result from the development, specifically in relation to the provision of additional employment and residential opportunities for the local community and beyond, as a result of the delivery of the project, which is in alignment with the NSW Government's strategic goals for delivering dwellings under the Eastern City District Plan – the 20 year plan to manage growth between 2016-2036 in Greater Sydney.
- The provision of new dwellings in a strategic location will provide for more diverse and affordable housing as the centre's proximity to GPO and the Sydney Olympic Park set the potential for Concord West to grow with increased capacity for housing, employment opportunities and housing.

- Positive social benefits to community, and way of life, if a diversity of recreation opportunities, cultural and community centres and new open space are implemented as recommended. Social infrastructure is a key priority for the City of Canada Bay Council, as highlighted in their Community Strategic Plan. The provision of community infrastructure as part of the development will supplement a growing population particularly in the Concord West transformational area. A focus on the provision of social infrastructure, to facilitate inclusion and participation in community life, and foster a sense of place and belonging, is recommended.
- Employment benefits can be enhanced by applying local and social procurement practices during construction and operational phases of the development.
- Potential way of life, health and wellbeing and accessibility benefits associated with the delivery of new active transport paths in the green corridor, connecting pedestrian and cycle paths with employment and amenities. This will enable sustainable and healthy transport mode choices for future workers and residents in the broader Concord West and Canada Bay community.

For the reasons listed above, the SINA concludes that the proposal has the potential to be transformative for this part of Sydney and to deliver significant social value to the community.

9.5 Flooding and Stormwater

A Preliminary Civil Engineering Report has been prepared by TTW at **Appendix J**. The report addresses stormwater diversion, George Street regrading and flooding of George Street.

Two key stormwater management options have been developed to mitigate flood risks. The preferred option will be subject to negotiations between Council and a neighbouring property owner. These options are further detailed at **Appendix J**. Regardless, the report notes that site is located at the high point and therefore will work in both scenarios presented in Option 1 and Option 2.

The report confirms that requirements for the proposed development are feasible to comply with the relevant planning and statutory requirements for flood, stormwater and level design.

9.6 Heritage Impacts

9.6.1 Indigenous Heritage

An Aboriginal Heritage Due Diligence Report has been prepared by GML Heritage and is included at **Appendix N**. The report finds that there is a low likelihood of Aboriginal objects occurring within the subject site. Any Aboriginal objects present are likely to be displaced items that have been moved from their original location. As such, the proposed development is unlikely to harm aboriginal objects.

Nonetheless, the report recommends proceeding with caution and outlines an unexpected finds procedure to be implemented upon the commencement of works.

9.6.2 Non-Indigenous Heritage

A Heritage Impact Statement (HIS) has been prepared by GML Heritage and is made available at **Appendix O**. The HIS identifies the subject site's heritage context and the items in the vicinity of the site and assesses the potential impacts of the proposed development on nearby heritage items. The statement finds that the two buildings on the subject site are of little heritage significance.

This HIS concludes the following:

- The site contains several mature trees in the north-western corner of the site. These trees have some potential for heritage landscape values. An arboricultural report on the mature trees is required to understand the value of the trees and any proposed mitigation methods. Other trees on the site are smaller and have little amenity value.
- No assessment of historical archaeological potential has been undertaken as part of this HIS. Any subsurface excavations would require a historical archaeological assessment to mitigate any potential impacts.
- The proposed works on the subject site 1 King Street, Concord West, are assessed to have a minor adverse physical and minor to moderate adverse visual impact to Concord West Railway Station Park, and minor to moderate adverse visual impact to Powells Creek Reserve, the two heritage items in its vicinity.
- To align with the heritage context and setting of the subject site, consideration should be given to the architectural design, massing, articulation and materiality of the future development on the site.

These findings are able to be addressed in any future development application.

9.7 Ecological Characteristics and Values

A Biodiversity Assessment has been prepared by Biosis and is made available at **Appendix M**. The report confirms that the proposal does not trigger the Biodiversity Offset Scheme and that a Biodiversity development Assessment report (BDAR) is not required. In regards to the 0.14 ha of Planted Native vegetation clearance proposed, the assessment recommends:

- Minimising disturbance to any native vegetation in the surrounding area.
- Any trees to be retained should be protected in accordance with AS4970 wherever possible.
- Should threatened species be unexpectedly identified during the project, works should cease and an ecologist should be contacted.
- Soil transportation should be minimised within, into or out of the area to reduce the spread of weeds.
- Appropriate measures should be implemented to minimise the spread of identified weed species.
- Appropriate erosion and sediment control measures should be installed at the site to avoid sedimentation of receiving water bodies or other indirect impacts to surrounding biodiversity.

The above recommendations are readily achievable at the development application stage.

9.8 Contamination and Acid Sulfate Soils

A Preliminary Site Investigation (PSI) has been prepared by Reditus and is included at **Appendix P**.

The following conclusions and recommendations are made based on the key findings of the PSI in the context of the proposed redevelopment:

- The site appears to have been used primarily for industrial/commercial use since at least 1943.
- The results of the SafeWork NSW Dangerous Goods Records search indicated there are two diesel tanks (10,000L and 55,000L) present onsite located within the eastern carparking area.
- The subject site is identified as being within Class 5 zone on the Acid Sulfate Soil Map under the CBLEP 2013.
- The site appears to have been potentially remediated around 1996. If the site has been remediated the environmental risk is likely to be adequately controlled as a result of the Remediation Management Plan (dated September 1996).

Given the above, the PSI considers that there is a moderate risk of contamination at the site, in particular due to the presence of underground petroleum storage tanks identified onsite. As such, the PSI also recommends the following actions:

- Completion of a Detailed Site Investigation (DSI) to properly characterise the nature and extent of potential contamination of soil, groundwater, and soil gas at the site.
- The DSI should include a review of the Remediation Management Plan (if available). Soil and groundwater sampling is still considered warranted to characterise the contamination status of the site given the age of the Remediation Management Plan and the risk to soil and groundwater underlying the site associated to the underground storage tanks identified.
- Due to the presence of UPSS infrastructure any remedial strategy for the site will be required to address the proper and safe removal and disposal of such infrastructure adhering to the relevant guidelines and legislation.
- A Destructive Hazardous Materials Assessment should be undertaken prior to the demolition of any above ground structures at the site.
- An Acid Sulfate Soil Assessment is undertaken.

The above recommendations are able to be addressed in any future development application.

9.9 Noise and Vibration

An Acoustic Statement has been prepared by Renzo Tonin & Associates and is made available at **Appendix Q**. The statement identifies significant noise sources in the vicinity of the site as well as relevant acoustic planning controls that are applicable to those noise sources. Further, the statement identifies if compliance with the relevant planning controls is feasible, such that the site (through appropriate design) is suitable for the proposed LEP amendments. Rail noise is the primary noise source at the site. Road noise on George Street or noise from other nearby land uses is not significant. Recorded noise levels are shown in **Table 17**.

Table 17 Representative day and night rail noise levels

Measurement location	Survey period	Rail noise level	Comment
Location L1 – Representative of the proposed eastern facades of easternmost buildings	Day time (7am-10pm)	63dB(A) _{Leq(15hr)}	Moderate noise level. Exceeds Supplementary Ventilation Trigger Level.
	Night time (10pm to 7am)	60dB(A) _{Leq(15hr)}	Moderate noise level. Exceeds Supplementary Ventilation Trigger Level.
Location L2 – Representative of the proposed eastern facades of central row buildings	Day time (7am-10pm)	57dB(A) _{Leq(15hr)}	Low noise level. Does NOT Exceed Supplementary Ventilation Trigger Level. Noise levels will be further reduced by future buildings on eastern boundary.
	Night time (10pm to 7am)	55dB(A) _{Leq(15hr)}	Low noise level. Does NOT Exceed Supplementary Ventilation Trigger Level. Noise levels will be further reduced by future buildings on eastern boundary.

The site is adjoined to the north and south by residential development at a similar distance from the rail line which is indicative of the potential for the subject site to accommodate residential uses. Further, analysis based on site measured noise and vibration levels and review of relevant noise controls indicates that the site is capable accommodating residential use. A detailed noise and vibration analysis should be conducted at the development application stage to:

- Determine precise façade build ups for all buildings in the development.
- Determine if any form of vibration mitigation treatment is needed in the event that residential uses are proposed on lower levels of Buildings B1-B4.
- To set operational noise limits for the site (plant/equipment noise, child care centre noise) to ensure that nearby residences are not adversely impacted by the operation of the redeveloped site.

9.10 Utilities and Infrastructure

A Hydraulic & Electrical Services Engineering Infrastructure Management Plan has been prepared by JHA Services and is included at **Appendix P**. The plan identifies and summarises the proposed utility infrastructure requirements which will be incorporated into the design of the proposed development.

The following key existing infrastructure services the site:

- **Sewer:** the site is gravity drained by a single Ø225mm authority sewer main, extending through along George St and the western boundary of the site.

Based on load estimates, the existing sewer mains are not adequate to serve the proposed development, without the need for amplification. Further investigation and consultation with Sydney Water is required prior to the lodgement of a development application.

- **Potable water:** the site has frontage to the following authority water mains: Ø100mm CICL main in King St; Ø100mm uPVC main in George St; and Ø200mm CICL main in George St.

It is anticipated that the proposed development can be accommodated by the existing connections. Pressure boosting pumps will be required to ensure adequate pressure are received at the upper most floors of the proposed buildings.

- **Gas:** the site has frontage to the following authority natural gas mains: Ø32mm Nylon, 210kPa main in King St; Ø1100mm Nylon, 210kPa main in George St; and Ø1500mm Steel, 1,0500kPa trunk main in George St.
Gas connection is only proposed to the retail component of the development, which can easily be accommodated within existing connection. Full electrification of the residential buildings is proposed.
- **Electricity:** the site is currently encumbered by existing Ausgrid infrastructure assets in the form of two kiosk substations and associated underground cabling, located along the western side of the site. As part of the proposed redevelopment works, existing substations S.3011 and S.3023 as well as existing underground service connection towards the north of the site will require decommissioning and removal as part of the proposal. The proposed replacement substations are detailed in **Appendix R**.

9.11 Sustainability

A Sustainability Statement has been prepared by Mott MacDonald and is attached at **Appendix S**. The strategy outlines the precinct's vision to position itself as a catalyst for transformation in response to a decarbonisation and circular agenda. The Sustainability Statement demonstrates considers the following:

- The vision and related themes set out in the City of Canada Bay Local Strategic Planning Statement
- The performance outcomes and sustainability targets outlined in the PRCUTS Sustainability Implementation Plan
- The increased standards put forward in the State Environmental Planning Policy (Sustainable Buildings) 2022 (Sustainable Buildings SEPP)
- The objectives and controls of the City of Canada Development Control Plan.

In response to the above, numerous performance objectives have been incorporated into the proposal, as outlined at **Table 18**.

Table 18 Performance objectives

Basis	Response
Sustainable Buildings SEPP	<ul style="list-style-type: none"> • Average 7 star NatHERS minimum 6 star NatHERS • BASIX Energy 62 (BASIX Higher Standards) • BASIX Materials Index
PRCUTS Sustainability Implementation Plan	<ul style="list-style-type: none"> • BASIX Water 50 • 5.5 star NABERS Energy for Apartment Buildings • 5.5 star NABERS Water for Apartment Buildings • Energy infrastructure
Green Star Buildings	<ul style="list-style-type: none"> • Credible reductions in upfront carbon and energy use • Fossil fuel-free • 100% renewable energy • High impact refrigerants are eliminated, where possible • 80-90% diversion of construction and demolition waste from landfill
Movement and place	<ul style="list-style-type: none"> • Level 1 EV charging points to every residential car parking spaces and Level 2 charging points to 10% of non-residential car parking spaces
Nature-based solutions	<ul style="list-style-type: none"> • 40% urban tree canopy • Increase biodiversity with a high proportion of indigenous planting (+60%) and a significant nesting tree per 500m2 of landscaped area

10.0 Response to NSW DPE Guidelines

10.1 Part 1 - Objectives and Intended Outcomes

The key objectives for the Planning Proposal are:

- Demonstrate the strategic and site-specific planning merit of accommodating the proposed mix of uses and development on the site.
- Demonstrate the proposal will clearly deliver better outcomes than development in accordance with the *Parramatta Road Corridor Urban Transformation Strategy* (November, 2016) and *Parramatta Road Corridor Implementation Plan 2016-2023* (November, 2016) having regard to their vision and objectives,
- To evaluate the impact of building height and density.
- Assess the relevant environmental, social, and economic impacts of the proposal.

The objective of this Planning Proposal is to amend the CBLEP 2013 to enable a mixed-use residential development immediately adjacent to the Concord West Railway Station at 1 King Street, Concord West. The intended outcomes of this Planning Proposal are to deliver:

- 10 buildings, ranging from 4-12 storeys accommodating approximately 716 dwellings in a range of 1, 2, 3 and 4 bedroom apartments and townhouses.
- New loop road through the site connecting King Street and George Street.
- A total of approximately 83,050m² of gross floor area which equates to a floor space ratio of 2.65:1. The gross floor area comprises approximately:
 - 75,461m² residential floor area
 - 7,589m² non-residential floor area
- A green connection of approximately 2,500m² to provide legible pedestrian and cycle access north-south through the site. The green connection is proposed to include a neighbourhood park to provide additional amenity for the existing and future community.
- A new civic precinct – the 'station precinct' – focused along the active spine and community plaza accommodating a range of non-residential uses (i.e.: retail, food and beverage, gym, health and childcare) on the ground plane that will activate the public domain.

10.2 Part 2 - Explanation of Provisions

The following amendments to the CBLEP 2013 are sought under this Planning Proposal:

Table 19 Summary of Proposed Amendments to the CBLEP 2013

Control	Clause / Map	Existing	Proposed
Land Use Zone	Land Zoning Map	E4 General Industrial	R3 Medium Density Residential Refer to Figure 32 .
Building Height	Height of Buildings Map	8.5m	Building A: 38m Building B1: 47m Building B2 & B3: 43m Building B4: 33m Building C: 46m Building D1 & D2: 45m Building E: 26m Building F: 26m Refer to Figure 33 .
	Clause 4.3E	N/A	Provisions to introduce flexibility pertaining to height exceedances related to plant and lift overruns as a result of topography. Refer to Section 10.2.1 .
Floor Space Ratio	Floor Space Ratio Map	1:1	2.65:1 Refer to Figure 34 .
	Clause 4.5A	N/A	Provisions to introduce flexibility pertaining to FSR exceedances related to the enclosure of wintergarden balconies. Refer to Section 10.2.2 .
Design Excellence	Design Excellence Map	N/A	Site included in specified area. This will result in future development within the precincts being subject to Clause 6.14 Design excellence. Refer to Figure 35 .
Additional permitted uses	Schedule 1	N/A	Commercial premises and Shop top housing to be permitted with consent on the site. Refer to Section 10.2.3 .

10.2.1 Proposed exceptions to height of buildings control – Clause 4.3E

The Planning Proposal seeks to amend the CBLEP 2013 to allow for the following exceptions to height of building controls:

4.3E Exceptions to height of buildings for land at 1 King Street, Concord West

- (1) *This clause applies to land at 1 King Street, Concord West, being Lot 101, DP 791908.*
- (2) *The height of a building on the land may exceed the maximum height shown for the land on the Height of Buildings Map if—*
 - (a) *the height of the building does not exceed the maximum height by more than 3 metres, and*
 - (b) *that part of the building that exceeds the maximum height comprises either—*
 - (i) *roof-top plant or equipment, lift overruns and associated structures, or*
 - (ii) *an architectural roof feature that complies with subclause (3).*
- (3) *An architectural roof feature complies with this subclause if it—*
 - (a) *comprises a decorative element on the uppermost portion of a building, and*
 - (b) *is not an advertising structure, and*
 - (c) *does not include floor space area and is not reasonably capable of modification to include floor space area, and*
 - (d) *will cause minimal overshadowing, and*
 - (e) *has fully integrated into its design any building identification signage or equipment for servicing the building (such as plant, lift motor rooms, fire stairs and the like) that is contained in or supported by the roof feature.*

10.2.2 Proposed additional floorspace control – Clause 4.5A

The Planning Proposal seeks to amend the CBLEP 2013 to allow for the following exceptions to floor space ratio controls:

4.5A Balconies on certain residential buildings

- (1) *The consent authority may exclude the gross floor area of any existing or proposed wintergarden from the calculation of the total floor space for a building on land at 1 King Street, Concord West, being Lot 101, DP 791908, if the consent authority is satisfied of the following—*
 - (a) *the wintergarden balcony is likely to be adversely affected by rail noise or vibration,*
 - (b) *the excluded wintergarden balcony gross floor area does not exceed 15% of the gross floor area of the apartment to which the wintergarden is attached,*
 - (c) *the wintergarden balcony is used, or designed to be used, as external open space,*
 - (d) *the wintergarden balcony has sufficient natural ventilation,*
 - (e) *the partial enclosure of the wintergarden does not increase the apparent bulk of the building.*
- (2) *For the purposes of this clause, wintergarden balcony means a balcony that is—*
 - (a) *part of a residential flat building or Shop top housing, and*
 - (b) *above the level of any podium that is, or is required to be, part of the construction of the residential flat building or Shop top housing, and*
 - (c) *partially enclosed.*

10.2.3 Proposed additional permitted uses

The Planning Proposal seeks to amend the CBLEP 2013 to permit the following additional permitted uses:

24 Use of certain land at 1 King Street, Concord West

- (1) *This clause applies to land at 1 King Street, Concord West, being Lot 101, DP 791908.*
- (2) *Development for the following purposes is permitted with development consent—*
 - (a) *commercial premises,*
 - (b) *Shop top housing.*

10.3 Part 3 – Justification of Strategic and Site-Specific Merit

The following section provides strategic justification for the Planning Proposal, assessed against the questions to consider when demonstrating justification of strategic and site-specific merit under Table 3 of the *Local Environmental Plan Making Guideline*.

10.3.1 Section A – Need for the Planning Proposal

Q1. Is the Planning Proposal a result of an endorsed local strategic planning statement, strategic study or report?

The Canada Bay Local Strategic Planning Statement specifies, in Action 6.5, that:

Prior to land use change occurring on the site known as 1-7 King Street, Concord West, the Concord West Socio Economic Study is to be updated by Council to respond to:

- the Eastern City District Plan;
- the Parramatta Road Corridor Urban Transformation Strategy;
- any outcomes arising from the Burwood, Strathfield, Homebush Planned Precinct;
- any commitment by the NSW Government in relation to a metro station in North Strathfield; and
- any other matter of material importance.

The Study is to provide a recommendation on the preferred land use outcome for the site having regard to the above plans, strategies and considerations.

In fulfilment of the above, a social and economic study has been prepared justifying the proposal. This is discussed at **Section 9.4** and are attached at **Appendix E** and **Appendix G**.

Q2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes. This Planning Proposal is the best means of achieving the objectives and intended outcomes identified for the local area. To achieve the realisation of a pedestrian-oriented neighbourhood centre and improved street network the development standards under the CBLEP 2013 must be amended to facilitate the renewal of the site in a manner that will achieve desirable outcomes for the area.

10.3.2 Section B – Relationship to the Strategic Planning Framework

Q3. Will the Planning Proposal give effect to the objectives and actions of the applicable regional, or district plan or strategy (including any exhibited draft plans or strategies)?

Refer to **Section 7.1** and **7.2**.

Q4. Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?

Refer to **Section 7.6**.

Q5. Is the planning proposal consistent with any other applicable State and regional studies or strategies?

Refer to **Section 7.3**.

Q6. Is the Planning Proposal consistent with applicable State Environment Planning Policies?

Refer to **Section 8.2**.

Q7. Is the Planning Proposal consistent with the applicable Section 9.1 Directions?

Refer to **Section 8.1**.

10.3.3 Section C – Environmental, Social and Economic Impact**Q8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?**

The Planning Proposal will not adversely affect critical habitat or threatened species, population, or ecological communities in their habitats, as none have been identified on the site. A Biodiversity Assessment Report (**Appendix M**) confirms the site does not have significant biodiversity values in accordance with Clause 1.5 of the Biodiversity Conservation Act 2016 and Clause 1.4 of the Biodiversity Conservation Regulation 2017.

Q9. Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

An assessment of the environmental impacts of the Planning Proposal is provided at **Section 9.0**. No unacceptable impacts will result from the achievement of the intended outcome.

Q10. Has the planning proposal adequately addressed any social and economic effects?

An assessment of the social impacts of the Planning Proposal is provided at **Section 9.4.3**. An assessment of the economic impacts of the Planning Proposal is provided at **Section 9.4.1**.

10.3.4 Section D – Infrastructure (Local, State and Commonwealth)**Q11. Is there adequate public infrastructure for the Planning Proposal?**

The site is adjacent to the Concord West Railway Station which is one stop from the future North Strathfield Sydney Metro West station. In addition, the Planning Proposal will facilitate the critical infrastructure upgrade to the George Street and Pomeroy Street intersection and a monetary contribution towards the George Street stormwater infrastructure and road regrading.

10.3.5 Section E – State and Commonwealth Interests**Q12. What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?**

There has been pre-lodgement consultation undertaken with State authorities as part of the Scoping Proposal process. No consultation with Commonwealth authorities has been carried out to date with regards to this Planning Proposal. The views of the State and Commonwealth authorities will be known following the Gateway process.

10.4 Part 4 – Maps

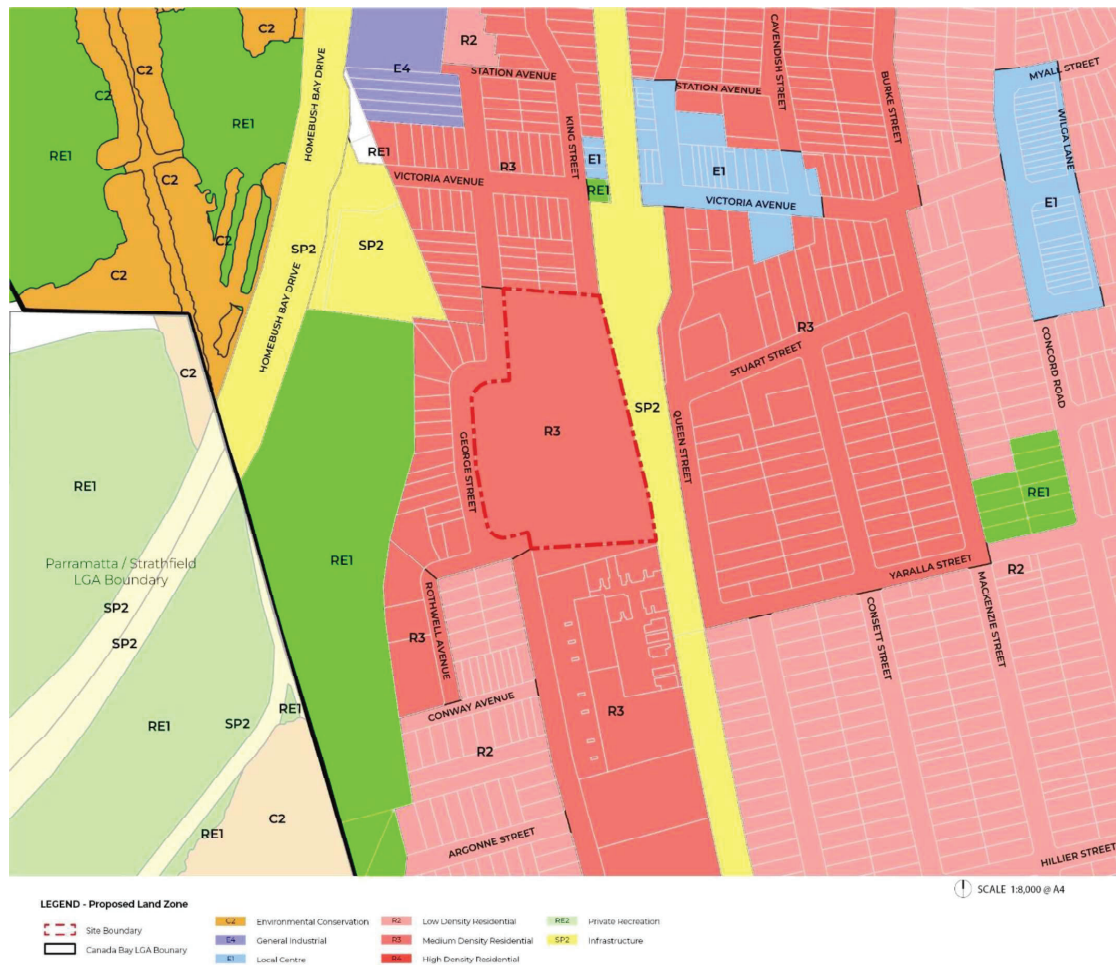


Figure 32 Proposed Land Use Zoning Map

Source: Ethos Urban / NSW Legislation



Figure 33 Proposed Height of Buildings Map

Source: Ethos Urban / NSW Legislation



Figure 34 Proposed Floor Space Ratio Map

Source: Ethos Urban / NSW Legislation



Figure 35 Proposed Design Excellence Map

Source: Ethos Urban / NSW Legislation

10.5 Part 5 – Community Consultation

With reference to the relevant considerations set out within the NSW Department of Planning & Environment's *Local Environmental Plan Making Guideline*, it is noted that:

- The LEP making process does not require formal community consultation prior to a proponent submitting a planning proposal to council.
- The most appropriate time for community consultation for planning proposals is after a Gateway determination is issued and all relevant studies and reports have been completed. This ensures the community has clear and evidence-based information available to help them make informed comments on the proposal.

Notwithstanding the above, consideration will be given to the potential early engagement of the local community to consider any views they may have to assist in informing the preparation of the Planning Proposal.

10.6 Part 6 – Project Timeline

Table 20 provides the project timeline anticipated for the subject Planning Proposal which is predicated on the nature and scale of the Planning Proposal.

Table 20 *Anticipated Project Timeline*

Action	Timeframe
Stage 1 – Pre-lodgement	Complete
Lodgement	July 2022
Stage 2 – Planning Proposal	January 2024
Stage 3 – Gateway Determination	April 2024
Stage 4 – Post-Gateway	June 2024
Stage 5 – Public exhibition & Assessment	December 2024
Stage 6 – Finalisation	April 2025

11.0 Conclusion

This report has been prepared by Ethos Urban to support a Planning Proposal submitted to the City of Canada Bay Council in respect of the site at 1 King Street, Concord West. The Planning Proposal seeks to amend the CBLEP 2013 as follows:

- Rezone the site to R3 Medium Density Residential.
- Amend the maximum building to a range of heights between 26 metres and 47 metres.
- Amend the maximum floor space ratio to become 2.65:1.
- Include the site on the Design Excellence Map.
- Amend Schedule 1 to include 'commercial premises' as an additional permitted use on the site.

The Planning Proposal is justified for the following reasons:

- It is consistent with the objects of the EP&A Act; in that it promotes the orderly and economic use and development of land.
- The proposal is consistent with the applicable SEPPs and Ministerial Directions.
- The Council recognise the existing planning controls and those proposed by the PRCUTS are suitable for review subject to appropriate analysis. In lieu of an updated Concord West Socio Economic Study, the proponent has prepared and submitted this Planning Proposal and supporting documentation including a Social Impact and Needs Assessment and an Economic Impact Assessment. The Planning Proposal demonstrates that future development will deliver better planning outcomes with regard to the Eastern City District Plan and the Parramatta Road Corridor Urban Transformation Strategy, when compared to the outcomes possible under the planning controls proposed by the PRCUTS.
- It will facilitate the renewal of a large and underutilised site immediately adjacent to the Concord West Railway Station one stop from the committed future North Strathfield Metro.
- The proposed building heights will ensure an appropriate transition in scale to the existing lower density residential dwellings to the south and east. The planning proposal will not create any unacceptable or unreasonable privacy or shadow impacts to the surrounding dwellings.
- The planning proposal can meet the design criteria of the Apartment Design Guide.
- The planning proposal will not have any adverse impacts on the future operation of the surrounding road network.
- The planning proposal will deliver preferable outcomes when compared to development that complies with the current planning controls.

ATTACHMENT B

Visual Impact Assessment

Amendment to the Canada Bay Local Environmental Plan 2013

1 King Street, Concord West
On behalf of Concord West Pty Ltd



Prepared by Ethos Urban
Submitted to Canada Bay Council

27 July 2023 | 2220035



'Gura Bulga'

Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.

By using the green and blue colours to represent NSW, this painting unites the contrasting landscapes. The use of green symbolises tranquillity and health. The colour cyan, a greenish-blue, sparks feelings of calmness and reminds us of the importance of nature, while various shades of blue hues denote emotions of new beginnings and growth. The use of emerald green in this image speaks of place as a fluid moving topography of rhythmical connection, echoed by densely layered patterning and symbolic shapes which project the hypnotic vibrations of the earth, waterways and skies.

Ethos Urban acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We acknowledge the Gadigal people, of the Eora Nation, the Traditional Custodians of the land where this document was prepared, and all peoples and nations from lands affected.

We pay our respects to their Elders past, present and emerging.

Contact	Chris Bain Director	cbain@ethosurban.com (02) 9956 6962
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This document has been prepared by:

Chris Bain 27/07/2023

Version No.	Date of issue	Prepared By	Approved by
1.0 (DRAFT)	29/10/2022	CB	JM
2.0 (DRAFT)	06/11/2022	CB	CB
2.1 (FINAL)	27/07/2023	MT	CB

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Executive summary

Concord West Pty Ltd (the proponent) is proposing amendment of the Canada Bay Local Environmental Plan 2013 (CBLEP 2013) (the planning proposal) to enable renewal of land located at 1-7 King Street, Concord West (the site) as a transit oriented, mixed-use precinct.

This visual impact assessment (VIA) has been prepared to assess the likely visual impact of the proposal on the public domain.

The key findings from this VIA include:

- the sensitivity of the visual catchment to the nature of change proposed ranges between low to low – medium
- the magnitude of the nature of change proposed ranges from perceptible to considerable
- significance of visual impact is:
 - moderate – high x1
 - low – moderate x 3
 - low x 1
 - negligible – low x 1
- the most significant impact (moderate – high) is on the view from Powells Creek Reserve.

The proposal does not impact significant views obtained from the public domain. However, it will create important new view corridors, including a new east-west view corridor in general alignment with Stuart Street and a new north-south view corridor in general alignment with George Street

From a number of views, the proposal will be seen in a context that already has, and is undergoing redevelopment for further, taller elements. This includes the Concord West train station, St Ambrose Primary School, and development on the eastern side of the T9 railway station. Critically, it will be seen as extending to the north the existing line of multi-storey apartment development on the western side of the T9 train line. As surrounding development is also suitable in-principle for renewal, it is likely that the proposal can form a cluster of taller buildings adjoining the Concord West train station.

From some views the proposal will be visible from locations that do not currently contain multi-storey apartment buildings. Despite this, in these views the proposal will be visible in the background above and behind existing foreground and midground elements that block visibility of its lower storeys. As such, its visual dominance will be reduced.

The proposal will be seen as a distinct new element from Powells Creek Reserve. However, visibility of the proposal will likely be screened by other elements in the landscape.

Fundamental or otherwise large-scale changes to the proposal are not recommended to achieve acceptable visual impact outcomes.

On this basis, it is the conclusion of this VIA that the planning proposal has an acceptable visual impact and as such is capable of approval on visual impact grounds.

1.0 Introduction

Concord West Pty Ltd (the proponent) is proposing amendment of the Canada Bay Local Environmental Plan 2013 (CBLEP 2013) (the planning proposal) to enable renewal of land located at 1-7 King Street, Concord West (the site) as a transit oriented, mixed-use precinct.

This visual impact assessment (VIA) has been prepared by Ethos Urban in collaboration with Virtual Ideas and CMS Surveyors on behalf of Concord West Pty Ltd to identify, describe and assess the acceptability of the proposal's visual impact on the public domain.

2.0 The site and its context

2.1 The site

The site is located at 1 – 7 King Street, Concord West and is legally described as Lot 101 DP791908 (refer **Figure 1**).



Figure 1: The site

Source: Nearmap and Ethos Urban

The site slopes gently from the railway line to George Street.

Most of the site is occupied by a large, low rise office building. The northern end of the site is occupied by a childcare centre and tennis court, and the southern end is occupied by a small, three storey carpark.

Vegetation is located along large parts of the site's boundaries.

2.2 Adjoining land

Adjoining land is as follows:

- **North:** primarily single storey, smaller detached houses surrounded by landscaped gardens largely dating from the mid-20th century
- **East:** the T9 Northern Line, with Concord West Railway Station located to the immediate north-east
- **South:** the Concord Zone Substation and the 'Strathville' development which comprises a number of 4-6 storey residential apartment buildings and ancillary ground storey non-residential uses
- **West:** a large, low rise warehouse building having minimum setback to George Street and not screened by vegetation, a small warehouse building and dwelling houses.

2.3 Metropolitan context

The site is located in approximately 11 kilometres west of the Sydney Central Business District (CBD), 8km southeast of the Parramatta CBD and 1.5km south of the Rhodes Strategic Centre (refer **Figure 2**).

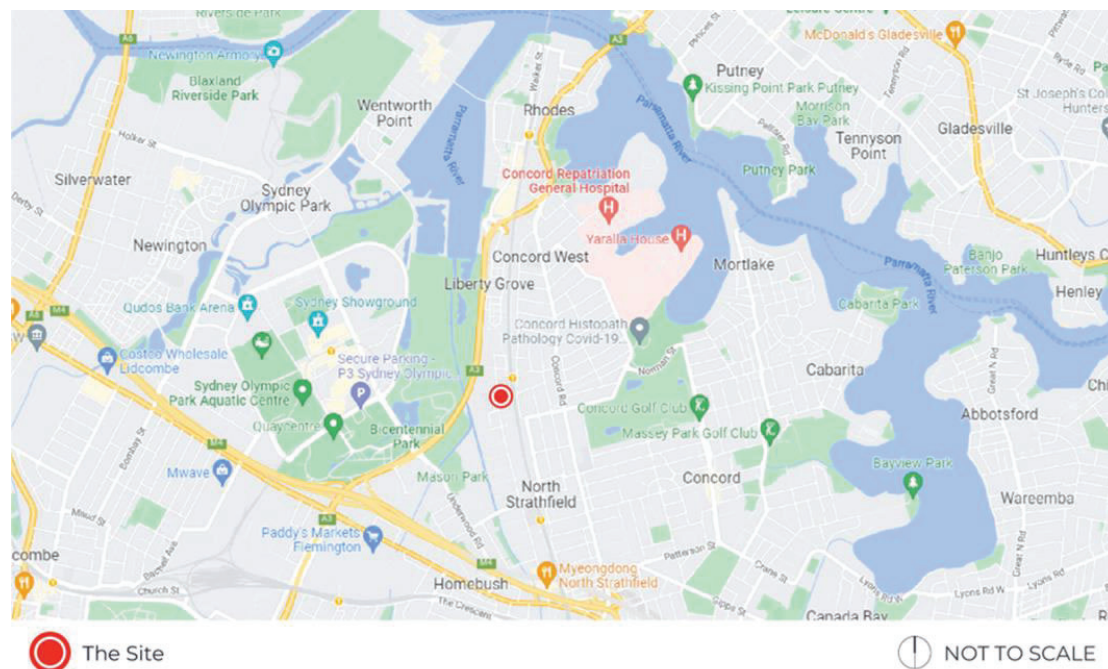


Figure 2: Site context

Source: Google maps and Ethos Urban

3.0 The proposal

Concord West Pty Ltd (the proponent) is proposing amendment of the Canada Bay Local Environmental Plan 2013 (CBLEP 2013) (the planning proposal) to enable renewal of land located at 1-7 King Street, Concord West (the site) as a well-designed, transit orientated mixed-use precinct.

The intended outcomes include:

- locating high-quality housing adjacent to public transport
- accommodating a range of open spaces and plazas, community, retail, health, childcare, and residential uses
- delivering a public benefit to the community through affordable housing, upgrades to the local road network, provision of open space and through site links that will facilitate pedestrian and bicycle access through the site
- invigorating Concord West and reconnecting the site to the existing urban fabric.

The intended provisions are:

- Rezone the site to R3 Medium Density Residential.
- Amend the maximum building to a range of heights between 26 metres and 47 metres.
- Amend the maximum floor space ratio to become 2.65:1.
- Include the site in the Intensive Urban Development Area.
- Amend Schedule 1 to include 'commercial premises' as an additional permitted use on the site.

The Planning Proposal is supported by an indicative reference scheme (refer **Figure 3** and **Figure 4**).



Figure 3: Indicative reference scheme – site plan

Source: Group GSA



Figure 4: Indicative reference scheme – birds eye view

Source: Group GSA

The scheme shows that the site is capable of delivering the following outcomes:

- 10 buildings, ranging from 6-12 storeys accommodating approximately 700 dwellings in a range of 1, 2, 3 and 4 bedroom apartments and townhouses.
- New loop road through the site connecting King Street and George Street.
- A total of approximately 83,050m² of gross floor area which equates to a floor space ratio of 2.65:1. The gross floor area comprises approximately:
 - 75,461m² residential floor area
 - 7,589m² non-residential floor area
- A green connection of approximately 2,500m² to provide legible pedestrian and cycle access north-south through the site. The green connection is proposed to include a neighbourhood park to provide additional amenity for the existing and future community.
- A new civic precinct – the 'station precinct' – focused along the active spine and community plaza accommodating a range of non-residential uses (i.e.: retail, food and beverage, gym, health and childcare) on the ground plane that will activate the public domain.

In terms of views, the proposal will create the following new view corridors:

- a new east-west view corridor in general alignment with Stuart Street
- a new north-south view corridor in general alignment with George Street.

It is intended that the scheme be translated into a site-specific amendment to the CBDCP 2022.

4.0 Method

The method adopted by this VIA comprises three main parts:

1. Scoping
2. Preparation of the evidence base
3. Assessment of the evidence base.

Stage 1: Scoping

The scoping stage involved desktop analysis and a site visit to obtain an understanding of the scope and nature of the key issues. In particular this included identification, description and assessment the visual catchment (the area influenced by the proposal), including its boundaries and sensitivity to the nature of change proposed.

Stage 2: Preparation of the evidence base

CMS Surveyors and Virtual Ideas were engaged to prepare the evidence base in accordance with the Land and Environment Court of New South Wales (LEC) Photomontage Policy.

For selected viewpoints, the evidence base comprises:

- a photograph of the existing view
- a photomontage of the likely future view should the proposed be constructed.

In accordance with the Photomontage Policy, preparation of the photomontages were based on survey data, and used appropriate 3D modelling software.

Appendix 1 provides detail on the method used.

Stage 3: Assessment of the evidence base

Assessment of the evidence base was undertaken using Ethos Urban's methodology derived from the international standard 'Guidelines for Landscape and Visual impact assessment third edition' (GLVIA3) (Landscape Institute and IEMA), *Rose Bay Marina Pty Limited v Woollahra Municipal Council and anor* [2013] NSWLEC 1046 (Rose Bay) and other relevant guidance such as the 'Guideline for landscape character and visual impact assessment' (TfNSW, 2020).

The focus of assessment is on determining the significance of visual impact based on a combination of the factors of sensitivity of the viewpoint to the nature of change being proposed (sensitivity) and the magnitude of change being proposed (magnitude).

Sensitivity is based on consideration of the following:

- type of people ordinarily exposed to the view
- number of people ordinarily exposed to the view
- social and cultural value of the view
- visual characteristics of the view.

Magnitude is based on consideration of the following:

- compatibility of the change
- geographic extent of the change
- duration and reversibility of the change.

5.0 The planning framework

As a planning proposal, the proposal needs to demonstrate strategic and site-specific merit considering applicable parts of the planning framework. This framework largely comprises strategic plans, including A Metropolis of Three Cities – the Greater Sydney Region Plan, the Eastern City District Plan and the Canada Bay Local Strategic Planning Statement. Statutory planning documents also have a level of relevance, in particular objectives and other merit based elements. In terms of visual matters, it is considered that the planning framework addresses the following key issues:

- scenic landscapes
- character
- scale
- heritage
- important views
- private views.

As amenity is an object of the Environmental Planning and Assessment Act 1979, the following considerations are also relevant:

- opening up of new views
- replacement of low visual amenity and unsightly elements.

It is noted that as these matters have considerable overlap with planning and design, reference to supporting documentation in addressing these issues is critical.

6.0 Visual analysis

6.1 Visual catchment

The extent of a proposal's visual catchment is determined by topography, public domain, built form, vegetation and significant views.

Topography

The surrounding area is gently undulating. The site is located on the lower western side of a minor ridge that runs in a north-south direction from Parramatta Road to the Rhodes Peninsula generally in alignment with the T9 Northern Line and Concord Road. Land to the west is located in a shallow valley formed by Powells Creek. The next ridgeline to the west of comparable height to the T9 Northern Line and Concord Road is generally aligned with Sarah Durack Avenue in Sydney Olympic Park.

Public domain

The site occupies a large, linear north-south aligned block bound by Victoria Street to the north, the T9 Northern Line to the east, Pomeroy Street to the south and George Street to the west. Due to this shape, the majority of the site's street frontage is along George Street. As such, George Street can reasonably be expected to be most impacted by the proposal.

A number of streets in the public domain terminate at this block to this south such as Conway Avenue and Mena Street, providing visual access from residential areas. However, this pattern is not reflected in the immediate vicinity of the site. As such, the only streets that terminate at the site are Rothwell Avenue to the west and King Street to the north. While not terminating at the site, Stuart Street to the east across the T9 Northern Line is aligned with the site, and as such provides similar

visual access to the site. Adjacent to the site George Street curves in a 'kink' that reduces legibility and cohesion in the public domain.

The closest major roads are Concord Road to the east and Homebush Bay Road to the west. Both roads run generally parallel to the site.

The nearest public open space to the site are the linear parklands associated with Powells Creek. This includes Powells Creek Reserve on the eastern side of the creek, and Mason Park and Bessington Park on its western side.

Concord West station to the north-east of the site can be considered part of the public domain and is expected to provide the opportunity for views to the site.

Built form

Surrounding built form comprises a mix of residential, light industrial and warehouse buildings. More specifically:

- land to the north, east and south is occupied by low density residential uses primarily comprising smaller, single storey brick and tile detached houses in landscaped garden settings
- land to the south between the railway line and George Street is occupied by multi-storey apartment buildings
- land to the west of site and George Street comprises low rise light industrial and warehouse buildings
- noticeable broader context influences include Sydney Olympic Park to the west, Parramatta Road Corridor to the south, Rhodes Peninsula to the north and low rise (including large area of heritage and character houses) housing to the east.

Vegetation

Surrounding land is not heavily vegetated, comprising a mix of irregularly planted street trees and trees within private property. The nearest area of dense vegetation is mangroves along the northern end of Powells Creek and tree plantings along both sides of Homebush Bay Road.

Significant views

There are no significant views within the visual catchment

Implications for the visual catchment

The combination of topography, public domain, built form and vegetation means that the proposal's visual catchment is localised. It is likely to be most visible from the following locations in the public domain:

- George Street
- Concord West train station and the T9 Northern Line
- Residential areas adjoining the T9 Northern Line and Queen Street
- Terminating or aligned streets such as Stuart Street
- Powells Creek Reserve.

It is noted that views from areas to the south and south-west will largely be obstructed by the multi-storey apartment buildings on George Street, and views from Homebush Bay Road and the west will be obstructed by dense vegetation. The Concord West train station will partially obstruct views from the north-east. In other locations, it is reasonable to expect that built form such as houses and vegetation will impact views to the proposal.

6.2 Visual receptors

Visual receptors are people ordinarily exposed to views of the proposal.

Due to the absence of district or regional attractors, most visual receptors are expected to be local people. This will include:

- residents to the north, east, south and to a lesser extent the west
- workers accessing their place of employment to the west
- people using the Concord West local centre to the north-east
- people travelling along streets in vehicles
- people engaged in passive and active outdoor recreation in Powells Creek Reserve
- people using the Concord West train station.

However, as the T9 Northern Line is a major rail line providing access to the Sydney CBD and other centres of jobs and services, it is expected that large numbers of non-local commuters will also be exposed to views of the proposal.

While it is acknowledged that the landscape is likely to be of value to local residents, their day-to-day level of interest or attention in views is unlikely to be high.

6.3 Pattern of viewing

The pattern of viewing is how most visual receptors in the visual catchment will see the proposal. The pattern of viewing in the public domain for the proposal is considered to be:

- From George Street in the close range
- From residential areas to the north, south, east and west in the mid-range
- From the Concord West local centre in the mid-range
- From Powells Creek Reserve in the mid-range.

7.0 Viewpoints

To represent the pattern of viewing, the following viewpoints in the public domain were selected to form the basis of this VIA:

1. George Street and Victoria Avenue (referred to as **Cam 1**)
2. Queen Street and Victoria Avenue (referred to as **Cam 2**)
3. 207A Queen Street (referred to as **Cam 3**)
4. 17 Stuart Street (referred to as **Cam 4**)
5. George Street and Conway Avenue (referred to as **Cam 5**)
6. Powells Creek Reserve (referred to as **Cam 6**).

The location of these viewpoints is shown in **Figure 5**.

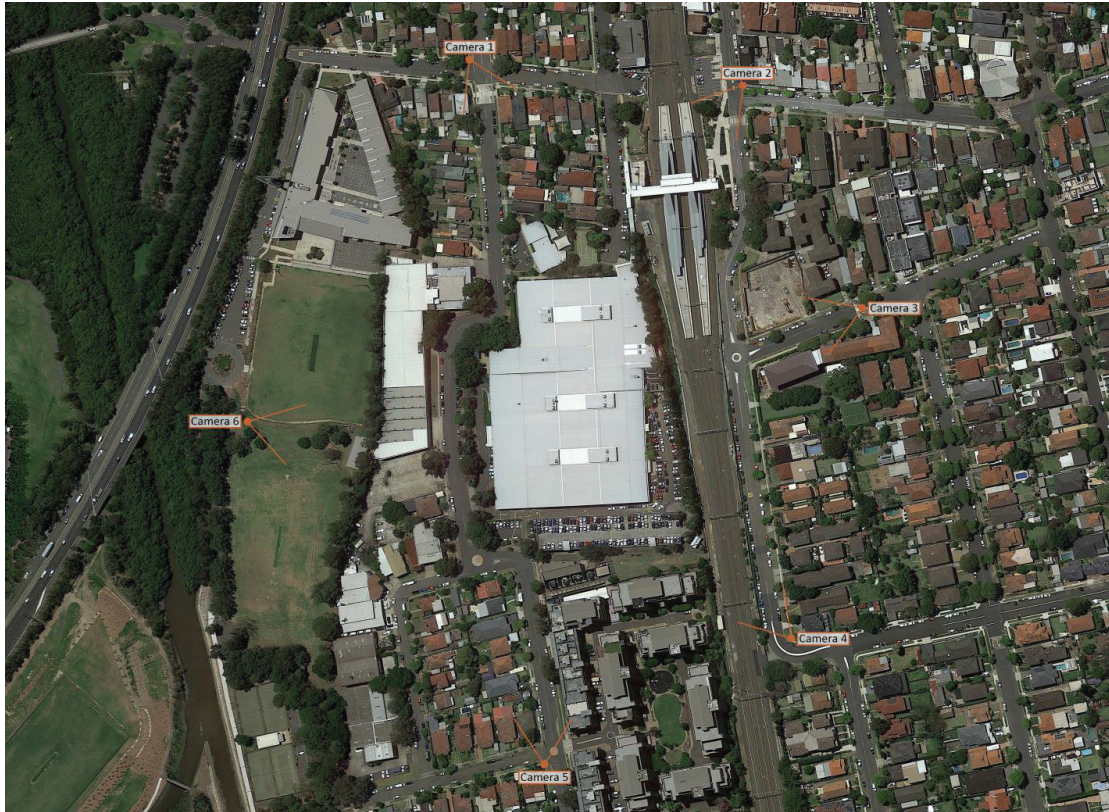


Figure 5: Viewpoints

Source: Virtual Ideas

8.0 Visual impact assessment

8.1 George St and Victoria Ave

8.1.1 Visual impact

Existing view



Figure 6: George St and Victoria Ave – existing view

Source: Virtual Ideas

Existing view description

- This is a view of an established, low density suburban streetscape.
- Roads dominate the foreground of the view.
- The midground and background is mainly comprised of smaller, one or two storey detached houses in landscaped garden settings.
- While trees are dominant in the right mid-ground, they are not features of this view.
- Street furniture, including overhead infrastructure, is noticeable.

Proposed view



Figure 7: George St and Victoria Ave – proposed view

Source: Virtual Ideas

Proposed view description

- The proposal introduces a new, larger scale series of buildings in the centre background of the view.
- Delineation of individual building is evident.
- The proposal will partially reduce views of the sky.

8.1.2 Assessment

Sensitivity of the viewpoint to the nature of change proposed

The following table assesses the sensitivity of the viewpoint to the nature of change proposed.

Table 1: Sensitivity of the viewpoint to the nature of change proposed – George St and Victoria Ave

Factor	Assessment	Level
Type of people	Local residents	Medium
Number of people	Low	Low
Social and cultural value	Does not include significant views, heritage items or conservation areas or other elements having high levels of social or cultural value	Low
Visual characteristics	Does not include visual characteristics of high value	Low

Factor	Assessment	Level
Sensitivity		Low - medium

Magnitude of the nature of change proposed

The following table assesses the magnitude of the nature of change proposed.

Table 2: Magnitude of the nature of change proposed – George St and Victoria Ave

		Duration and / or reversibility			
		Ongoing and irreversible	Ongoing capable of being reversed	Limited life (5 – 10 years)	Limited life (< 5 years)
Scale of change and geographical extent of the area influenced	Major change over wide area	Dominant	Considerable	Considerable	Noticeable
	Major change over restricted area or Moderate change over wide area	Considerable	Considerable	Noticeable	Noticeable
	Moderate change over restricted area or Minor change over a wide area	Considerable	Noticeable	Noticeable	Perceptible
	Minor change over a restricted area or Insignificant change	Perceptible	Perceptible	Perceptible	Imperceptible
	Imperceptible change	Imperceptible	Imperceptible	Imperceptible	Imperceptible

Significance of the nature of change proposed

The following table assesses the significance of the nature of change proposed.

Table 3: Significance of the nature of change proposed – George St and Victoria Ave

		Magnitude				
		Dominant	Considerable	Noticeable	Perceptible	Imperceptible
Sensitivity	High	Major	High	Moderate	Low	Negligible
	Medium	High	Moderate	Low	Low	Negligible
	Low	Moderate	Low	Low	Negligible	Negligible
	Negligible	Low	Low	Negligible	Negligible	Negligible

8.2 Queen St and Victoria Ave

8.2.1 Visual impact

Existing view



Figure 8: Queen St and Victoria Ave – existing view

Source: Virtual Ideas

Existing view description

- This is a view from a local centre looking across an established, low density suburban streetscape to Concord West train station in the background.
- While a large part of the view is occupied by roadway, Concord West train station is the key feature in this view. Larger scale pedestrian access infrastructure, including a lift, ramp and passageway, is visible. Overhead electricity infrastructure is also visible.
- While not dominant, vegetation is present in the view.
- Street furniture, including overhead infrastructure, is noticeable.

Proposed view



Figure 9: Queen St and Victoria Ave – proposed view

Source: Virtual Ideas

Proposed view description

- The proposal introduces new, larger scale series of buildings in the centre-right background of the view. While the eastern-most building is visible, much of the remainder of the proposal is screened by the Concord West train station.
- Delineation of individual buildings is evident.
- The proposal will partially reduce views of the sky.

8.2.2 Assessment

Sensitivity of the viewpoint to the nature of change proposed

The following table assesses the sensitivity of the viewpoint to the nature of change proposed.

Table 4: Sensitivity of the viewpoint to the nature of change proposed –Queen St and Victoria Ave

Factor	Assessment	Level
Type of people	Local residents and workers	Low – medium
Number of people	Low	Low
Social and cultural value	Does not include significant views, heritage items or conservation areas or other elements having high levels of social or cultural value	Low

Factor	Assessment	Level
Visual characteristics	Does not include visual characteristics of high value	Low
Sensitivity		Low - medium

Magnitude of the nature of change proposed

The following table assesses the magnitude of the nature of change proposed.

Table 5: Magnitude of the nature of change proposed –Queen St and Victoria Ave

		Duration and / or reversibility			
		Ongoing and irreversible	Ongoing capable of being reversed	Limited life (5 – 10 years)	Limited life (< 5 years)
Scale of change and geographical extent of the area influenced	Major change over wide area	Dominant	Considerable	Considerable	Noticeable
	Major change over restricted area or Moderate change over wide area	Considerable	Considerable	Noticeable	Noticeable
	Moderate change over restricted area or Minor change over a wide area	Considerable	Noticeable	Noticeable	Perceptible
	Minor change over a restricted area or Insignificant change	Perceptible	Perceptible	Perceptible	Imperceptible
	Imperceptible change	Imperceptible	Imperceptible	Imperceptible	Imperceptible

Significance of the nature of change proposed

The following table assesses the significance of the nature of change proposed.

Table 6: Significance of the nature of change proposed –Queen St and Victoria Ave

		Magnitude				
		Dominant	Considerable	Noticeable	Perceptible	Imperceptible
Sensitivity	High	Major	High	Moderate	Low	Negligible
	Medium	High	Moderate	Low	Low	Negligible
	Low	Moderate	Low	Low	Negligible	Negligible
	Negligible	Low	Low	Negligible	Negligible	Negligible

8.3 207A Queen St

8.3.1 Visual impact

Existing view



Figure 10: 207A Queen St – existing view

Source: Virtual Ideas

Existing view summary

- This is a view along a suburban street looking towards the T9 railway line and the site in the background. The streetscape is undergoing change as houses are replaced by apartment buildings.
- The large scale, multi-storey St Ambrose Primary School occupies the entire southern streetscape, and as such dominates the left side of the view. The northern side of the streetscape is occupied by low rise apartment buildings. Of noticeability, including its corner location, angular form and white colouring, is the new apartment complex at right mid-ground of the view.
- Apart from the tree intruding into Stuart Street in the left midground, trees are not dominant in this view.
- Street furniture, including overhead infrastructure, is noticeable.
- Due to the relationship between the public domain and buildings, this view has distinct focal qualities, directing the eye to the background.

Proposed view



Figure 11: 207A Queen St – proposed view

Source: Virtual Ideas

Proposed view summary

- The proposal represents a new, larger scale series of buildings in the centre background of the view.
- The proposed central open space corridor is noticeable in this view, providing separation between buildings. Part of the northern building is screened by the new apartment complex at the intersection of Stuart Street and Queen Street.
- The proposal will partially reduce views to the sky.

8.3.2 Assessment

Sensitivity of the viewpoint to the nature of change proposed

The following table assesses the sensitivity of the viewpoint to the nature of change proposed.

Table 7: Sensitivity of the viewpoint to the nature of change proposed –207A Queen St

Factor	Assessment	Level
Type of people	Local residents	Medium
Number of people	Low	Low
Social and cultural value	Does not include significant views, heritage items or conservation areas or other elements having high levels of social or cultural value	Low

Factor	Assessment	Level
Visual characteristics	Does not include visual characteristics of high value	Low
Sensitivity		Low - medium

Magnitude of the nature of change proposed

The following table assesses the magnitude of the nature of change proposed.

Table 8: Magnitude of the nature of change proposed –207A Queen St

		Duration and / or reversibility			
		Ongoing and irreversible	Ongoing capable of being reversed	Limited life (5 – 10 years)	Limited life (< 5 years)
Scale of change and geographical extent of the area influenced	Major change over wide area	Dominant	Considerable	Considerable	Noticeable
	Major change over restricted area or Moderate change over wide area	Considerable	Considerable	Noticeable	Noticeable
	Moderate change over restricted area or Minor change over a wide area	Considerable	Noticeable	Noticeable	Perceptible
	Minor change over a restricted area or Insignificant change	Perceptible	Perceptible	Perceptible	Imperceptible
	Imperceptible change	Imperceptible	Imperceptible	Imperceptible	Imperceptible

Significance of the nature of change proposed

The following table assesses the significance of the nature of change proposed.

Table 9: Significance of the nature of change proposed –207A Queen St

		Magnitude				
		Dominant	Considerable	Noticeable	Perceptible	Imperceptible
Sensitivity	High	Major	High	Moderate	Low	Negligible
	Medium	High	Moderate	Low	Low	Negligible
	Low	Moderate	Low	Low	Negligible	Negligible
	Negligible	Low	Low	Negligible	Negligible	Negligible

8.4 17 Stuart St

8.4.1 Visual impact

Existing view



Figure 12: 17 Stuart St – existing view

Source: Virtual Ideas

Existing view summary

- This is a view of an established, low density suburban streetscape. Multi-storey apartment buildings are visible in the left mid-ground of the view. Overhead infrastructure associated with the T9 train line is noticeable in the left midground and background.
- Queen Street and its nature strip dominate the foreground and midground of the view.
- While trees are present, they are not features of this view.
- Street furniture, including overhead infrastructure, is noticeable.

Proposed view



Figure 13: 17 Stuart St – proposed view

Source: Virtual Ideas

Proposed view summary

- The proposal represents the insertion of a new, larger scale series of buildings in the centre background of the view. It will extend the line of multi-storey buildings on the western side of the T9 train line and visible in the left midground of the view.
- Delineation of individual building is evident.
- The proposal will partially reduce views to the sky.

8.4.2 Assessment

Sensitivity of the viewpoint to the nature of change proposed

The following table assesses the sensitivity of the viewpoint to the nature of change proposed.

Table 10: Sensitivity of the viewpoint to the nature of change proposed –17 Stuart St

Factor	Assessment	Level
Type of people	Local residents	Medium
Number of people	Low	Low
Social and cultural value	Does not include significant views, heritage items or conservation areas or other elements having high levels of social or cultural value	Low

Factor	Assessment	Level
Visual characteristics	Does not include visual characteristics of high value	Low
Sensitivity		Low - medium

Magnitude of the nature of change proposed

The following table assesses the magnitude of the nature of change proposed.

Table 11: Magnitude of the nature of change proposed –17 Stuart St

		Duration and / or reversibility			
		Ongoing and irreversible	Ongoing capable of being reversed	Limited life (5 – 10 years)	Limited life (< 5 years)
Scale of change and geographical extent of the area influenced	Major change over wide area	Dominant	Considerable	Considerable	Noticeable
	Major change over restricted area or Moderate change over wide area	Considerable	Considerable	Noticeable	Noticeable
	Moderate change over restricted area or Minor change over a wide area	Considerable	Noticeable	Noticeable	Perceptible
	Minor change over a restricted area or Insignificant change	Perceptible	Perceptible	Perceptible	Imperceptible
	Imperceptible change	Imperceptible	Imperceptible	Imperceptible	Imperceptible

Significance of the nature of change proposed

The following table assesses the significance of the nature of change proposed.

Table 12: Significance of the nature of change proposed –17 Stuart St

		Magnitude				
		Dominant	Considerable	Noticeable	Perceptible	Imperceptible
Sensitivity	High	Major	High	Moderate	Low	Negligible
	Medium	High	Moderate	Low	Low	Negligible
	Low	Moderate	Low	Low	Negligible	Negligible
	Negligible	Low	Low	Negligible	Negligible	Negligible

8.5 George St and Conway Ave

8.5.1 Visual impact

Existing view



Figure 14: George St and Conway Ave – existing view

Source: Virtual Ideas

Existing view summary

- This is a view of a residential streetscape comprising both established low density houses in the left midground and multi-storey apartment buildings in the right midground. Due to the scale, in particular height and length, siting, in particular minimal street setback, and the absence of screening vegetation, the multi-storey apartment buildings are more dominant in the view.
- While trees are present, they are not features of this view.
- Street furniture, including overhead infrastructure, is noticeable.

Proposed view



Figure 15: George St and Conway Ave – proposed view

Source: Virtual Ideas

Proposed view summary

- The proposal represents a new series of buildings in the centre background of the view. Only the small area of the upper part of the southern buildings and a small area of the northern buildings will be visible. The buildings will be read as a continuation of the form established by the existing multi-storey apartment buildings.
- The proposal will partially reduce views to the sky.

8.5.2 Assessment

Sensitivity of the viewpoint to the nature of change proposed

The following table assesses the sensitivity of the viewpoint to the nature of change proposed.

Table 13: Sensitivity of the viewpoint to the nature of change proposed –George St and Conway Ave

Factor	Assessment	Level
Type of people	Local residents	Medium
Number of people	Low	Low
Social and cultural value	Does not include significant views, heritage items or conservation areas or other elements having high levels of social or cultural value	Low
Visual characteristics	Does not include visual characteristics of high value	Low

Factor	Assessment	Level
Sensitivity		Low - medium

Magnitude of the nature of change proposed

The following table assesses the magnitude of the nature of change proposed.

Table 14: Magnitude of the nature of change proposed –George St and Conway Ave

		Duration and / or reversibility			
		Ongoing and irreversible	Ongoing capable of being reversed	Limited life (5 – 10 years)	Limited life (< 5 years)
Scale of change and geographical extent of the area influenced	Major change over wide area	Dominant	Considerable	Considerable	Noticeable
	Major change over restricted area or Moderate change over wide area	Considerable	Considerable	Noticeable	Noticeable
	Moderate change over restricted area or Minor change over a wide area	Considerable	Noticeable	Noticeable	Perceptible
	Minor change over a restricted area or Insignificant change	Perceptible	Perceptible	Perceptible	Imperceptible
	Imperceptible change	Imperceptible	Imperceptible	Imperceptible	Imperceptible

Significance of the nature of change proposed

The following table assesses the significance of the nature of change proposed.

Table 15: Significance of the nature of change proposed –George St and Conway Ave

		Magnitude				
		Dominant	Considerable	Noticeable	Perceptible	Imperceptible
Sensitivity	High	Major	High	Moderate	Low	Negligible
	Medium	High	Moderate	Low	Low	Negligible
	Low	Moderate	Low	Low	Negligible	Negligible
	Negligible	Low	Low	Negligible	Negligible	Negligible

8.6 Powells Creek Reserve

8.6.1 Visual impact

Existing view



Figure 16: Powells Creek Reserve – existing view

Source: Virtual Ideas

Existing view summary

This is a view of a parkland setting, with a playing field and its perimeter fence visible in the left foreground and midground an informal, grassed recreation area including trees visible in the centre foreground and midground and dense screening vegetation visible in the background. Tall lighting infrastructure associated with playing fields is also visible in the background.

Proposed view



Figure 17: Powells Creek Reserve – proposed view

Source: Virtual Ideas

Proposed view summary

- The proposal represents a new, larger scale series of buildings in the centre and left background of the view.
- The buildings will appear above and behind the dense screening vegetation visible in the background. Delineation of individual building is evident.
- The proposal will partially reduce views to the sky.

Sensitivity of the viewpoint to the nature of change proposed

The following table assesses the sensitivity of the viewpoint to the nature of change proposed.

Table 16: Sensitivity of the viewpoint to the nature of change proposed –Powells Creek Reserve

Factor	Assessment	Level
Type of people	People engaged in passive (eg, picnicking) and active outdoor recreation (eg, ball play)	Medium
Number of people	Generally low, increasing to high when events are held	Medium
Social and cultural value	Key park for the local area	Medium
Visual characteristics	Despite absence of water and iconic landscape elements, there is a strong correlation with scenic amenity	Medium

Factor	Assessment	Level
Sensitivity		Medium – high

Magnitude of the nature of change proposed

The following table assesses the magnitude of the nature of change proposed.

Table 17: Magnitude of the nature of change proposed – Powells Creek Reserve

		Duration and / or reversibility			
		Ongoing and irreversible	Ongoing capable of being reversed	Limited life (5 – 10 years)	Limited life (< 5 years)
Scale of change and geographical extent of the area influenced	Major change over wide area	Dominant	Considerable	Considerable	Noticeable
	Major change over restricted area or Moderate change over wide area	Considerable	Considerable	Noticeable	Noticeable
	Moderate change over restricted area or Minor change over a wide area	Considerable	Noticeable	Noticeable	Perceptible
	Minor change over a restricted area or Insignificant change	Perceptible	Perceptible	Perceptible	Imperceptible
	Imperceptible change	Imperceptible	Imperceptible	Imperceptible	Imperceptible

Significance of the nature of change proposed

The following table assesses the significance of the nature of change proposed.

Table 18: Significance of the nature of change proposed – Powells Creek Reserve

		Magnitude				
		Dominant	Considerable	Noticeable	Perceptible	Imperceptible
Sensitivity	High	Major	High	Moderate	Low	Negligible
	Medium	High	Moderate	Low	Low	Negligible
	Low	Moderate	Low	Low	Negligible	Negligible
	Negligible	Low	Low	Negligible	Negligible	Negligible

9.0 Findings

The key findings from this VIA are that:

- the visual catchment is localised, with visibility of the proposal largely contained to adjoining and surrounding streets
- while much of the visual catchment is low density residential, there is a visible presence of larger buildings including existing multi-storey apartment buildings to the south, existing and emerging multi-storey apartment buildings to the east and light industrial and warehouse buildings to the west (which are proposed to accommodate six-storey apartment buildings)
- while comprising parkland in the form of the Powells Creek Reserve, the visual catchment does not contain elements that have high scenic amenity value such as large, open water bodies or iconic features
- there are no significant views within the visual catchment
- most people in the visual catchment will be local residents or workers and while the landscape is of value to them, their level of interest or attention in views is unlikely to be high
- the T9 train line provides opportunities for non-local people, most notably commuters, to see the proposal, as with locals, their level of interest or attention in views is unlikely to be high
- for these reasons, the visual catchment has between a low to low – medium sensitivity to the nature of change proposed
- the magnitude of the proposal ranges from perceptible to considerable
- magnitude is greatest where it is introducing a new larger scale element in view from which this type of element is absent
- magnitude is considerably reduced when seen with or close to existing larger scale elements such as 'Strathville' and the Concord West train station
- significance of visual impact is:
 - moderate – high x1
 - low – moderate x 3
 - low x 1
 - negligible – low x 1
- the most significant impact (moderate – high) is on the view from Powells Creek Reserve
- this is due to the introduction of a new larger scale building into a view which buildings are absent.

10.0 Discussion

The proposal does not impact significant views obtained from the public domain. However, it will create important new view corridors, including:

- a new east-west view corridor in general alignment with Stuart Street
- a new north-south view corridor in general alignment with George Street

Both corridors will provide generous separation distance between taller buildings, and as such reduce their appearance of bulk and scale. Importantly, the George Street view corridor will mitigate the current 'kink' in the street that reduces legibility and cohesion in the public domain.

From a number of views the proposal will be seen in a context that already has, and is undergoing redevelopment for further, taller elements. This includes the Concord West train station, St Ambrose Primary School and development on the eastern side of the T9 railway station. Critically, it will be seen as extending to the north the existing line of multi-storey apartment development on the western side of the T9 train line. As surrounding development is also suitable in-principle for renewal, it is likely

that the proposal can form part of a cluster of taller buildings adjoining the Concord West train station.

However, from some views the proposal will be visible from locations that do not currently contain multi-storey apartment buildings. Despite this, in these views the proposal will be visible in the background above and behind existing foreground and midground elements that block visibility of its lower storeys. As such, its visual dominance will be reduced. It is also considered that the proposal will not have an overly dominant, overbearing relationship to these predominantly lower density residential areas.

The proposal will be seen as a distinct new element from Powells Creek Reserve. However, visibility of the proposal will likely be screened by redevelopment of the large, light industrial warehouse site at 180 George Street, buildings are present in the nearby area and the building will be located behind dense screening vegetation and within a context of larger scale trees. It can also be argued that this change creates a stronger, more interesting visual edge to the reserve.

11.0 Consideration against the planning framework

This section addresses the key issues identified in **Section 5.0** of this VIA.

11.1 Scenic landscapes

Council's response to the Scoping Proposal identified that the proposal is inconsistent with objective 28 of the Greater Sydney Region Plan as it 'is likely to have adverse impacts on the scenic landscapes of Powells Creek Reserve, including in Sydney Olympic Park'.

Based on our review, neither scenic landscape is defined or the elements that contribute Powells Creek Reserve being a scenic landscape are not clearly articulated in council's planning framework.

Powells Creek Reserve is an urban park that forms part of a larger area of public open space associated with Powells Creek that also includes Mason Park and Bressington Park.

The park is physically and visually separated from the much larger Bicentennial Park to the west by Homebush Bay Drive.

The park mainly comprises two playing fields. To their east and west the fields are bordered by rows of trees.

Built elements of scale adjoin and are visible from the park. This includes the Victoria Avenue Community Precinct to the north and light industrial / warehouse buildings to the east. While partly screened by trees, the light industrial / warehouse buildings provide poor visual amenity to the park.

This visual character is largely substantiated in the 'Powells Creek Reserve Management Action Plan' (Oculus on behalf of Concord Municipal Council, 2000).

As can be seen in the photomontages, upper parts of the proposal will be visible from the park above and behind the eastern row of tree and light industrial / warehouse buildings. It is acknowledged that it will be seen as a new element of scale in the landscape. However, it will not introduce a new, discordant or visually intrusive element. Maintenance of the current parkland edge, including an inability to see larger buildings, is not identified as being important in council's planning framework and is not considered to create an undesirable visual amenity outcome. Arguably, the proposal together with renewal of the light industrial / warehouse buildings will create a substantially greater level of amenity to the eastern edge of the park. While noting that the proposal is of a greater height than envisaged by council for the site, it is likely that a complaint height would create a similar outcome to the proposal.

On this basis, it is not considered that the proposal has adverse impacts on the scenic landscape of Powells Creek Reserve

11.2 Character

The site is included in the Concord West Precinct (the precinct). As such, it is subject to section K6 'Concord West' of the CBDP 2022.

In terms of character, the CBDP 2022 states:

- The area is characterised by a variety of built form and uses, including a mix of dwelling houses, town houses, apartment buildings, education and industrial uses'
- Studies have identified a number of industrial sites within the precinct that are currently underutilised. The identified sites are well suited for residential purposes, featuring good access to public transport and local amenities
- The desired future character of the precinct is a transit-oriented community which features higher densities that maximise site renewal opportunities'.

On this basis, redevelopment of the site for residential purposes in the form of higher-density apartment buildings is consistent with the character of the precinct and explicitly envisaged under the CBDP 2022.

The CBDP 2022 seeks that proposals achieve the following desired future characteristics:

- Well Integrated Built Form: Development will provide a considerate built form that steps down in height toward adjoining lower-rise residential areas. The siting, bulk and scale of development will ensure there are no significant adverse impacts to sunlight access and privacy within the precinct
- Mixed Use: Development adjoining the public square will provide a focal point for the neighbourhood by providing active uses such as shops, cafes and restaurants
- Accessibility: Development will better connect the precinct as a whole by creating a permeable street network for pedestrians and vehicles. Connections will strengthen existing or promote new routes to the station and open space.

While the supporting planning documentation addresses these matters in detail, it is noted that the proposal

- clusters greatest height to the west of the site adjoining the Northern Line
- steps down in height at its northern edge closest to established low density residential areas and at its and eastern edge which is most visible from the public domain
- creates a network of physically and visually permeable links throughout the site, including from Stuart Street, Concord West train station and George Street.

These measures are considered to meet a number of key objectives of the CBDP 2022 relating to broader visual matters, including:

- O9 'To create a George Street and King Street 'spine' to visually unify the character of the neighbourhood'
- O11 'To allow redevelopment while at the same time respecting the existing character of the neighbourhood'.

11.3 Scale

Scale, in the sense of the visual compatibility between new and existing development, is addressed throughout the CBLEP and the CBDP.

Objectives mainly relate to building's compatibility with the height, bulk and scale of the desired future character of the locality (eg, CBLEP section 4.3 'Height of buildings', CBDP O1 'To ensure that

buildings are compatible with the height, bulk and scale of the existing and desired future character of the locality'.

It is noted that the proposal exceeds maximum building height under the CBLEP. However, as is demonstrated in the photomontages, from locations such as the southern end of George Street and the eastern side of Northern Line the proposal will be seen in a visual context of taller buildings to the south. While the difference in height is visible, it is not considered to be discordant or visually intrusive.

As has been noted above, the proposal is consistent with the existing and desired future character of the locality.

It also serves as an urban form marker, placing the taller buildings in the precinct closest to the Concord West train station and as such demarcating its importance.

11.4 Heritage

Powells Creek Reserve is listed as an item of local heritage in the CBLEP. We have not been able to cite a detailed description of the grounds of the heritage listing, including its values or significance. It is not considered that the existing visual character of the eastern side of the park is essential to its heritage listing. For these reasons outlined above, it is further considered that the proposal will not have an adverse impact on the visual character of the park overall.

11.5 Important views

The CBDPC includes the following provisions for views:

- O20 To ensure new development enhances vista opportunities
- C34. New development at terminating vista sites shown in Figure K6-3 Public Domain Plan are to include features or articulation to provide visual interest which may include:
 - Expressive roof features.
 - Emphasised vertical elements.
 - Façade elements which vary in colour or in material type from those used at other parts of the building.

Figure K6-3 Public Domain Plan identifies the locations where the northern and southern parts of George Street terminate at the site.

The proposal creates an east-west view corridor visually connecting these two ends of George Street. Buildings on the northern side of this corridor are aligned with the northern edge of George Street, and as such will not be seen as terminating elements.

Buildings to the south are up to 6 storeys in height and will be partly visible as terminating elements. As they present their narrow elevations to the northern and southern parts of George Street and will be seen in combination with the adjoining view corridor, they will not be visually dominant. As part of further detailed design during the subsequent DA stage, compliance with the controls can readily be achieved.

11.6 Opening up of new views

As can be seen from the supporting urban design documentation, the layout of the proposal has been carefully designed to create clear and wide view corridors linking with the surrounding public domain. This comprises:

- Extension of the north-south view line established by Stuart Street
- Creation of a south-west aligned view corridor providing visibility into the site from Concord West train station
- Creation of an east-west view corridor visually connecting the two ends of George Street.

The George Street view corridor is considered to be critically important, as it visually connects the two severed parts of George Street and avoids the placement of new buildings of scale at terminating vistas down the street. Buildings placed at terminating vistas are usually significantly more prominent and noticeable in the landscape than buildings framing the edges of streets.

11.7 Replacement of low visual amenity and unsightly elements

While partly screened by trees, the existing office building and its associated surface level vehicle parking, manoeuvring and access areas does not present a high level of visual amenity. In addition, the three-storey carpark adjacent to the site's southern boundary is unsightly.

The proposal will replace these elements with higher quality publicly accessible space, built form and landscaping. This will significantly improve the visual amenity of the surrounding streetscape.

11.8 Private views

The only private views to landscape elements that are likely to be impacted by the proposal are those obtained in a northerly direction from apartments in the Strathville complex.

Views impacted are likely to be of a mixed suburban landscape, with the roof of the office building likely to be prominent in the foreground and midground and visibility to the Rhodes peninsula skyline in the background above and behind closer development.

While of value, these views are not considered to be of such objective value to be protected in their entirety. It is noted that the proposed north-south open space link within the site will provide improved visual amenity for a number of apartments, and will also maintain depth of view.

It is also highly likely that a compliant scheme would impact views in a similar way.

It is recommended that vegetation be planted along the site's northern boundary where buildings are proposed proximate to Strathville to soften the visual impact of new built form.

12.0 Mitigation measures

There are three broad types of mitigation measures:

1. avoid
2. minimise
3. offset.

This is generally consistent with the principles for the management of environmental impacts in the GLVIA3 (part 3.37).

Under the GLVIA3 (part 4.21), there are a number of stages in the development process when mitigation measures should be considered. Of relevance to this proposal are the following:

- **primary measures:** considered as part of design development and refinement
- **secondary measures:** considered as part of conditioning a development consent.

As has been outlined in the design documentation, the proposal has been the subject of a rigorous design process that has included consideration of visual impact matters. This has resulted in the incorporation of primary measures appropriate to this stage in the planning process (eg, siting and massing / form measures) that seek to avoid and minimise any potential significant adverse visual impacts.

The incorporation of these mitigation measures have been critical to the determination of acceptable visual impact. On this basis, it is not considered necessary to make further fundamental or otherwise large-scale amendments to the proposal in its current form to satisfactorily manage visual impact.

Nonetheless, it is recommended that further investigation be undertaken, and secondary measures be considered as part of subsequent planning processes. These include:

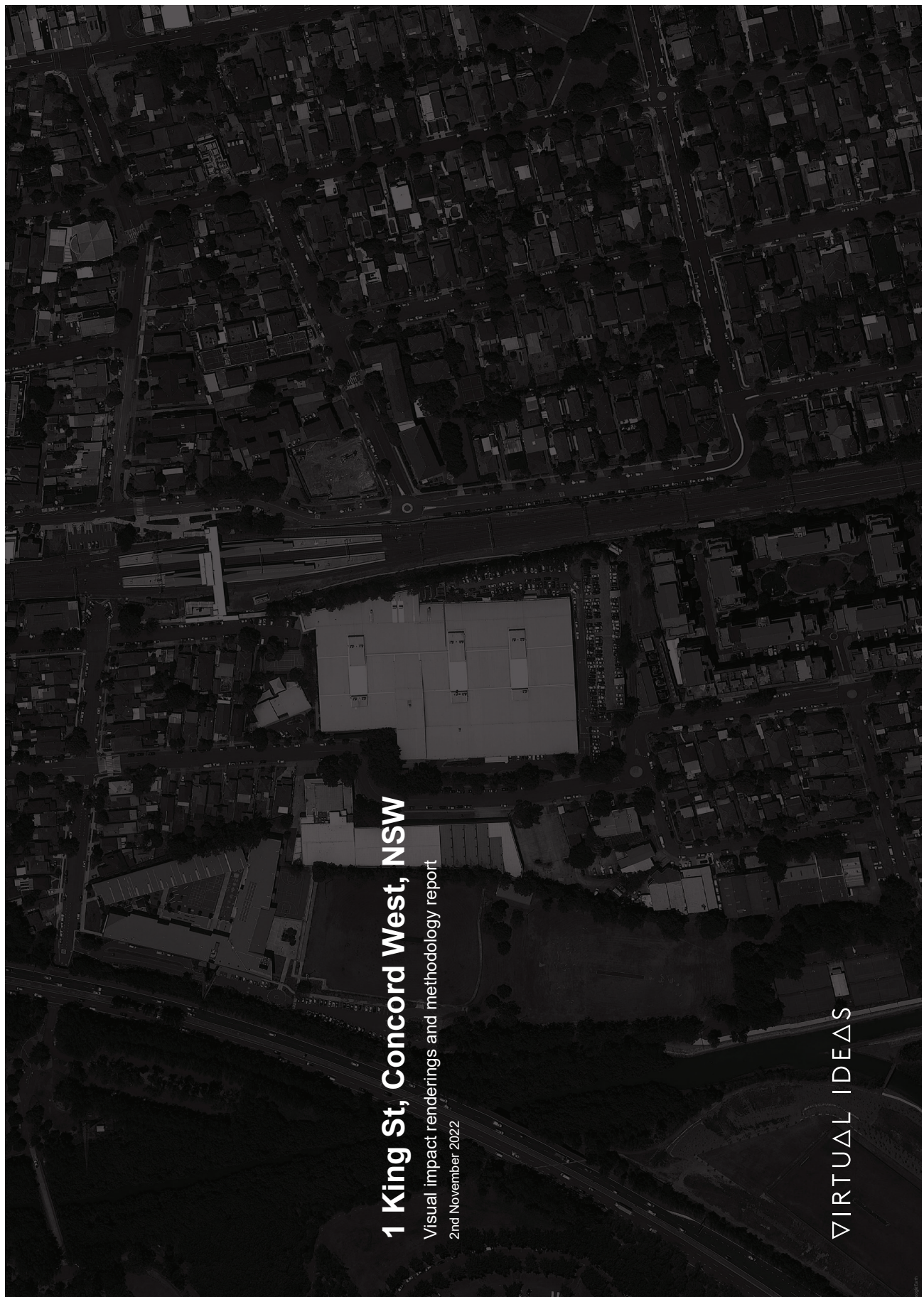
- inclusion of appropriate visual impact objectives in the site-specific development control plan
- undertaking a design excellence process
- careful attention to form, line, materiality, and colour as part of any DA process for proposal, including as part of design development or as a condition of development consent.

13.0 Conclusion

For the reasons outlined in this VIA, the proposal has an acceptable visual impact and as such is capable of approval on visual impact grounds.

Appendices

A.1 Visual impact evidence



1 King St, Concord West, NSW

Visual impact renderings and methodology report

2nd November 2022

VIRTUAL IDEAS

1. INTRODUCTION

This document was prepared by Virtual Ideas to demonstrate the visual impact of the proposed developments for 1 King St, Concord West, NSW with respect to the existing built form and site conditions.

2. VIRTUAL IDEAS EXPERTISE

Virtual Ideas is an architectural visualisation company that has over 15 years experience in preparing visual impact assessment content and reports on projects of major significance that meet the requirements for relevant local and state planning authorities.

Our reports have been submitted as evidence in proceedings in both the Land and Environment Court and the Supreme Court of NSW. Our director, Grant Kolln, has been an expert witness in the field of visual impact assessment in the Supreme Court of NSW.

Virtual Ideas' methodologies and outcomes have been inspected by various court appointed experts in relation to previous visual impact assessment submissions, and have always been found to be accurate and acceptable.

3. RENDERINGS METHODOLOGY

The following describes the process that we undertake to create the renderings that form the basis of this report.

3.1 DIGITAL 3D SCENE CREATION

The first step in our process is the creation of an accurate, real world scale digital 3D scene that is positioned at a common reference points using the MGA 56 GDA 2020 coordinates system.

We have used data including existing, approved and proposed building 3D models as well as a site survey to create the 3D scene. A detailed description of the data sources used in this report can be found in Appendix A, B and C.

When we receive data sources that are not positioned to MGA-56 GDA 2020 coordinates, we use common points in the data sources that can be aligned to points in other data sources that are positioned at MGA-56 GDA2020. This can be data such as site boundaries and building outlines.

Descriptions of how we have aligned each data source can also be found in Section 3.2.

3.2 ALIGNMENT OF 3D SCENE

To align the 3D scene to the correct geographical location, we used the following data:

Using a supplied site survey, we were able to align the site boundaries of the proposed buildings to the geo-referenced data.

Cameras were aligned to surveyed positions that were supplied by CMS Surveyors at MGA-56 GDA 2020.



Image showing survey drawing from SDG PTY LTD at MGA 56 GDA2020 coordinates with site boundary in red

3.3 RENDERING CREATION

After the completing the camera alignment, we add lighting to the 3D scene.

A digital sunlight system was added in the 3D scene to match the lighting direction of the sun in Sydney, Australia. This was done using the software sunlight system that matches the angle of the sun using location data and time and date information.

For the renderings, we applied an orange material to the proposed developments.



Image showing survey drawing from SDG PTY LTD at MGA 56 GDA2020 coordinates with site boundary in pink

4. MAP OF 3D CAMERA LOCATIONS

PLAN ILLUSTRATING CAMERA LOCATIONS FOR VISUAL IMPACT RENDERS OF 1 KING ST, CONCORD WEST



Viewpoint Locations
1 - George St and Victoria Ave
2 - Queen St and Victoria Ave
3 - 207A Queen St
4 - 17 Stuart St
5 - George St and Conway Ave
6 - Powells Creek Reserve

5.1 VIEWPOINT POSITION 01

PHOTOGRAPH SHOWING CURRENT CONDITION



PHOTOGRAPH SHOWING CURRENT CONDITION AND PROPOSED DEVELOPMENT



Proposed massing of 1 King St

SURVEY POINTS USED FOR 3D CAMERA ALIGNMENT



PHOTOGRAPH DETAILS

Photo Date:	13 October 2022
Camera Used:	Sony ILCE-7RM4A
Camera Lens:	24mm

5.1 VIEWPOINT POSITION 01

PHOTOGRAPH SHOWING CURRENT CONDITION



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5.1 VIEWPOINT POSITION 01

PHOTOGRAPH SHOWING CURRENT CONDITION AND PROPOSED DEVELOPMENT



Proposed massing of 1 King St

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5.2 VIEWPOINT POSITION 02

PHOTOGRAPH SHOWING CURRENT CONDITION



PHOTOGRAPH SHOWING CURRENT CONDITION AND PROPOSED DEVELOPMENT



Proposed massing of 1 King St

SURVEY POINTS USED FOR 3D CAMERA ALIGNMENT



PHOTOGRAPH DETAILS

Photo Date:	13 October 2022
Camera Used:	Sony ILCE-7RM4A
Camera Lens:	24mm

5.2 VIEWPOINT POSITION 02

PHOTOGRAPH SHOWING CURRENT CONDITION



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5.2 VIEWPOINT POSITION 02

PHOTOGRAPH SHOWING CURRENT CONDITION AND PROPOSED DEVELOPMENT



Proposed massing of 1 King St

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5.3 VIEWPOINT POSITION 03

PHOTOGRAPH SHOWING CURRENT CONDITION



PHOTOGRAPH SHOWING CURRENT CONDITION AND PROPOSED DEVELOPMENT



Proposed massing of 1 King St

SURVEY POINTS USED FOR 3D CAMERA ALIGNMENT



PHOTOGRAPH DETAILS

Photo Date:	13 October 2022
Camera Used:	Sony ILCE-7RM4A
Camera Lens:	24mm

5.3 VIEWPOINT POSITION 03
 PHOTOGRAPH SHOWING CURRENT CONDITION



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5.3 VIEWPOINT POSITION 03

PHOTOGRAPH SHOWING CURRENT CONDITION AND PROPOSED DEVELOPMENT



Proposed massing of 1 King St

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5.4 VIEWPOINT POSITION 04

PHOTOGRAPH SHOWING CURRENT CONDITION



PHOTOGRAPH SHOWING CURRENT CONDITION AND PROPOSED DEVELOPMENT



Proposed massing of 1 King St



SURVEY POINTS USED FOR 3D CAMERA ALIGNMENT



PHOTOGRAPH DETAILS

Photo Date:	13 October 2022
Camera Used:	Sony ILCE-7RM4A
Camera Lens:	24mm

5.4 VIEWPOINT POSITION 04

PHOTOGRAPH SHOWING CURRENT CONDITION



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5.4 VIEWPOINT POSITION 04

PHOTOGRAPH SHOWING CURRENT CONDITION AND PROPOSED DEVELOPMENT



Proposed massing of 1 King St

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5.5 VIEWPOINT POSITION 05

PHOTOGRAPH SHOWING CURRENT CONDITION



PHOTOGRAPH SHOWING CURRENT CONDITION AND PROPOSED DEVELOPMENT



Proposed massing of 1 King St

SURVEY POINTS USED FOR 3D CAMERA ALIGNMENT



PHOTOGRAPH DETAILS

Photo Date:	13 October 2022
Camera Used:	Sony ILCE-7RM4A
Camera Lens:	24mm

5.5 VIEWPOINT POSITION 05

PHOTOGRAPH SHOWING CURRENT CONDITION



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5.5 VIEWPOINT POSITION 05

PHOTOGRAPH SHOWING CURRENT CONDITION AND PROPOSED DEVELOPMENT



Proposed massing of 1 King St

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5.6 VIEWPOINT POSITION 06

PHOTOGRAPH SHOWING CURRENT CONDITION



PHOTOGRAPH SHOWING CURRENT CONDITION AND PROPOSED DEVELOPMENT



Proposed massing of 1 King St

SURVEY POINTS USED FOR 3D CAMERA ALIGNMENT



PHOTOGRAPH DETAILS

Photo Date:	13 October 2022
Camera Used:	Sony ILCE-7RM4A
Camera Lens:	24mm

5.6 VIEWPOINT POSITION 06

PHOTOGRAPH SHOWING CURRENT CONDITION



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5.6 VIEWPOINT POSITION 06

PHOTOGRAPH SHOWING CURRENT CONDITION AND PROPOSED DEVELOPMENT



Proposed massing of 1 King St

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6.1 3D SCENE DATA SOURCES

A.1 - 3D Model of the proposed 1 King St, Concord West - refer to Appendix A

File Name: 221018_model to issue
Author: Ethos Urban
Format: Autocad DWG
Alignment: Aligned to MGA 56 GDA2020 via Appendix C

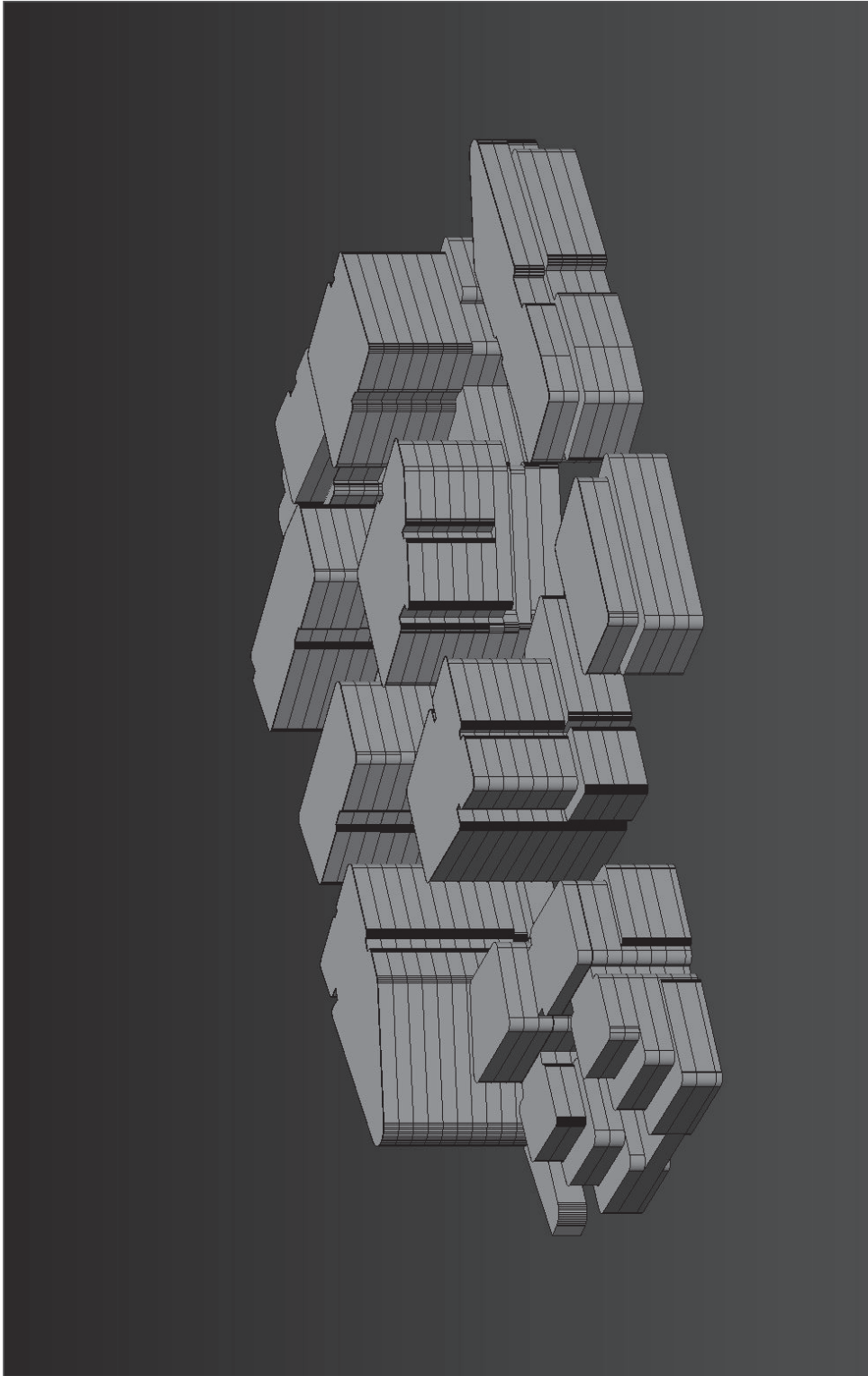
A.2 - Site Survey - refer to Appendix B for details

File Name: 21877Photolocation 1
Author: CMS Surveyors
Format: Autocad DWG
Alignment: MGA 56 GDA2020

A.3 - Existing Site Survey - refer to Appendix C for details

File Name: 8690-Detail Survey Rev A Client
Author: SDG PTY LTD
Format: Autocad DWG
Alignment: MGA 56 GDA2020

6.2 APPENDIX A: 3D MODEL SUPPLIED BY ETHOS URBAN



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6.3 APPENDIX B: SITE SURVEY SUPPLIED BY CMS



CMS Surveyors Pty Limited
LAND SURVEYING, PLANNING & DEVELOPMENT CONSULTANTS
A.B.N. 79 096 240 201

Date: 14-10-2022
Our Ref: 21877 Photo Locations
Studio 71/61 Marlborough Street
Surry Hills
NSW 2010

Dear Rick Mansfield,

RE: PHOTO LOCATIONS – CONCORD WEST

As requested, we have attended site and measured the Co-ordinates and Elevation of the photo locations for Concord West.

Co-ordinates are MGA 56 (**GDA 2020**) and elevation to Australian Height datum (AHD).

Measurements were taken using theodolite measurement and GNSS measurements.

DWG of locations has also been supplied.

Point Number	Easting	Northing	Reduced Level (RL)	Photo Point
1	322730.759	6253081.405	5.06 (Ground Level)	CAMERA LOCATION 1
2	322928.440	6253064.381	11.28 (Ground Level)	CAMERA LOCATION 2
3	323015.332	6252906.231	15.01 (Ground Level)	CAMERA LOCATION 3
4	322965.898	6252673.681	13.49 (Ground Level)	CAMERA LOCATION 4
5	322796.016	6252585.802	9.25 (Ground Level)	CAMERA LOCATION 5
6	322581.513	6252820.125	3.19 (Ground Level)	CAMERA LOCATION 6
100	322752.808	6253063.384	8.63	Post
101	322759.661	6253055.224	10.84	RR 1
102	322751.708	6253032.536	13.58	Power pole
103	322753.809	6253010.074	13.22	Power pole
104	322734.598	6253061.335	8.65	Post
105	322585.088	6252819.934	5.16	Post
106	322589.538	6252817.770	5.07	Post
107	322587.280	6252821.366	6.20	Fence corner
108	322652.069	6252816.129	25.47	Post
109	322645.635	6252790.063	25.35	Post
110	322792.741	6252598.066	12.03	Post
111	322793.954	6252608.904	12.63	Post
112	322805.984	6252619.551	12.98	Post
113	322815.751	6252621.764	24.34	Building



CMS SURVEYORS
LAND SURVEYING, PLANNING & DEVELOPMENT CONSULTANTS
A.B.N. 79 096 240 201

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Web: www.cmsurveyors.com.au

INCORPORATING
A.C. GILBERT & Co.
MRS GREEN & ASSOCIATES
(Work Vile)

COOTAMUNDRA
Incorporating PENGELL & GRAY
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Email: info@cmsurveyors.com.au
Web: www.cmsurveyors.com.au

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Point Number	Easting	Northing	Reduced Level (RL)	Photo Point
114	322807.496	6252649.979	24.34	Building
115	322953.066	6252683.964	15.26	Post
116	322902.197	6252738.333	41.04	Post
117	322959.961	6252707.195	21.30	Power pole
118	322966.440	6252687.705	18.91	Power pole
119	322966.693	6252682.569	14.68	Top of wall
120	323009.083	6252896.422	17.42	Post
121	322950.121	6252867.362	17.84	Power pole
122	322931.329	6252885.715	27.95	Power pole
123	322974.373	6252896.755	21.28	Power pole
124	322980.043	6252911.908	22.96	Top of gutter
125	322921.281	6252959.098	29.02	Power pole
126	322917.806	6253033.830	20.29	Power pole
127	322909.446	6252998.142	23.27	Roof
128	322873.397	6252996.109	23.39	Roof
129	322856.997	6252991.985	23.25	Roof

Note: R.L. shown on the report for photo locations are ground levels. Camera height should be added to the supplied RL of each corresponding photo location.

Yours faithfully,

Ben Son
Cadastral Surveyor
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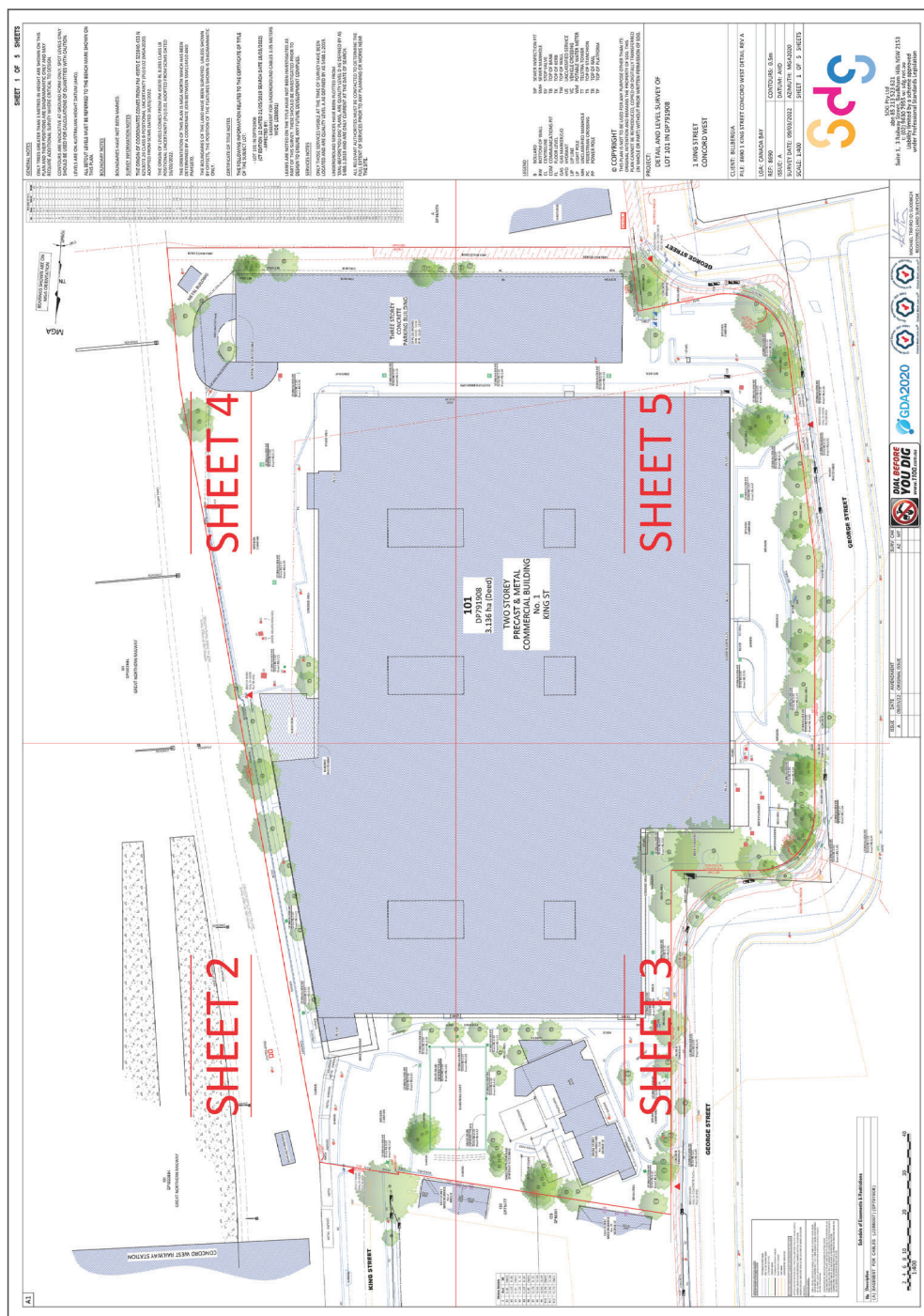
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6.4 APPENDIX C: EXISTING SITE SURVEY SUPPLIED BY SDG PTY LTD



ATTACHMENT C

Social Impact and Needs Assessment

1 King Street, Concord West NSW

On behalf of Concord West Property Pty Ltd



Prepared by Ethos Urban
Submitted for Concord West Property Pty Ltd
28 July 2023 | 2220035



'Gura Bulga'

Liz Belanjee Cameron




'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.

By using the green and blue colours to represent NSW, this painting unites the contrasting landscapes. The use of green symbolises tranquillity and health. The colour cyan, a greenish-blue, sparks feelings of calmness and reminds us of the importance of nature, while various shades of blue hues denote emotions of new beginnings and growth. The use of emerald green in this image speaks of place as a fluid moving topography of rhythmical connection, echoed by densely layered patterning and symbolic shapes which project the hypnotic vibrations of the earth, waterways and skies.

Ethos Urban acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We acknowledge the Gadigal people, of the Eora Nation, the Traditional Custodians of the land where this document was prepared, and all peoples and nations from lands affected.

We pay our respects to their Elders past, present and emerging.

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Executive Summary

Purpose of this report

This Social Impact and Needs Assessment has been prepared to support the Planning Proposal relating to the redevelopment of the site at 1 King St, Concord West NSW. The proponent is Concord West Property Pty Ltd. The site is within the City of Canada Bay Local Government Area (LGA).

The purpose of this report is to assess the community needs to inform the proposal, and potential social impacts arising from the redevelopment, with recommended strategic directions to optimise social outcomes. The proposal has the potential to be transformative for this part of Sydney and to deliver significant social value to the community.

This assessment considers the proposed concept plans in the Urban Design Report dated 12 October 2022, prepared by Group GSA.

Background

The proponent

Concord West Pty Ltd is a joint venture between Billbergia and Metric Invest. The project is being led by Billbergia, who have been creating communities for more than 34 years featuring award-winning, high-quality residential homes. They believe creating communities requires a shared set of values, vision and purpose. Billbergia value partnership, legacy, and social responsibility, and apply these values to placemaking principles, to deliver great places where people want to work, live and play. Metric Invest is an Australian-based alternative asset management firm and is Australia's largest non-bank corporate lender (as of 31 December 2021).

The site

The site at 1 King Street is located immediately southwest of the Concord West railway station in the Concord West town centre. It is approximately 11km west of the Sydney CBD and 8km south-east of Parramatta. The site is 1.5km south of the Rhodes strategic town centre.

The site's locational context is shown in **Figure 1**, with the future Sydney Metro West station at North Strathfield proposed one stop south at the existing North Strathfield station.

Scoping proposal

A scoping proposal for the subject redevelopment (Ethos Urban, 2022) was sent to City of Canada Bay Council on 10 June 2022 for 920 dwellings, non-residential uses at ground floor level, and a 400sqm community centre, as well as a new civic precinct, with retail, food and beverage, gym, health and childcare proposed on the ground plane with clear pedestrian connectivity to the station and surrounding area.

The scoping proposal outlined key preliminary social infrastructure gaps* which are further discussed in this report, including a 400sqm community centre, open space and childcare uses.

A gap in community floor space for Concord West as per [Strategy 2](#) of the *Canada Bay Social Infrastructure Strategy* (2019), and IQ's Market Potential Assessment (which identified the existing childcare centre on site has high occupancy of its 64 spaces). It further notes that it has limited places available, and 'co-locating childcare facilities with retail and other non-retail facilities at the site would increase the destination appeal of the precinct and generate a higher level of traffic around the site.'

The 400sqm community facility was proposed to be accommodated on the site and dedicated to Council.

***(subject to supply/demand analysis, based on custom demographics for the study area)**

1.0 Introduction

1.1 Purpose of this report

Planning for future provision of community facilities is essential to support a health and sustainable community at the site. This Social Impact and Needs Assessment supports the Planning Proposal submitted to the City of Canada Bay for the redevelopment of 1 King Street, Concord West NSW.

The report consists of two major assessment components – the Community Needs Analysis (Part A), and Social Impact Assessment (Part B) – noting both assessments have been informed by a review of the local social context, relevant strategic policies, and historic community engagement undertaken by the City of Canada Bay Council. It is also considered that recommendations provided in Part A, if adopted, will reduce social impacts identified in Part B.

This report sets out the key drivers for this development from a social perspective, aligned with the Council's and NSW Government's strategic policy drivers.

1.2 Overview

The report sets out the following information:

- Site context, including a site description and existing development context
- Proposed development, including concept masterplan
- Strategic context, including relevant state and local government drivers, particularly within the context of the City of Canada Bay.
- Local social context, including an analysis of the resident and worker profile of the area, forecasted population growth as a result of the proposal, social infrastructure context, and preliminary outcomes of community consultation undertaken to date.
- **Part A: Community needs analysis** based on the current and planned provision of infrastructure and other strategic drivers, quantitative benchmarking and recommendations for onsite social infrastructure.
- **Part B: Social impact assessment** based on the NSW Department of Planning and Environment (DPE) SIA Guideline 2021. The social impacts are assessed on the basis of the concept masterplan only, with minimal consideration of construction impacts as no physical works are proposed.

1.2.1 Community consultation

This report has been developed via a primarily desktop review, drawing on the outcomes of previous engagement with local community groups as undertaken by the City of Canada Bay. It is understood the applicant intends to undertake further consultation once the Planning Proposal is lodged. The recommendations therefore may be subject to further revisions, as the design progresses and the aspirations of the community and stakeholders is provided.

1.3 Scope of assessment

1.3.1 Social Impact and Needs Assessment

The social infrastructure needs analysis synthesises the findings of the following sections to identify social infrastructure needs in the study areas:

- Analysis of the local social context of the site, including the demographic profile and character of the area
- Analysis of existing supply of local social infrastructure within the study areas
- Analysis of strategic drivers for social infrastructure, including any planned provision in the study areas
- Analysis of current demand and demand generated by forecast population growth and change, both within the precinct and within the surrounding locality.

The assessment of social impacts in this report has been based on the *Social Impact Assessment Guideline for State Significant Projects* (NSW SIA Guideline) released by the NSW Department of Planning and Environment (DPE) November 2021.

The NSW SIA Guideline is considered by NSW Government to represent best practice in social impact assessment processes and provides a consistent framework and approach to the assessment of social impacts associated with all state-significant projects and developments in NSW.

Given there is no social impact assessment framework by the City of Canada Bay, the NSW SIA Guideline has been followed as the primary basis for assessment, for the purposes of this report.

As required by Ministerial Planning Directions, the report has been prepared to demonstrate that Planning Proposal must demonstrate that positive urban outcomes can be delivered.

1.3.2 Social factors for assessment

The NSW DPIE SIA Guideline classifies social impacts in the following way, which forms the core basis of this assessment:

- Way of life: how people live, get around, work, play and interact with one another on a day-to-day basis
- Community: its composition, cohesion, character, how it functions, and sense of place
- Accessibility: how people access and use infrastructure, services and facilities
- Culture: people's shared beliefs, customs, values and stories, and connections to Country, land, water, places and buildings
- Health and wellbeing: people's physical, mental, social and spiritual wellbeing
- Surroundings: access to and use of natural and built environment, including ecosystem services, public safety and security, as well as aesthetic value and amenity
- Livelihoods: including impacts on employment or business, experience of personal breach or disadvantage, and the distributive equity of impacts and benefits
- Decision-making systems: the extent to which people are able to participate in decisions that affect their lives, procedural fairness, and the resources provided for this purpose.

Each of these categories should be assessed based both on the tangible observable impacts, as well as considering fears and aspirations of communities impacted.

1.3.3 Assessment methodology

Stages in the preparation of this Social Needs and Impact Assessment are as follows:

- Baseline analysis of the existing socio-economic environment, involving:
 - Review of relevant background information, along with relevant local and state policy frameworks (see **Section 3.0**)
 - Demographic analysis, including socio-economic characteristics of current communities and population forecast (see **Section 4.0**)
 - Study area definition ('area of social influence'), including primary and secondary geographic areas likely to be impacted (see **Section 4.1** of this report)
- Stakeholder and community engagement: Findings of stakeholder and community consultation undertaken by the local Council have been reviewed to identify community and stakeholder aspirations and values (see **Section 5.0**)
- **Community needs analysis:** Methodology includes both qualitative and quantitative to justify provision and provide recommendations for onsite infrastructure (see **Section 6.0**)
- Identification of impacts as per the NSW SIA Guideline parameters. The social impact assessment ultimately appraises the significance of each identified impact based on its duration, extent and sensitivity of impact "receivers." This results in a social significance rating for impacts and benefits, as per the social impact significance matrix shown in **Section 7.0**)
- Identification of mitigation strategies to manage impacts and enhance benefits of the development (See **Section 8.0**)

1.4 Sources and assumptions

Assumptions applied to complete this SIA include:

- The key findings of the background studies and technical reports are accurate.
- Socio-economic data for each study area accurately reflects the community demographic profile.

- Outcomes of the community consultation and engagement undertaken to date accurately reflect community views.
- All potential social impacts to the local community and special interest groups that can reasonably be identified have been included in this report.

1.5 Qualifications of report authors

The NSW SIA Guideline requires authors to hold appropriate qualifications in relevant social science disciplines and/or proven experience over multiple years and competence in social science research methods and SIA practices. The team's expertise and qualifications are set out below.

Table 1 *Qualifications of report authors*

Author	Expertise/Qualifications
Madeleine Beart Associate Director, Social Strategy and Engagement	<i>BArch, MUP</i> Madeleine has over 12 years' experience social planning, social sustainability and stakeholder engagement in both the private and public sectors. Member of Social Impact Measurement Network Australia (SIMNA) and Committee Member of the Victorian Organising Committee of SIMNA. Accredited Social Value Associate through Social Value International.
Amy Douglas Principal Social Strategy	<i>BSc (Urban and Regional Planning), Social Planning and Community Development – Professional Short Course (UTS)</i> Amy has over 11 years' experience in urban and social planning including a background in undertaking community infrastructure assessments, social strategic advice, and development assessment in private, State and local government. She has over one year's experience preparing Social Impact Assessments for SSDAs and is a full member of the Planning Institute of Australia.
Chloe Brownson Senior Urbanist Social Strategy	<i>BComms (Social & Political Sciences)</i> Over 2 year' of professional experience in social research and analysis, policy drivers and social impacts of new infrastructure.

2.0 Site context and proposed development

2.1 Site description

The site is located at 1 King Street, Concord West and is legally described as Lot 101 DP791908. The site is approximately 31,390m² in area and is the largest landholding in Concord West under single ownership. It is irregular in shape and has frontages to King Street to the north and George Street to the west.

The site is located immediately southwest of the Concord West railway station, in the Concord West town centre in the western part of the Canada Bay Local Government Area (LGA) approximately 11 kilometres west of the Sydney Central Business District (CBD) and 8km southeast of Parramatta. The site is 1.5km south of the strategic centre of Rhodes.

The site's proximity to Concord West Railway Station ensures high frequency connections to major employment centres, commercial, recreational, and educational services and facilities. The future Sydney Metro West station at North Strathfield is proposed one stop south at the existing North Strathfield station.

The site's locational context is shown at Error! Reference source not found.. An aerial photo of the site is shown at **Figure 2**.

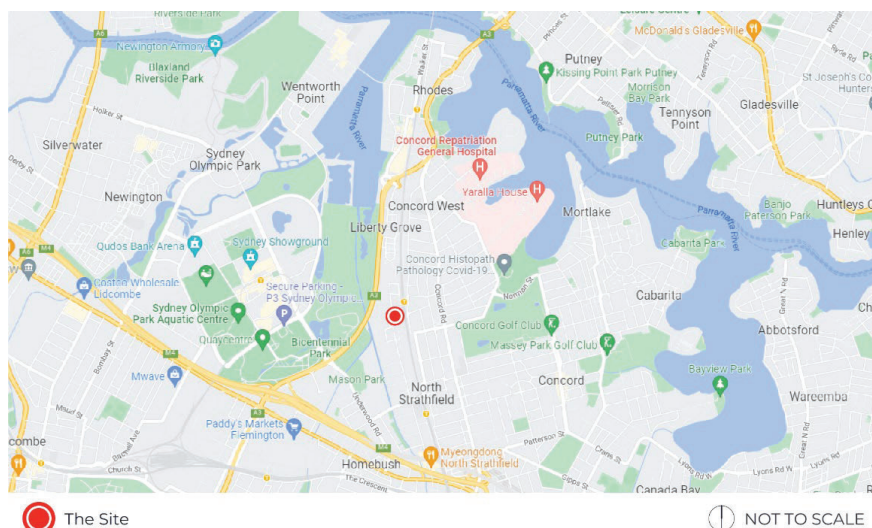


Figure 1 Site location

Source: Ethos Urban / Google Maps



Figure 2 Site aerial

Source: Nearmap / Ethos Urban

2.2 Existing development

The site currently comprises a single vacant commercial building of a height of 1.5 storeys. The site has perimeter fencing along the boundary line but can be accessed from King Street at its southern termination point. It also accommodates a multistorey carpark, a childcare centre and tennis court.

Photos of the existing development are shown below.



Figure 3 Entrance to the existing building

Source: Billbergia



Figure 4 Early Learning Centre

Source: Billbergia



Figure 5 Existing development on site (looking south)

Source: Billbergia

2.3 Surrounding development

The current surrounding development is defined by primarily low-density housing, with some medium density housing found to the site's immediate south and on the eastern edge of the rail line within proximity of existing retail offerings.

- **North:** To the north is the terminus of King St, Concord West Train Station and a general character of low-medium density detached dwellings.
- **East:** to the east of the site beyond the railway is Queen St with a general character of single detached dwellings and walk up apartments, with some more recent semi-detached townhouse development. Also on Queen St is St Ambrose Primary School.
- **South:** To the immediate south is the Concord Zone Substation. Further south is a Papilio Early Learning Centre and the 'Strathville' development, a series of 4-6 storey residential apartment buildings.
- **West:** Opposite the site across George St is a single storey double height brick warehouse currently occupied by Chippendale Printing which are proposed to be redeveloped as residential flat buildings up to 6 storeys. Further to the west is Powells Creek Reserve and Homebush Bay Drive.

2.4 Proposed development

In response to feedback received through the scoping process, a revised indicative reference scheme has been prepared. This scheme provides a conceptual development that validates the proposed amendments and considers the necessary technical requirements and site considerations to support a viable future redevelopment of the site as a mixed-use neighbourhood centre.

The masterplan demonstrates how the proposed gross floor area can be distributed across the site in an orderly manner in buildings that range in height from 6 storeys to 12 storeys. Taller buildings are located towards the railway line and the centre of the site, with lower buildings at the perimeter to provide a transition to the surrounding area. Buildings have been located to enable compliance with building separation requirements and the key civic pedestrian connections will be activated by ground floor non-residential uses to provide a dynamic public domain. Key components of the masterplan are:

- 10 buildings, ranging from 6-12 storeys accommodating approximately 700 dwellings in a range of 1, 2, 3 and 4 bedroom apartments and townhouses.
- New loop road through the site connecting King Street and George Street.

- A total of approximately 83,050m² of gross floor area which equates to a floor space ratio of 2.65:1. The gross floor area comprises approximately:
- 75,461m² residential floor area
- 7,589m² non-residential floor area
- A green connection of approximately 2,500m² to provide legible pedestrian and cycle access north-south through the site. The green connection is proposed to include a neighbourhood park to provide additional amenity for the existing and future community.
- A new civic precinct – the 'station precinct' – focused along the active spine and community plaza accommodating a range of non-residential uses (i.e.: retail, food and beverage, gym, health and childcare) on the ground plane that will activate the public domain.

Selected images of the proposal are below.



Figure 6 Proposed masterplan

Source: Group GSA

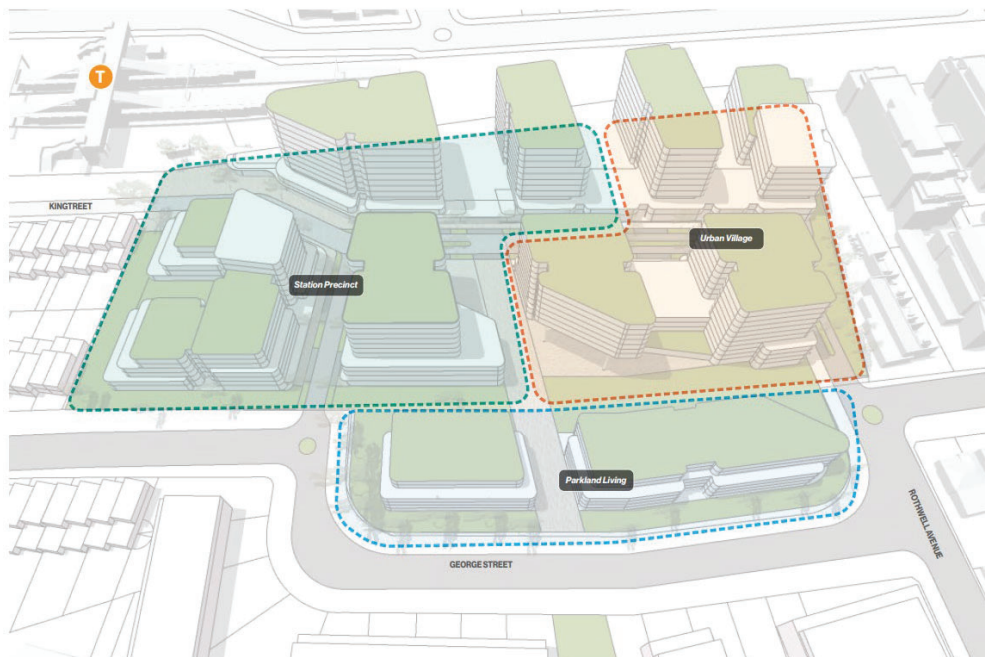


Figure 7 Proposed neighbourhood precincts

Source: Group GSA



Figure 8 Proposed master plan 3D sketch

Source: Group GSA

2.4.1 Dwelling and population forecasts associated with the delivery of the masterplan

Understanding projected residential population forecasts associated with the masterplan will enable consideration of the quantum of social infrastructure needs associated with induced demand. The findings from this population analysis will be applied in the quantitative benchmarking to calculate projected infrastructure gaps, based on an increased population size.

The proposal will result in anticipated significant population growth, and preliminary population projections are outlined in **Section 4.3** of this report.

The anticipated growth of the development is:

- +1,680 residents and
- +250 workers by 2036.

This is assuming an average household size of 2.4 persons per household and workspace ratio of 30.2 per worker.

2.4.2 Scoping proposal – preliminary community needs recommendations

As discussed in the Executive Summary of this report, Ethos Urban on behalf of the proponent, submitted a scoping proposal to City of Canada Bay Council for review. Feedback was provided in August 2022.

Section 4.3.3 of the Scoping Proposal report (Ethos Urban, 2022) discussed social impact and needs assessment for the site in the context of the growing population in Concord West and identified community infrastructure gaps including community floor space, cultural centres and open space.

The preliminary recommendations for social infrastructure, primarily informed by the City of Canada Bay 'Social Infrastructure (Community) Strategy (Canada Bay Council and Cred Consulting 2019)' and 'Open Space Strategy (Canada Bay Council, 2019)' included:

- Localised open space for residents/local community members (0.3ha minimum)
- Health/medical centre
- Community and creative/cultural production space - at least 400sqm
- Additional sports fields and courts.

These recommendations were informed by a desktop review of existing strategic information, and not informed by a demographic supply/demand analysis (benchmarking).

To refine the recommendations further quantitative analysis has been undertaken in this report (refer **Section 6.0**).

3.0 Strategic context

The following section synthesises the findings of a review of state and local policies, strategies and documents that articulate the desired social outcomes relevant to the proposed development. These findings and their influence on the community benefit recommendations are summarised below.

Key policy drivers

- The Greater Sydney Commission aims to achieve a “30-minute” city, in which all residents live within 30 minutes’ distance of employment, education, healthcare, open space, daily living needs, and other places of interest. The City of Canada Bay is in alignment with this goal.
- The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) envisions a more accessible and connected corridor, in which housing is more diverse and affordable, community spaces are vibrant, and green open space is plentiful.
- It is a Premier’s Priority to “increase the proportion of homes in urban areas within 10 minutes’ walk of quality green, open, and public space by 10% by 2023” (NSW Premier’s Priorities, 2019).
- Infrastructure provision should consider the principles of accessibility, diversity, and inclusivity in order to deliver upon community aspirations. Canada Bay’s diverse population should be catered for – including age, ability, and cultural background.
- It is a local priority to enhance liveability by aligning infrastructure delivery with population growth and change, creating vibrant public places, and fostering safe, healthy, and socially connected communities.
- Principles for the delivery of social infrastructure include diversity, activation, inclusivity, equity, connection, co-location, collaboration, shared use, and flexibility.

3.1 Key policy themes and drivers

The following documents have been reviewed to inform this analysis:

- Canada Bay Local Housing Strategy (SGS, 2019)
- City of Canada Bay Cultural Plan (City of Canada Bay, 2014).
- Eastern City District Plan (Greater Sydney Commission, 2018)
- Greener Places (NSW Government Architect, 2020)
- Greater Sydney Region Plan (Greater Sydney Commission, 2018)
- Local Strategic Planning Statement (City of Canada Bay, 2020)
- Local Movement Strategy (City of Canada Bay & GTA Consultants, 2019)
- Premier’s Priorities (NSW Government, 2019)
- Practitioner’s Guide to Movement and Place (NSW Government Architect, 2020)
- Parramatta Road Corridor Urban Transformation Urban Amenity Improvement Plan (NSW Government, 2016)
- Parramatta Road Corridor Urban Transformation Strategy (‘PRCUTS’) (NSW Government, 2016)
- Smart City Plan (City of Canada Bay, 2019)
- Social Infrastructure (Open Space and Recreation) Strategy and Action Plan (Cred Consulting & City of Canada Bay, 2019)
- Social Infrastructure (Community) Strategy and Action Plan (Cred Consulting & City of Canada Bay, 2019)
- YOUR Future 2030 Community Strategic Plan (City of Canada Bay, 2018)

Table 2 *Key policy themes and drivers*

Theme	Implications for the proposed development	Relevant documents
Planning for population growth and change	<ul style="list-style-type: none"> The population of the Eastern City District is expected to increase by approximately 19% from 1,013,200 in 2016, to reach 1,338,250 in 2036. Similarly, the City of Canada Bay is forecasted to grow by approximately 32,000 residents between 2016 and 2036. The dominant age group of 25-34 is expected to persist, with high growth also expected in the proportion of residents aged over 75. In 2036, the predominant household structure will be couples with children. Canada Bay's Local Housing Strategy has identified a need to intensify residential development in areas which are most accessible to public transport and services, in order to increase liveability. Improving housing affordability and provision of additional affordable housing is a local priority. Residents of Canada Bay have expressed concerns about reduced socioeconomic diversity, and housing stress. There is currently a 'missing middle' in housing types, with suburbs characterised by contrasting densities. There is a need to diversify housing stock in Canada Bay, particularly through the provision of medium-density housing. It is a state and local priority to deliver a "30 minute city" where employment and education opportunities, daily living needs, and housing are accessible to each other in 30 minutes or less, via public transport. Supporting our ageing community to remain living in the area through increased seniors housing connected to centres and encouraging development with sufficient dwelling diversity. In some cases there may be merit in approving aged care/seniors living residential developments or apartments to encourage more multi-generational living in precincts. New developments should be accessible, increase stock of adaptable universal design multi-unit developments and advocate for new affordable accommodation for seniors. 	<ul style="list-style-type: none"> <i>Greater Sydney Region Plan</i> (Greater Sydney Commission, 2018) <i>Eastern City District Plan</i> (Greater Sydney Commission, 2018) <i>Local Strategic Planning Statement</i> (City of Canada Bay, 2020) <i>YOUR Future 2030 Community Strategic Plan</i> (City of Canada Bay, 2018) <i>Canada Bay Local Housing Strategy</i> (SGS, 2019) <i>Positive Ageing Strategy</i> (City of Canada Bay 2010)
Meeting the growing social infrastructure needs in Canada Bay	<ul style="list-style-type: none"> It is a local priority to enhance liveability by aligning infrastructure delivery with population growth and change, creating vibrant public places, and fostering safe, healthy, and socially connected communities. It is a local priority to provide "community services and facilities to meet people's changing needs" (LSPS, p. 32), especially schools, recreation facilities, and health infrastructure. City of Canada Bay residents utilise Council-owned libraries, community halls/centres, and childcare centres most often compared to other Council facilities. According to the Smart City Plan, "libraries are consistently our most highly valued services and aim to bring people and knowledge together. Residents identify that the libraries provide our community access to leading technology and programs" (p. 13). Co-locating Council social infrastructure with other infrastructure types, including health, education, and retail 	<ul style="list-style-type: none"> <i>Greater Sydney Region Plan</i> (Greater Sydney Commission, 2018) <i>Local Strategic Planning Statement</i> (City of Canada Bay, 2020) <i>YOUR Future 2030 Community Strategic Plan</i> (City of Canada Bay, 2018) <i>Social Infrastructure (Community) Strategy and Action Plan</i> (Cred Consulting & City of Canada Bay, 2019)

Theme	Implications for the proposed development	Relevant documents
	<p>space, can drive visitation to and increase activation of a precinct. It can also create efficiencies for service delivery.</p> <ul style="list-style-type: none"> • Flexible and multipurpose community spaces are important in catering for diverse communities, as they can accommodate multiple user groups. Adaptable spaces can change over time, aligning with demographic change. • Goals of the Canada Bay Libraries Strategic Plan include providing content in a range of formats, languages and subject areas, providing space for quiet study and contemplation, and providing access to technology to support creativity, learning, and innovation. • It is a local priority to improve access to cultural and creative spaces in Canada Bay. This may be achieved through increasing the capacity of libraries to offer a wider range of programs. • It is a local priority to offer programs for people with disability and encourage their participation at leisure and community centres. • Social infrastructure serves as a 'third place' for many people, separate to home or their place of work. Third places provide space for learning, socialising, or even cultural connection, and are important in areas of increasing residential density. 	
Demand for open space in urban contexts	<ul style="list-style-type: none"> • It is a vision of the NSW Government Architect framework, Greener Places, to integrate green infrastructure with other urban infrastructure such as built form and transport infrastructure, in order to create high-quality urban environments and promote active, healthy lifestyles. It is a key action of the framework to balance the recreational and functional requirements of parks with greening objectives to increase canopy cover. • It is a Premier's Priority to "green" Greater Sydney by increasing tree canopy and green cover across the region, and to plant 1 million trees by 2022. The NSW Premier recognises the role that trees play in creating great community places and enhancing outdoor recreation and exercise opportunities. • Canada Bay's <i>Social Infrastructure Strategy and Action Plan</i> has identified a need for specific programming of open space/recreation areas for young people in Concord West. It is assumed that overall demand for open space will increase due to planned transport infrastructure improvements (e.g., Sydney Metro West). • Engagement with the Canada Bay community has indicated a rise in informal recreation as opposed to organised club sport. • The capacity of existing recreation facilities can be optimised through multifunctionality and shared use. 	<ul style="list-style-type: none"> • <i>Premier's Priorities</i> (NSW Government, 2019) • <i>Greener Places</i> (NSW Government Architect, 2020) • <i>Social Infrastructure (Open Space and Recreation) Strategy and Action Plan</i> (Cred Consulting & City of Canada Bay, 2019)
Improving public amenity and connectivity	<ul style="list-style-type: none"> • NSW Government Architect recognises that design of the public domain needs to consider diverse uses, including walking, cycling, making deliveries, going to school, shopping, dining, or waiting for a bus. Transport options should also provide ways of getting around at differing levels of ability and affordability in order to increase the 	<ul style="list-style-type: none"> • <i>Practitioner's Guide to Movement and Place</i> (NSW Government Architect, 2020)

Theme	Implications for the proposed development	Relevant documents
	<p>autonomy of non-drivers, people living with a disability, and/or low-income earners.</p> <ul style="list-style-type: none"> It is an aspiration of the <i>Eastern City District Plan</i> to improve walkability of the Eastern City through the delivery of safe, accessible, and pleasant environments for walking. Additionally, "direct, safe and accessible routes to local destinations should be prioritised within a 10-minute walk of centres". Canada Bay's <i>Local Movement Strategy</i> highlights that "the proportion of walking and cycling trips in Canada Bay is quite low, partly as a consequence of a lack of dedicated cycling facilities and major roads creating barriers for easy walking and cycling. The terrain, topography and safety also play a role in why people do not walk and cycle more". It is a local priority to increase active transport uptake through the provision of associated infrastructure. 	<ul style="list-style-type: none"> <i>Eastern City District Plan</i> (Greater Sydney Commission, 2018) <i>Local Movement Strategy</i> (City of Canada Bay & GTA Consultants, 2019)
Delivering social infrastructure in accordance with identified community priorities	<ul style="list-style-type: none"> Where possible, social infrastructure should be delivered in easy-to-access locations, within walkable distance to public transport. It is a local priority to provide more community facilities with larger capacity 200+, that can support big events, gatherings and meetings. Canada Bay's <i>Local Infrastructure Contributions Plan</i> has allocated funding for: <ul style="list-style-type: none"> a new multipurpose community space in either Concord West or North Strathfield. 	<ul style="list-style-type: none"> <i>Community Facilities Resourcing Strategy: Blueprint for Community Facilities 2011-2031</i> (City of Canada Bay, 2011) <i>Local Infrastructure Contributions Plan</i> (City of Canada Bay)
Transformation of the Parramatta Road Corridor	<ul style="list-style-type: none"> It is a priority of the Parramatta Road Corridor Urban Transformation Strategy to create vibrant community places which are walkable, connected by green spaces, and protective of local character. Residents should enjoy easy access to upgraded social infrastructure and community facilities. It is a state priority to transform the Parramatta Road Corridor into "a high quality multi-use corridor with improved transport choices, better amenity and balanced growth of housing and jobs... At present the Corridor is synonymous with urban decay, partly attributed to the high traffic volumes along Parramatta Road but also to the lack of a coherent corridor planning and delivery strategy" (Parramatta Road Plan, pp. 5-6). Actions for the Burwood-Concord Precinct include formalising existing and creating new cycle connections and contributing to the Concord Oval Precinct. General priorities for the Corridor include additional street planting, provision of street furniture, enhanced lighting, pedestrian/cyclist safety measures, footpath widening (including plazas and street closures), improved wayfinding, and promotion of active transport. 	<ul style="list-style-type: none"> <i>Parramatta Road Corridor Urban Transformation Urban Amenity Improvement Plan</i> (NSW Government, 2016) <i>Parramatta Road Corridor Urban Transformation Strategy</i> (NSW Government, 2016)

Source: Ethos Urban

4.0 Local social context

The following section analyses the local social context of the proposed redevelopment, including demographic characteristics, local social infrastructure available to the site, current local social issues and trends, and the outcomes of community consultation to date.

Key findings:

- For the purposes of this analysis, two study areas have been defined generally reflecting the area incorporated within a 1km Study Area radius and 3km Study Area radius from the Subject Site. These areas have been defined to represent both the immediate surrounds of the Concord West site, as well as the broader suburb and local area.
- A review of key demographic and population data indicates that the population has experienced some decline in recent years associated with shift in household composition towards couple only and lone person households, resulting in a reduction in household sizes. Looking forward, official population projections indicate that the local area will experience strong population growth.
- A review of 2021 Census data indicates that in the PSA the annual median household income sits at \$124,120, which is 14.1% more than what the median Greater Sydney household brings in annually, at \$108,750. Households have higher incomes, and live in couple family with children households, with almost half of dwellings being flat, unit or apartments, when compared to Greater Sydney.
- A review of key demographic trends between the 2016 to 2021 Census periods indicates that the population is ageing, and households are becoming smaller.
- Overall, key demographic indicators and drivers highlights that the local population would associate strongly with a range of uses at the Subject Site, in particularly greater housing diversity and housing choice and creating of walkable transit orientated community. This highlights the opportunity for a greater intensification of uses at the Subject Site

4.1 Study area definition

For the purposes of this analysis two study areas have been defined in order to analyse both the immediate surrounds of the Subject Site, as well as the broader Concord West suburb and local area. The defined study area captures the population most likely to associate with the uses planned at the subject site.

A 1km radius and 3km radius have been adopted, although consideration has also been made to geographical and physical barriers in the area, as well as the location of major centres and precincts such as Strathfield and Burwood.

- **1km Study Area (Primary)** A 1km radius has been used to define a walkable study area around the Subject Site. This captures residents and dwellings within the immediate vicinity of the Subject Site. This 1km Study Area incorporates parts of Olympic Park, Liberty Grove, Concord, North Strathfield and Homebush, which together make up a diverse collection of built and natural landscapes.
- **3km Study Area (Secondary)** The 3km Study Area has been used to reflect the broader local area and Concord West overall. The extent of the 3km Study Area is limited to the north by the Parramatta River; and in the east to Hill Road. The southern end of the 3km Study Area, like the 1km Study Area, extends to Parramatta Road, and to Canada Bay in the south eastern corner. The western edge extends to the waterway of Hen and Chicken Bay, which separates Concord and Cabarita from Abbotsford and Waremba.

Refer to **Figure 9** for a map of the study area.

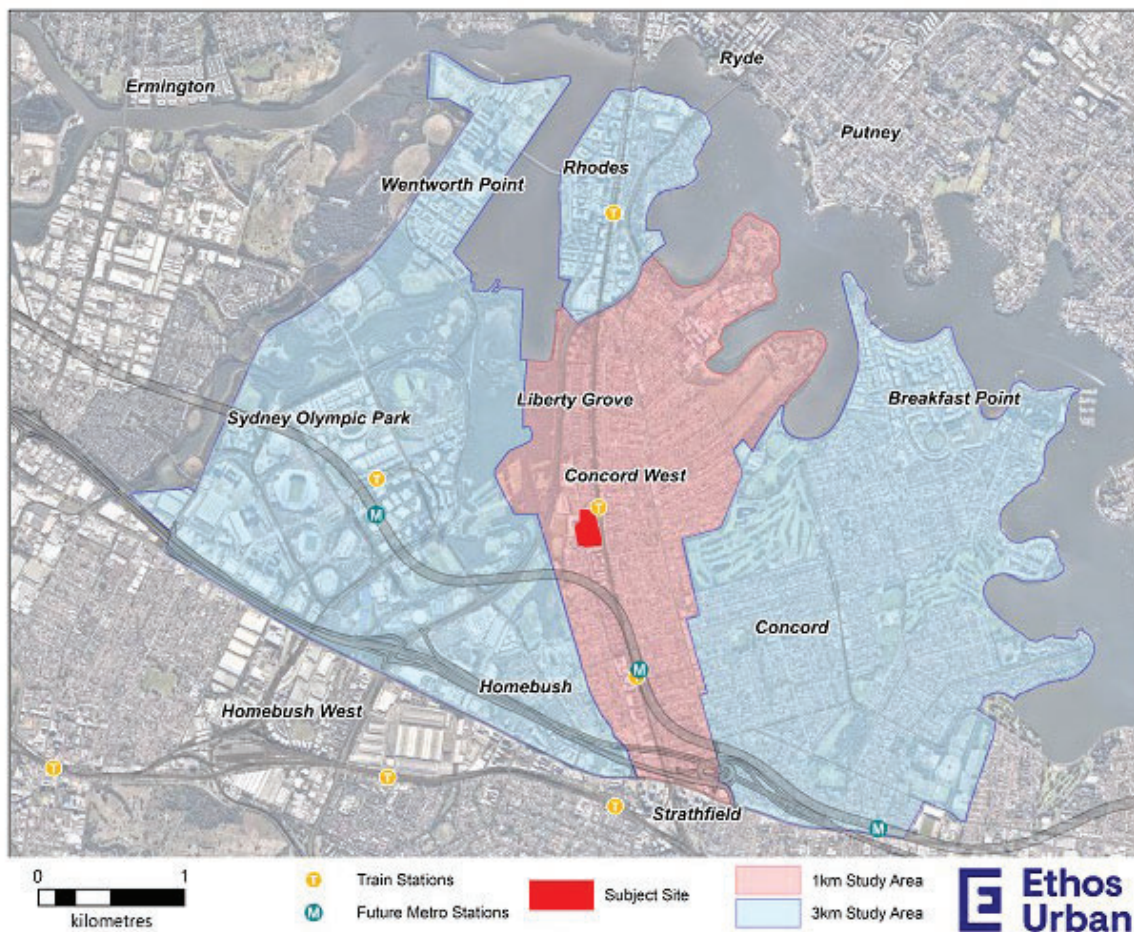


Figure 9 Study area map

Source: Ethos Urban

4.2 Residential demographic profile

A summary of the resident population characteristics of the identified Study Areas is presented in the Economic Impact Assessment (Ethos Urban 2023). Demographic data has been drawn from the ABS Census of Population and Housing 2021. The data analysis provides a general overview of the demographic characteristics of residents within the Study Areas and is compared to the Greater Sydney benchmark. Key demographic characteristics of the 1km Study Area include:

- **Age Structure:** The median age of the Concord West PSA is 36.8 years, which is slightly younger than the Greater Sydney median age of 37.3. Most PSA residents are aged between 35-64 years (40.8%), with 20-34-year-olds being the second most common age group, making up 24.1% of the PSA population. These figures are similar to Greater Sydney's Age structure with 22.1% being 20-34 years old and 38.7% being 35-64 years old.
- **Household Income:** Within the PSA, annual median household income sits at \$124,120, which is 14.1% more than what the median Greater Sydney household brings in annually, at \$108,750.
- **Household composition:** Census data on household composition in the Concord West PSA shows that dwellings are mostly occupied by families (74.2%), which is slightly higher than Greater Sydney's benchmark of 72.6%. The PSA also has a lower number of dwellings occupied by lone persons (-3.7%), and a higher amount occupied by group households (+2.1%), than Greater Sydney.

- **Tenure type:** Dwellings owned outright in the PSA are 28.2%, which is roughly the same as the dwellings owned outright in Greater Sydney at 28.3%. Within the PSA however, less dwellings are owned with a mortgage (-3.3%) and 4.2% more dwellings are rented, when compared to Greater Sydney.
- **Dwelling type:** According to recent census data, the average household size within the PSA is the same as Greater Sydney's at 2.7 persons per household. Notable differences in dwelling types are in the proportion of separate homes, with only 39% of dwellings in the PSA being classified as a separate house, compared to 56.1% of dwellings in Greater Sydney. Another notable difference is the high share of apartments in the PSA, which makes up 49.3% of dwellings. For context, this is 18.6% more than Greater Sydney's share of apartments.
- **Housing costs:** Within the PSA, median monthly mortgage repayments sit at \$2,590, 3.2% higher than Greater Sydney's repayments, however, these mortgage repayments make up less of a share of resident's median household income at 25% compared with Greater Sydney's at 27.7% of median household income. Median weekly rent is also higher than Greater Sydney's, with the PSA's median weekly rent being \$516. This makes the PSA's median weekly rent 7.4% higher than what is experienced across Greater Sydney.
- **Occupation:** As of 2016, census data shows us the PSA's working resident population mainly comprises of white collar workers, with the two most common types of workers being Professionals (33.5%) and Clerical and Administrative workers (15.4%).

A review of key changes between the 2016 and 2021 census highlights the following trends of relevance:

- **Household income (the median) is higher in the PSA than Greater Sydney, but have grown at a slower rate.** Whilst the increase in income has been significant within the 1km Study Area (+\$15,480) since 2016, Greater Sydney's median household income has increased +\$16,550 over the same time period.
- **An ageing population.** Median age in the 1km Study Area has increased by +2.8 years, going from a median age of 34 in 2016, to a median age of 36.8 in 2021.
- **Smaller household sizes and fewer family households.** Average household sizes have declined from an average of 2.9 persons per household in 2016, to an average of 2.7 persons per household in 2021. This has been driven by a decline in couple families with children, and an increase in the share of lone person households.
- **More apartments and declining occupancy rate.** The 1km Study Area's built environment has continued to change. Between 2016 and 2021 with the 1km Study Area experienced an increase in the share of apartments by +2.5ppt, and a decline in separate houses by 1.2ppt. As a result, apartments make up almost half of all dwelling stock within the 1km Study Area (49.3%).
- **More dwellings are being rented.** Within the 1km Study Area, dwellings owned outright has dropped by 4.4% and dwellings rented has increased by 5.4%, whereas dwellings owned outright in Greater Sydney has dropped by 1.6% and dwellings rented has only increased by 1.1%.

Overall, trends between the 2016 to 2021 Census indicate that the population is ageing, and households are becoming smaller. This highlights that demographic drivers and trends underway indicate that the local population would associate strongly with a range of uses at the Subject Site, in particular with greater housing diversity and additional housing choice in a walkable, transit orientated community.

4.3 Resident population trends and projections

Population projections have been prepared using latest official projections from Department of Planning and Environment, historic population estimated from the ABS Estimated Residential Population series and an examination of historic trends and recent building approvals as well as strategic planning population and dwelling targets.

Historically, the population of the 1km Study Area has experienced mixed population growth, between 2011 and 2022, the population of the 1km Study Area declined by around 80 persons. This decline in population occurred after 2016, and is likely reflective of the demographic shifts underway within the 1km Study Area: an ageing population and decline in the share of households comprising couple families with children.

Looking forward, it is expected that the population of the 1km Study Area will grow, and is projected to reach 16,750 residents by 2036. This represents an increase of +3,810 residents. Limited opportunity for residential development, and a restricted pipeline of resident investment is likely to limit population growth in the near term; however, opportunities such as the proposed development, and major infrastructure works such as the Metro West is likely to support greater population growth in the medium term with population growth likely to accelerate slightly post-2031.

By contrast, the 3km Study Area (which includes the 1km Study Area) has historically experienced very strong population growth and is expected to continue to record strong population growth in the future. The steady population

within the 1km Study Area is indicated by its share of 3km Study Area population, which was declined from 29.2% to 17.9% by 2022. Even when factoring in higher growth over the 2022 to 2036 period, the share of 3km Study Area population will remain largely unchanged by 2036 (at 17.3%).

Table 3 Population trends and Projections

Population (no.)	2011	2016	2022	2026	2031	2036
1km Study Area	13,020	13,650	12,940	13,920	15,270	16,750
3km Study Area	44,580	60,760	72,260	80,910	89,400	97,020
1km Study Area Share	29.2%	22.5%	17.9%	17.2%	17.1%	17.3%
Average Annual Growth (no.)	2011 - 2016	2016 - 2022	2022 - 2026	2026 - 2031	2031 - 2036	
1km Study Area	+130	-120	+250	+270	+300	
3km Study Area	+3,240	+1,920	+2,160	+1,700	+1,520	
1km Study Area Share	4.0%	-6.3%	11.6%	15.9%	19.7%	
Average Annual Growth Rate (%)	2011 - 2016	2016 - 2022	2022 - 2026	2026 - 2031	2031 - 2036	
1km Study Area	0.9%	-0.9%	1.8%	1.9%	1.9%	
3km Study Area	6.4%	2.9%	2.9%	2.0%	1.6%	

Source: ABS, ERP (2022); ABS Building Approvals (2022); Cordell Connect (2022); TfNSW (2019); DPIE (2022); Ethos Urban

4.4 Local social infrastructure context – current provision

There are a number of community-oriented spaces, recreational areas and schools in the area.

The current supply of social infrastructure within an 1km radius (equivalent to a 15-minute walk) of the site has been audited and is displayed at **Figure 9**.

The following infrastructure provision currently exists within this catchment:

- **Open space:** There are 12 public open spaces within the Primary Study Area (PSA), the closest being Warbrick Park (fenced playground), Powell's Creek Reserve and Powell's Creek Off-Leash Park. The Powells Creek Tennis Centre and adjacent off-leash dog park function as active amenities rather than passive open spaces.
- **Childcare:** There are six childcare facilities, including one (1) within the site itself (Only About Children Concord – 64 places) and Papilio Early Learning North Strathfield (73 places) situated south along George Street
- **Schools:** Two schools are within 1km of the site including Victoria Avenue Public School and St Ambrose Catholic School. Other public schools of a similar size are located out of walking distance.
- **Local creative/cultural infrastructure:** Two creative/cultural infrastructure exist within the 1km radius (Gallery 76 Art Gallery and EU Theatre performing arts centre)
- **Medical centres/GPs:** Two medical centre (Dr Graham H Locke and Station Family Practice) and 9 GPs
- **Local community facility:** One small community hall is situated at Victoria Ave school for use as community centre and leasable venue.

4.5 Strategic review of existing provision

The *Social Infrastructure (Community) Strategy and Action Plan* (Cred Consulting and City of Canada Bay, 2019) notes that there are a total of 138 community facilities in the Canada Bay LGA owned by Council, NSW Government agencies, community organisations and the private sector. Council owns 41 of the facilities.

It further notes that 'in 2019 we (the entire Canada Bay LGA) are **3,052sqm below benchmark supply of community centre floor space**'. The map below is an extract from the report, highlighting that in Concord West there is **no** Council-owned community floor space.

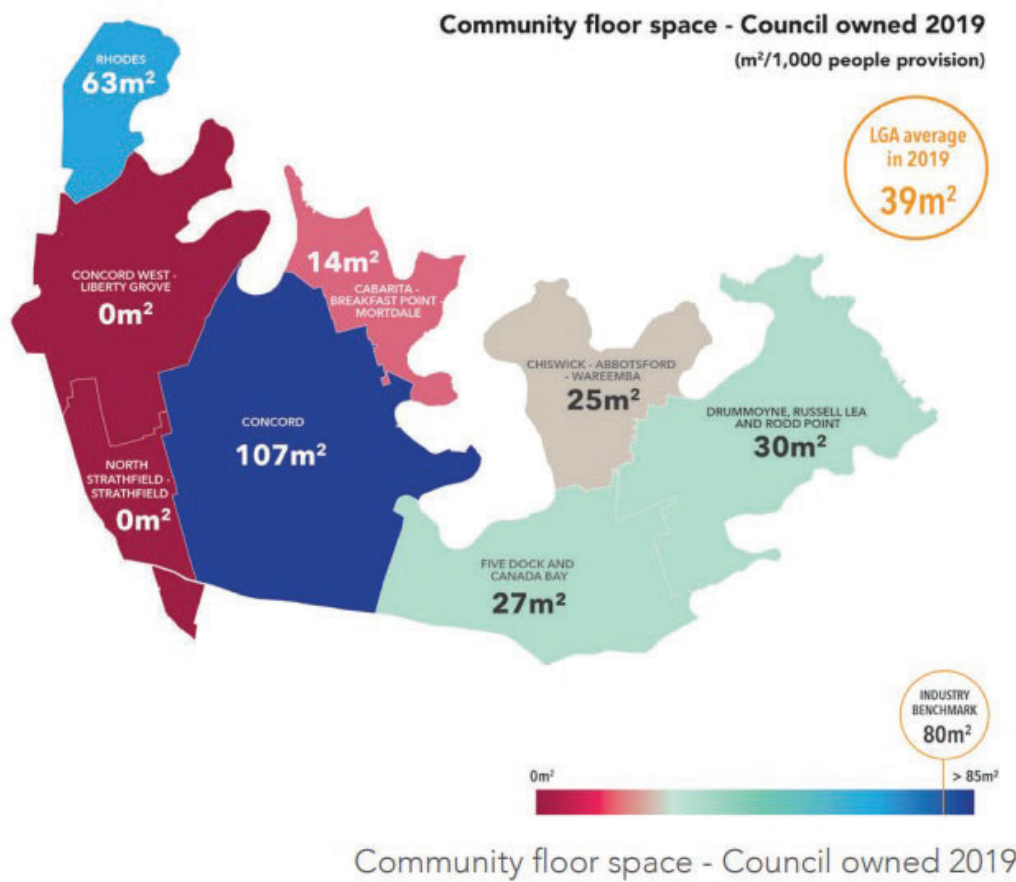


Figure 10 Community floor space map of Canada Bay LGA

Source: Cred Consulting and City of Canada Bay, 2019

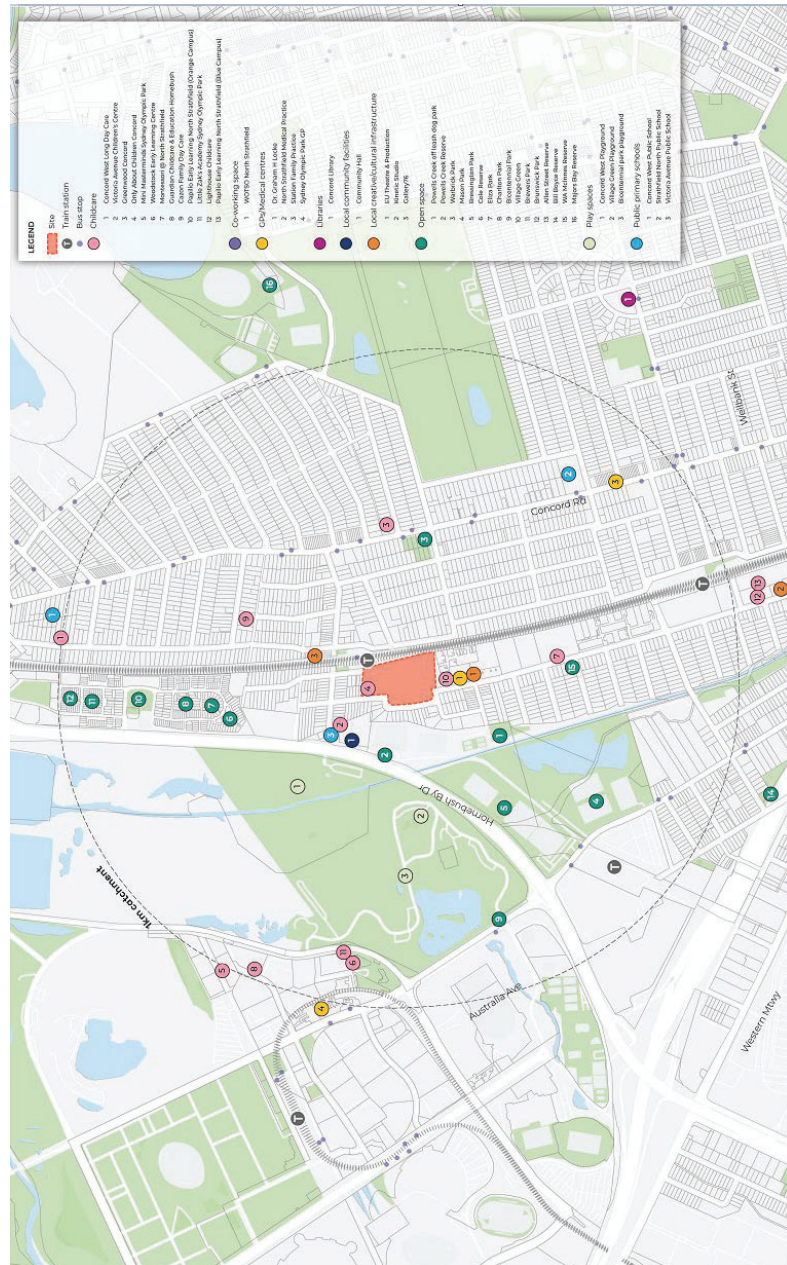


Figure 11 Social infrastructure context within 1km from the site
Source: Ethos Urban

4.5.1 Transport and accessibility

The site is situated in close proximity to the Concord West Train Station – located 130m to its immediate north-east - which is part of the T9 Northern Line linking to the future Metro West track via North Strathfield Train Station to the south.

Within a 12-minute walk to the west of the site are bus routes to Parramatta (525). The site is also in proximity to bus routes:

- **507** – Meadowbank to Gladesville and City Hyde Park
- **500X** – West Ryde to City Hyde Park Express Service
- **502** – Cabarita Wharf to Drummoyne and City Town Hall
- **410** Waterloo Park Marsfield – Macquarie Park to Hurstville
- **458** to Westfield Burwood – Ryde to Burwood

An existing bicycle route runs along the western interface of the site north-south along George Street towards the Bakehouse Quarter, connecting to the Badu Mangroves and Bicentennial Park underneath Homebush Bay Drive.

PRCUTS (the Parramatta Road Corridor Planning Urban Transportation Strategy, 2016) outlines a number of existing and proposed bicycle routes throughout the region which form an interconnected active transport network.

Within PRCUTS, greater vehicular connectivity throughout the precinct is proposed, with an indicative link road through the site connecting King Street to George Street via the train station.

4.6 Key social issues and trends relevant to the project

4.6.1 Importance of “third spaces” in community building

‘Third places’ is a term coined by sociologist Ray Oldenburg and refers to places where people spend time between home (‘first’ place) and work (‘second’ place). They are locations where we exchange ideas, have a good time, and build relationships. The most effective ones for building real community seem to be physical places where people can easily and routinely connect with each other: churches, parks, recreation centres, hairdressers, gyms, and even fast-food restaurants. Oldenburg has blamed “unfunctional zoning” that bans commercial establishments in residential areas, leading to suburban Americans having to use their cars for everything they need, and malls and box stores crowding out small businesses and hang-out places.

Third places have a number of important community-building attributes. Depending on their location, social classes and backgrounds can be “levelled-out” and people are able to feel being treated as social equals. Informal conversation is the main activity and most important linking function.¹ Social infrastructure and public space play an integral role in the ongoing social sustainability of the LGA and can strengthen communities as they grow.

Cred Consulting has identified following physical elements or “social connectors” that can facilitate the creation of social capital: Social infrastructure, Street life and meeting places, Sharing spaces and places, Education and learning, and Transport. Public open space and through site links delivered through the proposed development will not only be accessible to its residents, but also residents of the surrounding area. This will provide immense value to the future communities of Canada Bay by meeting growing demands for opportunities for social connection in the area.

4.6.2 Benefits of communal private spaces and “third spaces” within high density developments

Research suggests that high-density developments often lack suitable spaces for socialisation – as events and gatherings are not scheduled between neighbours, and developments are not designed to enable “affordance for lingering”. This means that social interactions in high density development are often no more than incidental, suggesting that they require more spaces for social connection in order to facilitate a cohesive community.²

The population density of the SSA is also likely to increase as the area continues to develop, in line with the strategic directions and major projects in the area including Sydney Metro West. Land around the Concord West station is zoned for future high density and forecast population growth, and Canada Bay Council's Recreation and Open Space Strategy

¹ Butler, Dias (Brookings, 2016) “Third places” as community builders

² Thompson, S 2019, “Supporting encounters and casual social ties in large apartment complexes and their surroundings: The role of people, planning, design and management,” Thesis prepared for UNSW
<http://unsworks.unsw.edu.au/fapi/datastream/unsworks:61597/SOURCE02?view=true>

(2019), notes that population growth at a rate of about 20%-49% in Concord West is envisaged between 2016 and 2036. The population growth will drive demand for open space and social spaces outside the home for parties and gathering, as residents will have limited access to private open space. New open space of a minimum size 0.3ha is recommended to be provided to support the increased population in the Concord-West Liberty Grove catchment by 2036.

Australian Housing and Urban Research Institutes (AHURI) research into apartment residents and neighbourhoods in Sydney and Melbourne highlights the central importance of public infrastructure for lower-income residents—especially open space, libraries, and community centres. Support for 'soft' infrastructure, like community engagement programs and community-led activities, was also important. In the high-density areas studied, infrastructure outcomes were uneven, creating an equity issue where lower-income residents have different quality of life, even within the same local government area. A focus on providing access to free or low-cost options—both in buildings and in the neighbourhood—is essential to support lower-income residents.³

The development's provision of communal open space, through site links and public meeting places ensures the presence of 'third places' in which community members can relax and socialise outside of their homes and workplaces. Open space is of critical importance to the health and wellbeing of high density communities, as it functions as a "backyard" for residents living in apartments. The proposed development will support healthy urban renewal in Concord West, assisting in the evolution of a vibrant and accessible community.

4.6.3 Parramatta Road Corridor Urban Transformation Strategy

Since 2016, it has been a key priority of NSW DPE to transform Parramatta Road from Camperdown to Granville through the creation of several precincts – Granville, Auburn, Homebush, Burwood-Concord, Five Dock, Taverners Hill, Leichhardt and Camperdown. As of 2021, DPE's Parramatta Road Implementation Update indicates that precinct-wide traffic studies are required to consider future land use and densities along the corridor, along with necessary future upgrades to transport infrastructure. The implementation update has also prescribed a number of new actions and considerations to align with new policy direction and infrastructure planning which has occurred since the inception of the transformation project, particularly surrounding transport and road improvements.⁴

Other state planning initiatives occurring within the corridor includes the Parramatta Road Urban Amenity Improvement Program (PRUAIP) – "a \$198 million initiative by the NSW Government to improve open space and active transport links along the Parramatta Road corridor. The program brings State agencies and local councils together to collaborate on projects that will improve public amenity in the corridor".⁵

The Committee for Sydney's 'Reclaiming Parramatta Road' publication details the ongoing issues associated with Parramatta Road, including congested east-west transport, barriers to north-south transport, degraded public realm, economic decline, lack of coherent delivery to a strategy, and the undervaluing of placemaking.⁶

Recent commentary surrounding the transformation of Parramatta Road has highlighted the need for consistent and reliable planning guidance from NSW Government in order to stimulate private sector investment in the corridor. While detailed plans have outlined investment for new open spaces, plazas, and public art, it is clear that the real initiators of change for Parramatta Road will be private investors.⁷

4.6.4 Sydney Metro West

The Sydney Metro West is a rapid transit railway connection being constructed between Sydney CBD and Westmead, with a station planned at North Strathfield (approximately 1.5km from the site). When completed, the route "will move more than 40,000 people an hour in each direction between Westmead and the Sydney CBD", cut road congestion on Parramatta and Victoria Roads, create over 80,000 direct and indirect jobs, and enable faster travel for commuters.⁸

Set to be opened in 2030, the Sydney Metro West will dramatically transform the precincts in which each station is situated. This is likely to drive further investment in these areas, as public transport connectivity allows for greater liveability for existing and prospective residents, and greater economic viability for businesses.

³ AHURI (2020). Improving outcomes for apartment residents and neighbourhoods

⁴ NSW DPIE 2021, Parramatta Road Corridor Urban Transformation Strategy Implementation Update, https://www.planning.nsw.gov.au/-/media/Files/DPE/Other/PRCUTS_Implementation_Update_2021.PDF

⁵ <https://www.planning.nsw.gov.au/Plans-for-your-area/Infrastructure-funding/Parramatta-Road-Urban-Amenity-Improvement-Program>

⁶ https://sydney.org.au/wp-content/uploads/2021/11/2020-11-CfS-Reclaiming-Parramatta-Road-Web_compressed-1.pdf

⁷ <https://www.urbantaskforce.com.au/wordpress/wp-content/uploads/2021/01/210118-Parramatta-Rd-get-on-with-it.pdf>

⁸ <https://www.sydneymetro.info/article/sydney-metro-west-first-environmental-impact-statement-released>

The City of Canada Bay is committed to exploring land use opportunities associated with the development of Sydney Metro West, as it has the potential to further activate local centres and catalyse enhanced accessibility to key infrastructure and services across Sydney. Canada Bay's Local Strategic Planning Statement includes the following actions surrounding Sydney Metro:

- Identify opportunities and preferences for new and/or improved areas of open space within, adjacent to or surrounding the new Metro locations
- Require commercial floor space to be located above ground floor level retail along Great North Road, Five Dock or any development within close proximity to future Metro stations.



Figure 12 Excerpt of Sydney Metro West alignment through the City of Canada Bay

Source: Sydney Metro

5.0 Community and stakeholder outcomes

The following section explores the perspectives of key stakeholders and communities, which have a bearing on the proposed development, based on a desktop review of previous engagement undertaken by Cred Consulting and City of Canada Bay Council.

Note: this section is not based on community engagement specific to the proposal as this is yet to be undertaken. Refer: Section 5.2.1 of this report for further information. It is noted that localised community engagement (which will need to include a letterbox drop of residents and businesses surrounding the subject site) will occur at a later stage.

5.1 Engagement to inform the development

5.1.1 Council feedback on Scoping Proposal

On 22 August 2022, City of Canada Bay Council submitted a response to the Scoping Proposal which was prepared for the site, which included a 400sqm community facility and other recommendations for social infrastructure.

Council noted that 'a small deficit in community space is currently identified in the 'Canada Bay Social Infrastructure Strategy – Community Facilities' for North Strathfield Area, not in Concord West... the Applicant is requested to present a needs analysis submitted with a Planning Proposal, with reference to the needs identified in the Strategy and any forecasted population change associated with the proposed uses and density on this site'.

A review of the community engagement as part of the Canada Bay Social Infrastructure Strategy is below, and further discussed in **Section 6.0** of this report.

5.1.2 City of Canada Bay Social Infrastructure (Community) Strategy and Action Plan (Cred Consulting and City of Canada Bay Council, 2019)

Stakeholder engagement activities to inform the Strategy took place in December 2018 and January 2019 targeting local community organisations and State Government agencies.

General community consultation was completed by Council and included targeted online stakeholder surveys, interviews and workshops. Community consultation highlighted the following priorities for social infrastructure (pg.6 and 61):

- Increased social infrastructure to meet the needs of the growing and changing community – including community diversity, social inclusion and wellbeing, in particular for the ageing population, people with disability, children's services, youth, people from diverse cultural backgrounds, and sporting and leisure activities.
- Social infrastructure to support community cohesion and connections, help build community capacity, provision of resources, technology and programs.
- There is a need to look into new funding and delivery models for exiting and future social infrastructure.
- Facilities are needed to enable community connections.
- Adaptable and multipurpose facilities are needed for a wide range of uses.
- Accessible and affordable facilities.
- Connected facilities in proximity to public transport, town centres, community facilities.
- Cultural, creative and workshop spaces are needed as there is a regional gap in the provision of these. High density living requires workshop space.

5.1.3 City of Canada Bay Social Infrastructure (Open Space and Recreation) Strategy and Action Plan (Cred Consulting, 2019)

Section 8 of the Strategy notes that stakeholder and community engagement has been undertaken to inform the recommendations. A summary of some of the community feedback includes:

- Informal recreational activities are the most highly valued in parks and open space areas over formal sports
- Canada Bay residents would like to engage in more social and cultural activities in parks and open space areas

- Open spaces to address impacts of increasing heat through provision of cool, shaded spaces
- More diverse opportunities for recreation are encouraged
- Green space, the foreshore, and being a sustainable city are important to the community
- Open space and recreation provides opportunities to address environmental and cultural outcomes.

5.2 LGA-wide engagement outcomes

The following section summarises the outcomes of various engagement activities undertaken by City of Canada Bay Council, which provides insights on broader considerations for the proposed development.

Our Future 2036 Canada Bay Community Strategic Plan (2022)

The City of Canada Bay 'Our Future 2036' is a strategic plan that captures the community's collective vision for the City of Canada Bay and reflects community sentiment captured during wide-ranging consultation activities. From June 2021 until January 2022, thousands of people took part in community engagement through focus groups and workshops, online polls, surveys, and provided feedback in person, over the phone, and by email.

Early consultation activities held between June and August 2021 focused on identifying the foundational elements, or directions, of the plan. Council also reviewed community feedback from significant engagement projects such as the Local Strategic Planning Statement and Social Issues Paper. A later round of consultation concentrated on developing specific goals and strategies to provide a framework for delivery across the Council term.

Community priorities identified through consultation revealed several common themes, summarised below:

- **Open space and foreshore access**
 - Parks, playgrounds, foreshore walks highly valued for outdoor recreation
 - Increased sporting facilities in the area encouraged
 - Natural environment is valued, and green open spaces
- **Traffic and parking**
 - Strong concern about traffic congestion and lack of parking
 - Improved public transport a priority as well as alternate modes of transportation
- **Development**
 - Population growth is a concern in terms of strain on existing infrastructure, traffic congestion, parking, access to public transport
 - Future development should be met with well-designed public space and infrastructure
- **Climate action and sustainability**
 - Tree canopy increase and improving biodiversity a key theme
- **Community safety**
 - Pedestrian crossings, lower speed limits
 - Footpaths and cycle paths – safety improvements
 - Safe spaces for young people to come together to safely socialise
- **Sense of community**
 - Highly valued sense of community – events and place activation to foster social cohesion
 - Embrace inclusivity and different sections of the community
 - Public art to celebrate diversity.

Burwood, Strathfield and Homebush precinct plans (NSW State Government)

Rejuvenation and improved spaces are being planned for these areas. The City of Canada Bay, Burwood Council and Strathfield Council are putting together a review and set of recommendations for planning in the area as part of the work on the Councils' LSPS. The draft Precinct Plan will be informed by specialist studies and input from the community and stakeholders.

Community feedback undertaken since 2017 includes the following key takeaways in terms of values in the community:

- Safety and connectivity when moving through the neighbourhood
- Access to local businesses and services providing for daily needs

- Improvements to the condition and maintenance of open space is wanted.

The community would like to see the Burwood, Strathfield and Homebush Precinct become a vibrant destination celebrating cultural diversity that can be enjoyed by local residents and visitors alike.

Other key facts that emerged from the PlaceScore survey:

- Females value access and safety and locally-owned businesses
- Men value views on locally-owned businesses and access and safety
- Residents are vitally concerned with local businesses and connectivity
- The community wants to improve local culture

5.2.1 Proposed public consultation

With reference to the relevant considerations set out within the NSW DPE LEP Making Guideline it is noted that:

- The LEP-making process does not require formal community consultation prior to a proponent submitting a planning proposal to Council.
- The most appropriate time for community consultation for planning proposals is after a Gateway determination is issued and all relevant studies and reports have been completed – this ensures the community has clear and evidence-based information available.
- Notwithstanding the above, consideration will be given to the potential early engagement of the local community to consider any views they may have to assist in informing the preparation of the Planning Proposal (Scoping Report, Ethos Urban 2022).

6.0 Community needs analysis

This section sets out the findings of a community needs analysis that has been methodologically undertaken to help to understand the gaps in provision in the context of existing and forecasted population projections, and other key characteristics of the site.

The provision of community infrastructure will supplement a growing population particularly in the Concord West transformational area. Social infrastructure is a key priority for the City of Canada Bay Council as highlighted within the *Community Strategic Plan*, including a focus on the provision of social infrastructure to facilitate inclusion and participation in community life and to foster a sense of place and belonging in such a diverse and growing area.

The findings should be used to inform the recommendations for future provision of social infrastructure on the site, to support existing and future residents of the site and surrounds.

Methodology

The methodology used to assess the existing provision of social infrastructure in the Concord West area relative to current and forecast community needs is outlined below:

- Introduction of benchmarking guidelines – used to assess the quantum and distribution of existing social infrastructure based on geographic catchment and population sizes
- Defining the assessment catchment – the geographical areas used to assess provision of social infrastructure
- Quantitative assessment and applying the benchmark – application of the assessment methodology to identify gaps in provision and to determine strategic priorities and recommendations for future supply
- Qualitative assessment – the strategic and best practice principles used to assess the qualitative aspects of existing facilities including usage, suitability, condition and location.

a) Key findings:

- Infrastructure provision should consider the principles of accessibility, diversity, and inclusivity in order to deliver upon community aspirations. Canada Bay's diverse population should be catered for – including age, ability, and cultural background.
- Existing cultural/creative infrastructure focuses on performance and exhibition space. Provision of maker space, coupled with general community use space could generate valuable community development.
- Given the diverse and increasing population, the area would benefit from cultural and community centres, particularly focused on the large proportion of Culturally and Linguistically Diverse communities.
- There is potential to contribute to the growth and development of regional infrastructure and open space networks, which are accessible and pertinent to the subject site and its future communities.
- Considering the existing provision of social infrastructure and open space within Concord West and surrounds generally, the following is recommended as part of the subject proposal:
 - Flexible community space/lounge of minimum 400sqm
 - Co-working space
 - Open space
 - Seniors' housing.

6.1 What is community infrastructure?

Community or social infrastructure includes open space, recreation and community facilities that provide places and spaces for people to meet, be active, connect, create and learn. They also represent an important touchpoint for service providers to connect with the community through the delivery of services and amenities.

Infrastructure Australia defines social infrastructure as follows:

"Social infrastructure is comprised of the facilities, spaces, services and networks that support the quality of life and wellbeing of our communities. It helps us to be happy, safe and healthy, to learn, and to enjoy life. The network of social infrastructure contributes to social identity, inclusion and cohesion and is used by all Australians at some

point in their lives, often on a daily basis. Access to high-quality, affordable social services has a direct impact on the social and economic wellbeing of all Australians.”⁹

Social infrastructure is a combination of hard and soft infrastructure. Hard social infrastructure includes the facilities, buildings and spaces, and soft infrastructure includes the programs, services and networks that occur in these spaces. Built assets, such as libraries and recreation centres, facilitate the delivery of social services by governments and other service providers.

6.2 Methodology

The approach taken to this analysis is based on established practice in community infrastructure planning, which involves two core stages of analysis.

The approach taken to this study is based on established practice in community infrastructure planning, which involves two core stages of analysis:

- Quantitative analysis of current and planned supply of a selected community infrastructure typology against established benchmarks for provision (number/size) considered adequate to meet the needs of a particular population size/geographic catchment.
- Qualitative analysis of:
 - the geographic distribution of supply from a population equity and accessibility/walkability perspective
 - the quality of supply (whether infrastructure is fit for purpose/in need of maintenance etc)
 - capacity/utilisation of current supply based on information provided, where available, from the relevant Council (infrastructure that is poorly utilised may mean it is surplus to community needs, for example, or rather not effectively meeting community needs through its design or functionality).

The analysis is also informed by detailed demographic data on population size, characteristics and forecast growth and change.

6.3 Community infrastructure typology and definitions

The following infrastructure typology has been selected to be applied in through the quantitative assessment that forms the core of this study. This represents a range of infrastructure considered most appropriate in the context of the subject site and surrounds.

Table 4 Infrastructure typology definitions

Infrastructure type	Definition
Libraries	Libraries may be standalone facilities, although they may be integrated as part of larger integrated multipurpose facilities, where they typically form the anchor facility. Generally, refers to libraries that function as local community branch libraries.
Local community facilities	Smaller hubs to include multipurpose rooms with potential for some service provision and specialised spaces.
GPs/medical centres	General practitioner, either in sole practice or operating out of a medical centre.
Play spaces	Playgrounds and play equipment for children and youth.
Local creative practice space ('maker space')	Cultural infrastructure for professional creative practice and art form development, such as rehearsal rooms, artist studios, workshop spaces, and makers spaces.
Co-working space	Co-working spaces for start-up enterprises and self-employed individuals.

⁹ Infrastructure Australia, *Australian Infrastructure Audit 2019*, <https://www.infrastructureaustralia.gov.au/sites/default/files/2019-08/Australian%20Infrastructure%20Audit%202019%20-%206.%20Social%20Infrastructure.pdf>

6.4 Quantitative analysis: assessing quantum through benchmarks

Benchmarks are a tool that provide guidance on the quantum, size and location of facilities in relation to a specific population size and geographic catchment. They provide guidance on best practice facilities provision, to be used as part of a broader analysis that takes account of a rich range of qualitative and quantitative information.

6.4.1 Community infrastructure benchmarks

The following best practice provision benchmarks are applied in this analysis. These benchmarks are evidenced to be appropriate for urban areas such as Canada Bay LGA.

Both open space and childcare provision are proposed on site. In addition open space has been recently assessed in the Councils Recreation and Open Space strategy (Cred Consulting and Canada Bay Council, 2019).

Table 5 Infrastructure typology benchmarks

Infrastructure type	Benchmark	Guidance on floorspace
Libraries	1:30,000 residents	At least 1500sqm, increasing with size of the population.
Local community facilities	3:20,000 residents	At least 400sqm.
GPs/medical centres	1 GP:4,000 residents	-
Play spaces	1:1,500 residents	-
Local creative practice space ('maker space')	1:8,000 residents	Common sizes range from 200sqm – 5000sqm Range of membership fee depending on subsidisation and services offered. Larger spaces with a greater variety of services are often accommodated in ex-industrial warehouse spaces.
Co-working space	1:2,000 residents	<ul style="list-style-type: none"> Small: 1,200 – 1,800m² catering for < 250 workers Medium: 1,800 – 5,000m² catering for 250 – 1000 workers Large: 5,000 – 20,000m² catering > 1000 workers

Source: Ethos Urban

6.4.2 Qualitative community infrastructure analysis parameters

Qualitative analysis of existing community infrastructure has also informed this study. This has considered the following parameters:

- Coverage and function – current geographic extent and/or level of provision and function (local, district, regional)
- Capacity and demand – current capacity of infrastructure, including capacity constraints, and its ability to cope with expected demand, including consideration of demographic of current and future users
- Performance – infrastructure's performance against current demand
- Management – responsibility for maintenance and management of infrastructure, including source of funding for ongoing operation and maintenance
- Future planning – responsibility for short, medium and long-term planning for the infrastructure, including any indicated plans or need for renewal, upgrade and/or additional requirements.

The above has been informed mostly by two Canada Bay Council recent infrastructure studies – the Social Infrastructure (Community) Assessment and Recreation and Open Space assessment. See **Section 6.6 below**.

6.5 Supply

6.5.1 Existing supply

See **Section 4.5** for an outline of existing social infrastructure in the Primary Study Area (a 1km radius to the site).

6.5.2 Planned supply

The following section outlines a review of notable planned social infrastructure surrounding the site.

- City of Canada Bay's *Local Infrastructure Contributions Plan* has committed to several projects throughout the LGA. Some of these key future social infrastructure projects include:
 - **Open Space**
 - Embellishment of new local park of 5000m² - north-east of Concord West train station
 - Delivering streetscape improvements connecting from residential areas along the train line in Concord West
 - **Active transport**
 - Landscaped area and new path located western end of Station Avenue to western end of Victoria Avenue
 - Three landscaped areas and new paths between George Street and Powell's Creek Reserve
 - Shareway construction between Station Avenue from Concord Avenue to King Street
 - **Community Facilities**
 - There is currently an inequitable distribution of community floor space across the LGA. It is proposed to build a new 400m² multipurpose community space for future residents - to be provided in either Concord West or North Strathfield (Ref C1)
- Other key planned supply of social infrastructure, with the majority falling outside the study area includes:
 - **Rhodes Recreation Centre** (3km to the north of the site) – construction and fit-out of a new Council-owned recreation Centre located at the lower two levels of the 34 Walker Street residential tower. Construction for Stage 2 anticipated between 2021-2023.¹⁰
 - **Concord Oval Community and Sports Precinct** (4km to the south-east of the site) – the \$84 million project is the largest infrastructure project ever undertaken by the City of Canada Bay. Opening in 2023, the precinct provides green spaces, and indoor recreation centre, rooms for community programs, and a Centre of Excellence for the Wests Tigers.¹¹
 - Delivery of a new plaza on the **eastern side of the Great North Road** is proposed in the *Five Dock Town Centre Urban Design Report* (2013) (approximately 6km from the site). It is unclear of the recommendations contained in this report will be delivered, with little movement since its commission in 2013.
 - \$3.2 million upgrade to **Charles Heath Reserve** in Five Dock (approximately 5km from the site) as part of a commitment to provide passive recreation opportunities for Canada Bay's growing population. The draft masterplan was exhibited in June 2020 for community feedback, and includes a regional children's playground, outdoor exercise stations, public domain works including barbeque facilities and picnic seating, landscape improvements and works to the adjacent Five Dock Leisure Centre, including a new café. Works are anticipated to commence in September 2022.¹²

6.5.3 Community infrastructure proposed by the proponent

The following is proposed onsite as part of the Planning Proposal at 1 King St, Concord West:

- **Open Space/Active transport links** – A Green Connector of approximately 2,500sqm is proposed to provide legible pedestrian and cycle access north-south through the site. This will comprise a neighbourhood park, to provide additional amenity for existing and future residents.
- **Medical and health facilities and childcare** – A mixed use and residential Urban Village precinct is proposed at the southern end of the site, comprising additional social infrastructure including a medical centre and childcare.

¹⁰ City of Canada Bay (2023) 'Quarterly Update – April 2022' Available from: <https://collaborate.canadabay.nsw.gov.au/rhodesrec> Accessed on: 26 July 2023

¹¹ Concord Oval Community and Sports Precinct - <https://collaborate.canadabay.nsw.gov.au/redevelopment-concord-oval>

¹² <https://collaborate.canadabay.nsw.gov.au/chr> Accessed on: 26 July 2023

- **Community plaza** – A new civic 'precinct' – the 'station precinct' – focused along the active spine and community plaza accommodating a range of non-residential uses on the ground plane that will activate the public domain.

6.6 Demand

To determine the required demand onsite for social infrastructure provision, the following section has been informed by a strategic review of relevant policies as well as quantitative benchmarking.

Relevant strategic documents include:

- *City of Canada Bay Social Infrastructure (Community) Strategy and Action Plan* (Canada Bay Council and Cred Consulting, August 2019)
- *City of Canada Bay Recreation and Open Space Strategy* (Canada Bay Council and Cred Consulting, 2019).

Key findings – strategic review

6.6.1 Canada Bay LGA

- City of Canada Bay residents utilise Council-owned libraries, community halls/centres, and childcare centres most often compared to other Council facilities, and would like to see more public transport, street trees, and parks/open spaces in their neighbourhoods. Street furniture and public art was also desired in local centres.
- Principles for the delivery of social infrastructure include diversity, activation, inclusivity, equity, connection, co-location, collaboration, shared use, and flexibility.
- Three key strategies and associated actions are concluded in the Social Infrastructure Strategy, including:
 - Enhance and share existing community facilities to improve their capacity to host community and cultural activities for all in our community
 - Facilitate delivery of new community facilities that are inclusive and adaptable for current and future community's diverse needs
 - Support the delivery of programs and services that are responsive to a range of local interests and create more cohesive and resilient communities.
- The area has a high proportion of residents born in Italy, particularly in Concord West.
- There is also inequitable distribution of community centre floor space with a lack of facilities in North Strathfield, Strathfield Triangle, Abbotsford-Wareemba, Russell Lea-Rodd Point, and Concord West (North Strathfield and Concord West have no Council facilities within the suburb).
- Small venues for hire have lower utilisation rates compared to larger and staffed facilities.

6.6.2 Concord West catchment

- The *Social Infrastructure (Community) Strategy and Action Plan* (Cred Consulting and City of Canada Bay Council, 2019) identifies the following key stats, applicable to the Concord West suburb:
 - A gap of community facilities (p. 44) and no Council community centres for hire in the catchment (pg. 49).
 - There are no local community venues or district level multipurpose community centres in the Concord West catchment (p. 66).
 - A need for streetscape improvements, and specific programming of open space/recreation areas for young people in Concord West. It is assumed that overall demand for open space will increase due to planned transport infrastructure improvements (e.g., Sydney Metro West).
- **Strategy 1: Actions** (*Enhance and share our existing community facilities to improve their capacity to host community and cultural facilities for all in our community*) notes the following:
 - No community centre or library floor space exists in Concord West
 - By 2036 the Concord-West Liberty Grove catchment will have a demand for 767sqm of multipurpose community centre space
- **Strategy 2 - Action 2.1** is to: 'Deliver a new 400sqm multipurpose community centre as part of a mixed use development to support high density communities and population growth' in Concord West Town Centre or North Strathfield Town Centre in proximity to North Strathfield Metro Station:
 - Concord West is a higher income area with a high proportion of residents from non-English speaking backgrounds, and a high proportion of families with children households. Concord West is low density with land around the station zoned for future high density and forecast population growth

- The area is well serviced with hospitals with the Concord General Hospital in Concord West
- Childcare occupancy is not an issue with 100% occupancy reported in Concord West childcare facilities
- There are no LGA-wide cultural centres or civic spaces in the Canada Bay LGA
- Victoria Ave Public School projected to have a 179% increase in enrolment
- Priority area for future primary and high schools or classrooms includes Concord West
- Ageing in place is important for older people and benchmarks show an additional 500 residential aged care beds are needed by 2036 – highest priority areas include Concord West.
- Figure 1 in the report (below) outlines a generalised summary of key priorities for social infrastructure. The site is within the 'Concord West – Liberty Grove Catchment' which identifies the following specific priorities for community infrastructure for the catchment (which as per the Action Plan, require some partnership with State govt, DAS57 Gallery and local councils):

Table 6 Priorities for social infrastructure in Concord West – Liberty Grove Catchment

2026	2036
Improvements to DAS57 Cultural Facility	Increased primary and high school capacity
Programs for seniors including older Italian residents	Increased seniors' housing

Source: City of Canada Bay, Cred Consulting, 2019

The DAS Gallery 57 is situated at Wellbank St and Clermont Ave, Concord approximately 2km from the site.

- Canada Bay's *Local Infrastructure Contributions Plan* (2022) also highlights that 'new community floor space will be provided at 'either Concord West or North Strathfield' (Appendix A). The Plan further notes:
 - Council owns 14 buildings that are classified as community centre floor space
 - There is inequitable distribution across the LGA, with Concord West having zero floor space
 - There is currently 39sqm of floorspace per 1000 people, which is low (benchmark commonly used is 80sqm per 1000 people).
 - There is an undersupply of floor space – to meet the benchmark, Council by 2036 will have to deliver an additional 6,075sqm of community floorspace.
- The *City of Canada Bay Recreation and Open Space Strategy* provides an analysis of open space within the LGA. In 2016 the square metre per person of Council-owned open space was highlighted in the Concord-West/Liberty Grove Catchment as being 16-20sqm.
- This is shown to likely reduce to 11-15sqm by 2036 (per person) as shown in **Figure 13**.

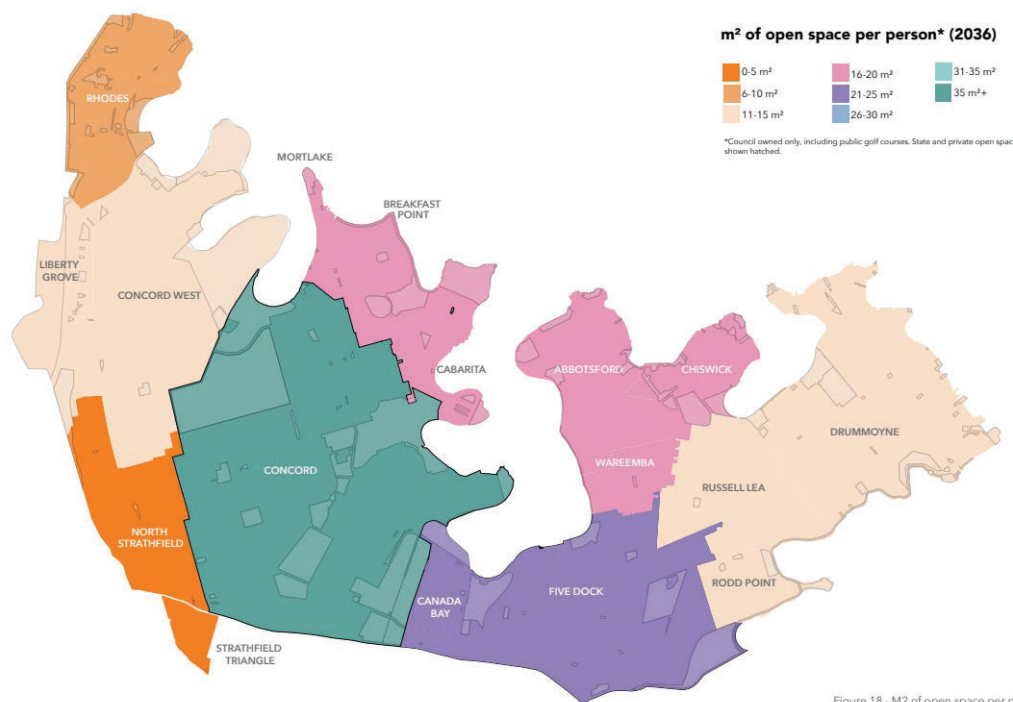


Figure 18 - M2 of open space per person (2036)

Figure 13 Sqm of open space per person by 2036

Source: City of Canada Bay

Other key outcomes from this strategy identifies the following relevant issues for the Concord-West Liberty-Grove Catchment, to which the subject site is located:

- A gap of one (1 x) outdoor fitness station exists
- There are no fitness gyms or yoga/pilates studios
- New open space (0.3ha minimum) to support an increased population is needed
- There are opportunities to provide an increased diversity of recreation opportunities to support passive and informal recreation including outdoor fitness stations and indoor recreation courts.
- There is forecast demand, based on benchmarks, for additional sports fields and courts, with a specific focus on addressing the needs of children and parents, young people and people with disability and embellishments that activate open space and recreation facilities.

6.6.3 Quantitative assessment

The following assessment applies the benchmarks outlined in **Section 6.3** to key social infrastructure typologies to quantify anticipated demand to 2036. The PSA is expected to house up to 15,560 people by 2036 (Refer to **Section 4.3**).

6.6.4 Gap analysis

The following tables provide the raw demand figures arrived at via benchmark calculations. **Table 6 below** demonstrates the forecasted demand based upon expected resident numbers within the Concord West site project at 1-7 King St, as well as those forecasted within the PSA (1km radius from site boundary).

As noted elsewhere, childcare and schools were not benchmarked as childcare is being proposed on site, and onsite provision of a school is not possible at this site.

Table 7 Social infrastructure gap analysis – Primary Study Area 1km radius

Infrastructure type	Current supply (PSA)	Demand in 2022	Demand in 2026	Demand in 2031	Demand in 2041
Libraries	1.0	-0.6*	-0.5	-0.5	-0.4
Local community facilities	1.0	0.9	1.1	1.3	1.7
GPs	9.0	-5.8	-5.5	-5.2	-4.5
Play spaces	3.0	5.6	6.3	7.2	9.1
Local creative practice space	0.0	1.6	1.7	1.9	2.3
Co-working space	1.0	5.5	6.0	6.6	8.1

*A negative figure indicates an oversupply, suggesting that demand for this type is already met.

6.6.5 Raw infrastructure gaps arising

The following raw gaps can be discerned from the benchmarking tables:

By 2036, the PSA will require:

- 1.7 local community centres
- 9.1 play spaces
- 2.3 local creative practice spaces (or maker spaces)
- 8.1 co-working spaces.

Despite the above, it is not expected that the proposed development will address the entirety of the raw gaps – these are ‘aspirational’ and reflect an ideal scenario in addressing community needs.

This is further discussed in the recommendations for delivery in the next section.

6.7 Recommendations for on-site provision

Synthesising the findings of the strategic review and benchmarking above, the following social infrastructure is recommended to be delivered as part of the proposal, to meet the anticipated demand of the residents on the site and surrounding precinct.

Table 8 Recommendations for on-site provision

Typology	Recommended size	Gap analysis
Flexible local community facility/space/lounge	Minimum 400sqm	<ul style="list-style-type: none"> • Strategic reviews discussed above highlight a need for a community centre in either Concord West Town Centre or North Strathfield. Council feedback on the subject scoping proposal indicates a preference for a dedicated community facility in North Strathfield, rather than Concord West. • Notwithstanding, additional community floor space is recommended on the site, to meet the needs of the existing and future populations and justified through the benchmarking above with a predicted gap of 1.3 local community centres. The facility could be managed by the developer or strata, rather than dedicated to Council, but for use by residents, workers and visitors to the development. • To this effect, a flexible, multi-purpose, community lounge or facility of at least 400sqm would enable optimal community utilisation and activation of the civic

Typology	Recommended size	Gap analysis
		<p>domain for future and surrounding residents. This facility should be accessible from the ground plane – incorporated into podium uses and adjacent to open space.</p> <ul style="list-style-type: none"> The space could incorporate co-working space to support the needs of future residents in a high-density living scenario (see below) as well as meeting the predicted gap of 6.8 co-working spaces. The facility can also provide opportunity for cultural/creative infrastructure, in the form of makers or practice space, such as a studio/workshop and rehearsal space. Given the diversity of the existing demographics within Concord West, the space could be used as a bookable space for 'soft' social infrastructure, such as services, facilities, and/or cultural and creative programs. Alternatively, it may be used in conjunction with the proposed childcare on site or recommended seniors' housing, as an intergenerational care space. Refer to Appendix B for best-practice case studies recommended for consideration.
Co-working space	Smaller typology, 1,200 – 1,800sqm catering for < 250 workers	<ul style="list-style-type: none"> The provision of a complementary quantum of coworking space (free and accessible) on this site would contribute to alleviating shortfalls in spaces to 2036 as well as meet the demands of a new high-density residential community. This aligns with the identified demographic trends, with high university attainment and workforce participation, as well as contributing to creating Concord West as a creative, vibrant precinct.
Access to open space and recreation	n/a	<ul style="list-style-type: none"> Ensuring that residents and workers on this site have access to adequate informal open space and active recreation opportunities will be essential to supporting liveability outcomes and enhancing health and wellbeing. A minimum of 0.3ha is recommended, as per the <i>Council's Open Space Strategy (2019)</i> for the Concord-West Liberty-Grove Catchment. Embellishments such as outdoor fitness stations and playgrounds would be appropriate given the gap analysis for playspace and strategic evidence in Council policies.
Seniors' housing	n/a	<ul style="list-style-type: none"> A key action for Council is to 'increase the supply of seniors housing in Concord West-Liberty Grove catchment' and 'to support older people to age in place, within the neighbourhoods where they are connected.' It is recommended part of the site is developed as Seniors' Housing, to accommodate the aging population identified in the demographic analysis of the community profile. This is subject to further analysis in the form of a Housing Needs Analysis.

7.0 Social Impact Assessment

7.1 Assessment framework and scope

This SIA has been prepared based on the *SIA Guideline* (NSW DPE 2023). This assessment considers the potential impact on the community and social environment should the social impacts envisaged occur, compared to the baseline scenario of the existing use of the site and social context.

The purpose of this social impact analysis is to:

- Identify, analyse and assess any likely social impacts, whether positive or negative, that people may experience at any stage of the project lifecycle, as a result of the project
- Investigate whether any group in the community may disproportionately benefit or experience negative impacts and proposes commensurate responses consistent with socially equitable outcomes
- Develop social impact mitigation and enhancement options for any identified significant social impacts.

Ultimately, there can be two main types of social impacts that may arise as a result of the proposed development. First, direct impacts can be caused by the project which may cause changes to the existing community, as measured using social indicators, such as population, health and employment. Secondly, indirect impacts that are generally less tangible and more commonly related to matters such as community values, identity and sense of place. Both physically observable as well as psychological impacts need to be considered.

This study has identified the following key social factors relevant to the assessment of social impacts of the project:

- Way of life
- Health and wellbeing
- Accessibility
- Community
- Culture
- Surroundings
- Livelihoods
- Decision-making systems.

7.2 Key affected communities

This assessment covers both the 1km Primary Study Area (PSA), which is expected to experience social impacts associated with the temporary construction activities and some of the future operational impacts, as well as the broader social localities (Secondary Study Area – SSA) that are likely to experience the resulting benefits from the operational phase of the project. The Primary and Secondary Study Areas are outlined in **Section 4.1**.

Key communities to experience social impacts and/or benefits of the project can be grouped as follows:

- Local residents and landowners
- Local workers and businesses
- Broader local community in the Canada Bay LGA and beyond
- Visitors to the area
- Users of Concord West Train Station and surrounding roads
- Temporary construction workers in the area.

7.3 Impact assessment factors and responses

The following section sets out the assessment of social impacts arising from the proposed development and recommended responses, including measures to enhance social benefits and mitigate potentially negative impacts, across the suite of factors set out in the NSW SIA Guideline. The assessment has been based on the information

available to date, and is primarily a desktop study, informed by a review and analysis of publicly available documents relevant to the project.

Note: As the concept masterplan is for a planning proposal only, the following assessment is not based on construction impacts as no physical works are proposed.

7.4 Social elements of value to people

The NSW SIA Guideline classifies social impacts in the following way, which forms the core basis of this assessment:

- **Way of life:** how people live, get around, work, play and interact with one another on a day-to-day basis
- **Community:** its composition, cohesion, character, how it functions, and sense of place
- **Accessibility:** how people access and use infrastructure, services and facilities
- **Culture:** people's shared beliefs, customs, values and stories, and connections to Country, land, water, places and buildings
- **Health and wellbeing:** people's physical, mental, social and spiritual wellbeing
- **Surroundings:** access to and use of natural and built environment, including ecosystem services, public safety and security, as well as aesthetic value and amenity
- **Livelihoods:** including impacts on employment or business, experience of personal breach or disadvantage, and the distributive equity of impacts and benefits
- **Decision-making systems:** the extent to which people are able to participate in decisions that affect their lives, procedural fairness, and the resources provided for this purpose.

The evaluation includes a risk assessment of the degree of significance of risk, including the envisaged duration, extent, and potential to mitigate/enhance and likelihood of each identified impact. The social impact significance matrix provided within the NSW *Social Impact Assessment Guidelines (2023)* (see **Table 9**) has been adapted for the purposes of undertaking this social and impact assessment.

Each impact has been assessed and assigned an overall risk that considers both the likelihood of the impact occurring and the consequences should the impact occur. The assessment also sets out recommended mitigation, management and monitoring measures for each identified matter.

Table 9 Defining magnitude levels for social impacts

Magnitude level	Meaning
Transformational	<ul style="list-style-type: none"> • Substantial change experienced in community wellbeing, livelihood, amenity, infrastructure, services, health, and/or heritage values; • permanent displacement or addition of at least 20% of a community.
Major	<ul style="list-style-type: none"> • Substantial deterioration/improvement to something that people value highly, either lasting for an indefinite time, or affecting many people in a widespread area.
Moderate	<ul style="list-style-type: none"> • Noticeable deterioration/ improvement to something that people value highly, either lasting for an extensive time, or affecting a group of people.
Minor	<ul style="list-style-type: none"> • Mild deterioration/ improvement, • for a reasonably short time, for a small number of people who are generally adaptable and not vulnerable.
Minimal	<ul style="list-style-type: none"> • No noticeable change experienced by people in the locality.

Source: NSW Department of Planning and Environment, 2023, Technical Supplement to support the Social Impact Assessment Guideline for State-significant projects

Table 10 Defining likelihood levels of social impacts

Likelihood level	Meaning
Almost certain	Definite or almost definitely expected (e.g. has happened on similar projects)
Likely	High probability
Possible	Medium probability
Unlikely	Low probability
Very unlikely	Improbable or remote probability

Source: NSW Department of Planning and Environment, 2023, Technical Supplement to support the Social Impact Assessment Guideline for State-significant projects

Table 11 Social impact significance matrix

Likelihood	Magnitude				
	Minimal	Minor	Moderate	Major	Transformational
Very unlikely	Low	Low	Low	Medium	Medium
Unlikely	Low	Low	Medium	Medium	High
Possible	Low	Medium	Medium	High	High
Likely	Low	Medium	High	High	Very high
Almost certain	Medium	Medium	High	Very high	Very high

Source: NSW Department of Planning and Environment, 2023, Technical Supplement to support the Social Impact Assessment Guideline for State-significant projects

7.5 Impact assessment and responses by social factor

7.5.1 Way of life – how people live, get around, work, play and interact with one another each day

Potential impacts

Improvements to way of life and daily routines for local workers, visitors and residents associated with the delivery of a high quality, contemporary mixed-use development. Specifically, the proposed development would result in:

- Delivery of non-residential floorspace with potential to provide approximately **260** jobs, based on the anticipated GFA. The provision of new local employment opportunities close to public transport will improve daily routines by decreasing commute times for those workers.
- Delivery of **705** new dwellings in close proximity to public transport, social infrastructure, and other daily living needs. New residents of the site and existing surrounding residents will enjoy improved living routines due to increased access to these types of infrastructures. The additional housing will contribute to towards meeting the needs of Sydney's growing population as per the *Canada Bay Local Housing Strategy* (SGS, 2019).
- Enhanced opportunities for recreation and social interaction for residents, workers, and visitors in the study area associated with the delivery of over **2500sqm** of public domain including open space and pedestrian infrastructure. This will likely result in improvements to daily living routines due to increased amenity and walkability to daily needs.
- New community, retail, health and medical, and childcare uses to be delivered on site have the potential to improve way of life, through improving accessibility to such uses for residents, workers and visitors in the SSA.

Responses / mitigation measures

- The proponent will implement an appropriate community notification process to communicate with stakeholders and the community, tailored to meet the demographics of the community (e.g., culturally diverse). It will be important to establish effective communication channels for local residents to find out information about the development and raise any issues or concerns, to mitigate social impacts which can arise through uncertainty and the effects of significant changes to a person's local environment. The proponent notes that the proposed development will be staged to minimise impacts to the existing residents and community. Explore opportunities to collaborate with the local Council, stakeholders and adjacent businesses in order to coordinate works in order to minimise cumulative impacts.
- Proposed internal road network to be carefully planned, with consideration of active transport routes and traffic calming devices, to encourage walkability and reduce car usage. Deliver the new or improved through site accessways and connection points to the site to enhance the connectivity to the surrounding neighbourhood (e.g. public transport stops, existing social infrastructure nearby).

Summary:

Overall impact	Improved access to high quality open space, residential and non-residential uses at this site would have a significant social benefit once operational. During operation the social impact associated with the change to Way of Life is considered Likely + Moderate = High (Positive).
Duration	Operational benefits are long term
Severity/ sensitivity	Moderate sensitivity due to culturally diverse community and moderate severity due to amount of people affected (existing and proposed residents).
Extent	Significant positive benefit to residents, workers and visitors to the PSA and SSA, as a result of new social infrastructure, including open space and community floor space on site.
Potential to mitigate/ enhance	Social infrastructure enhancements and employment opportunities will positively benefit the community in the long term.

7.5.2 Community - its composition, cohesion, character, how it functions, resilience, and people's sense of place

Potential impacts

The proposed development may have the following potential social impacts with relation to community:

- Additional housing to the community with 705 new dwellings, and other facilities, close to job-rich areas, thereby enhancing the community and how it functions, as well as opportunities to improve people's sense of place. However, this may change the composition and size of the existing community and may be received as a negative impact, dependent on receivers.
- The proposal has the potential to improve the sense of community and functionality with the provision of delivery of POS and improved pedestrian infrastructure which will likely result in enhanced opportunities for social interaction between workers, residents, and visitors in the PSA. This may lead to increased community cohesion in the future medium to high-density environment. The proposal includes a new pedestrian link between King Street and George Street, connecting Concord West station with residents to the South.
- Provision of non-residential floorspace in this area may catalyse new social and professional networks among the workforce of the new facilities. This may also result in changes to the size and composition of existing community, with new retail offerings attracting a new set of customers to the area.
- Potential negative impacts to community associated with changes to sense of place and loss of connection to place due to the demolition of the existing building and wider changes to the streetscape. This may disproportionately affect former employees, visitors and surrounding residents of the site. The built form and neighbourhood character in Concord West varies from single lot to residential, with minimal limited activation at ground level.

Responses / mitigation measures

- To mitigate impacts to community character and achieve the broader strategic objectives of high-density development in proximity to the train line, timely, effective, and respectful communications with local residents and stakeholders will help manage the personal impacts of change experienced by those living within this rapidly transforming precinct. Ensuring all community and stakeholders are made aware of the timing and likely impact of the construction and development is critical. Opportunities for feedback to be provided.
- Provision of high quality publicly accessible spaces can facilitate social gatherings and casual social interaction and enhance community cohesion. Explore opportunities to maximise the value of the new public spaces through design elements, programming and activation that invite residents, workers, visitors and the broader community to the new precinct (e.g., seating, markets).
- Explore opportunities to include high quality internal community gathering spaces, breakout spaces and other design elements to support worker wellbeing within the proposed non-residential floor space proposed in the development.
- To support social cohesion and wellbeing, ensure that all spaces are inclusive, accessible and welcoming for all community members. Community involvement and co design for publicly accessible spaces could help build connection to place for current and future local communities.

Summary:

Overall impact	During operation, the social impact rating associated with the change to Community is considered Likely + Major = High (change could be perceived either as positive or negative, depending on the receiver). Positive impacts associated with the creation of an intergenerational community, supported by enhanced community infrastructure, negative impacts due to the disconnect potentially arising between the existing and future Concord West community.
Duration	Changes to the local community would be permanent
Severity/sensitivity	Moderate sensitivity due to the scale of the development proposed, and the diverse nature of the existing residents.
Extent	Community impacts most likely to be experienced for the Concord West suburb and the broader SSA Canada Bay LGA.
Potential to mitigate/enhance	Implement a strategy to try and source local goods and employment. Ensure effective communications channels are available to residents to voice concerns and information on the progress of the development is shared.

7.5.3 Accessibility – how people access and use infrastructure, services and facilities (private, public or not-for-profit)

Potential impacts

- The provision of additional residential dwellings at the site has the potential to positively increase overall accessibility in the region through flow-on effects of encouraging active and sustainable transport in a highly accessible location. This is consistent with the PRCUTS long-term vision for developing population and employment growth in the Parramatta Road Corridor – a key consideration is 'accessible and connected'.
- Delivery of new open space will allow for improved access to public open space in the context, with the potential for desirable activated ground floor uses to encourage walkability, improve CPTED compliance and street safety outcomes, available.
- Delivery of significant residential floorspace in close proximity to high quality social infrastructure will likely result in improved accessibility for new residents, as well as existing surrounding residents.
- Potential changes to access to local social infrastructure and services – e.g., Concord West Train Station and local gathering places within the locality – and subsequent sense of disruption to wayfinding, and inconvenience.

Responses / mitigation measures

- The proponent will implement an appropriate community notification process to communicate with stakeholders and the community, tailored to meet the demographics of the community (e.g., culturally and linguistically diverse). It will be important to establish effective communication channels for local residents to find out information about the development and raise any issues or concerns, to mitigate social impacts which can arise through uncertainty and the effects of significant changes to a person's local environment. The proponent notes that the proposed development will be staged to minimise impacts to the existing residents and community. Explore opportunities to collaborate with the local Council, stakeholders and adjacent businesses in order to coordinate works in order to minimise cumulative impacts.
- Engage with stakeholders (including local business owners, Sydney Trains, City of Canada Bay Council and Transport for NSW) and explore opportunities to retain easy access to daily living needs, amenity, and services.
- Ensure adequate wayfinding and pedestrian connections to active transport links and public transport stops in the locality to support active and public transport use to access the site.
- Identify opportunities to activate publicly accessible space delivered on the site in ways that are welcoming to all community members and can encourage social gatherings and casual social interaction between local workers, residents and visitors to the site.
- Identify opportunities to include offerings in the retail mix that are affordable and accessible for various community groups.
- Ensure the buildings and proposed open space follows Universal Design principles and can be enjoyed by people of all ages and abilities.

Summary:

Overall impact	Overall improved access to new open space, residential and non-residential uses at this centrally located site that is well connected to existing active and public transport infrastructure would have a significant positive benefit to community once operational, though may result in impacts on local accessibility due to the delivery of additional density at the site. The social impact rating associated with the change to Accessibility is considered Likely + Major = High - positive or negative, dependant on receiver
Duration	Operational benefits are long term
Severity/sensitivity	Severity and sensitivity is considered to be Low in relation to the project.
Extent	Operational impacts, such as access to new dwellings, commercial and non-residential floorspace, and public open space would benefit the residents, workers, and visitors from across the Secondary Study Area and beyond including users of the local road network.
Potential to mitigate/enhance	During operation, there is a high ability for workers, visitors, and local community to adapt to new facilities on the site, due to their proposed quality and design. Infrastructure enhancements will positively benefit the community in the long term.

7.5.4 Culture - shared beliefs, customs, values and stories, and connections to land, places, buildings

Potential impacts

- Changes to sense of place associated with the delivery of 705 residential dwellings and non-residential floorspace. This may lead to new opportunities for gathering and the creation of new place narratives. The proposed development may permanently change the character of the site due to the scale of the development and uses proposed. This will likely affect the community's sense of place and connection to place particularly for past and present local residents, workers and visitors.
- The proposal may impact cultural heritage values for residents, workers and visitors to the SSA. The site is not identified as an item of local or State heritage significance however Concord West features a number of minor heritage items throughout its residential areas, and some larger landscape heritage items within walking distance of the site. Protection of views to key heritage items is essential to maintaining the existing characteristics of Concord West's residential areas.
- The provision of publicly accessible open space in this project has the potential to improve sense of place due to improved quality and design of open space in the area. This open space could increase spaces for gathering and events in this prominent, highly visible, and accessible location.
- Increased activation of the site due to notable increased capacity and re-design has the potential to facilitate new places narratives and improved connection to place. The changes proposed are consistent with the broader strategic vision of the area – effects may arise on the cumulative impact on the sense of place people have and a loss of visual connection with the existing lower-medium density development.

Responses / mitigation measures

- Ensure outdoor and indoor gathering spaces are welcoming to all community members. Consider opportunities to improve connection to place through programming the publicly accessible spaces to include the broader community, including for cultural celebrations. The PSA and SSA residents and workers are a culturally and linguistically diverse community with almost half of the City's residents born overseas (2016) with 45% of the overseas-born residents arriving in Australia in 2011-2016. There may be a need to consider opportunities for culturally appropriate spaces within the development e.g. prayer rooms to support diversity/inclusion, as well as spaces for cross-cultural learning.
- Consider opportunities for authentic designing according to Connecting with Country, to incorporate Aboriginal and Torres Strait Islander cultural heritage into the design of indoor and outdoor spaces, and potentially naming that reflects Indigenous place names, or as recommended in the future Connecting with Country framework.
- Thoughtful design and landscaping choices can mitigate impacts on culture as well as the development of a strong communication program for the project, providing updates and reducing any potential uncertainty as to the timing and impact on the local community.

Summary:

Overall impact	<p>Potential changes to connection to place due to changes to the appearance and use of the site, potential disruption or change to use of cultural infrastructure and heritage items in the locality. The redevelopment of the site to highest architectural standard, if impacts associated with construction and operation of the site are well mitigated, can however contribute to new place narratives and reinforce the site and surrounds as an attractive economic and liveable region.</p> <p>The social impact rating associated with the change to Culture is positive - Possible + Moderate = Medium (subject to imposition of Connecting with Country framework as the design progresses.)</p>
Duration	Permanent impact to culture is likely
Severity/sensitivity	The change to culture may be significant, however given the strategic vision for the area the community is aware of significant future changes in the area.
Extent	Operational impacts would be experienced by past, current and future residents, workers and visitors to the area, who may be from Greater Sydney, and beyond.
Potential to mitigate/enhance	Ongoing communication with affected residents, stakeholders and the community to minimise disturbance is recommended. Appropriate measures need to be implemented, in order to mitigate potential impacts on Aboriginal and non-Aboriginal heritage potential on the site.

7.5.5 Health and wellbeing - people's physical, mental, social and spiritual wellbeing – especially for people vulnerable to social exclusion or substantial change, psychological stress (from financial or other pressures), access to open space and effects on public health

Potential impacts	
<ul style="list-style-type: none"> New pedestrian connections proposed may have potential positive health and wellbeing impacts by enhancing convenience that can encourage uptake and use of active transport modes for commuting and physical activity by residents, workers, and visitors of the area. Delivery of 705 residential dwellings in close proximity to social infrastructure, public transport, and other daily living needs will likely result in improved overall wellbeing for new residents of the site due to improved housing quality and access. The health and wellbeing of existing residents is also likely to increase due to improved access to daily living needs and open space including Powells Creek and Badu Mangroves. Delivery of non-residential floorspace with potential to provide employment opportunities will likely have a positive impact on wellbeing due to increased local employment opportunities close to homes, public transport, and other social infrastructure. The proposal includes residential dwellings in proximity to the train line. Potential noise impacts from the train line may result in sleep disturbance for these dwelling occupiers. The provision of public domain in this project has the potential to create health and wellbeing impacts (physical and mental health benefits) associated with access to open space. The project has the potential to enhance opportunities for recreation and social interaction for workers, residents, and visitors to the area. 	
Responses / mitigation measures	
<ul style="list-style-type: none"> Ensure detailed design of the dwellings complies with relevant noise regulations for internal amenity considering the proximity to the rail corridor, whilst enabling natural ventilation to be achieved. Explore opportunities for seamless integration of the site with existing active transport networks in the area. Ensure that the active transport links, publicly accessible open space and amenity nodes are welcoming, safe, open and accessible to all people. Ensure the proposed open space follows universal design principles and can be enjoyed by people of all ages and abilities. Consider providing for diversity of recreation opportunities to enable a range of activities. Open space planning in high density needs to give consideration to accommodating a range of uses in a limited space. Explore opportunities to minimise conflict between users and with neighbours (e.g., noise and complaints). Ensure high quality design in relation to the landscape setting, amount of vegetation and shade, condition of facilities, and equipment. It will be important to establish effective communication channels for local residents to find out information about the development and raise any issues or concerns, to mitigate mental health impacts which can arise through uncertainty and the effects of significant changes to a person's local environment. 	
Summary:	
Overall impact	<p>The redevelopment of the site, if impacts associated with construction are well mitigated, will ensure positive health and wellbeing outcomes for the community through the delivery of a proposal with communal gathering places, embedded liveability and wellbeing values, and enhanced community facilities.</p> <p>The social impact rating associated with the change to Health and Wellbeing is considered Likely + Moderate = High (positive)</p>
Duration	Operational benefits are long term
Severity/sensitivity	Severity and sensitivity is considered moderate, due to the scale of the development.
Extent	Impacts are predicted by users, visitors, workers and residents of the site during operational phase.
Potential to mitigate/enhance	During operation, there is a high ability for workers, visitors and local community to adapt to new facilities on the site, due to their proposed quality and design. High potential to mitigate any negative social impacts and enhance positive contributions, through provision of onsite infrastructure/amenities for visitors, residents and workers at the site.

7.5.6 Surroundings – access to and use of natural and built environment, including ecosystem services (Shade, pollution control, erosion control), public safety and security, as well as aesthetic value and amenity)

Potential impacts

- Permanent social impacts may arise to surroundings associated with the built form proposed for the site, which includes 10 buildings of 4-12 storeys in height – impacts would likely be positive, given it is noted that the proposal seeks to locate the tallest internal building heights along the interface with the rail corridor, providing a buffer for the internal public domain. Impacts will likely be most significant for low-rise housing situated along the site's northern most interface and to its south-west on the eastern edge of George St. An appropriate transition of heights is proposed for this interface.
- The provision of public domain improvements has the potential to improve amenity and enjoyment of surroundings in an established urban area. This open space may increase spaces for gathering and events in a high amenity, waterside location. Community engagement notes that the residents of Canada Bay LGA highly value their open space. Urban tree planting which will extend along the central spine and local internal roads, contributing to the local green grid and ensuring an amiable public domain experience.
- Increased activation of the site has the potential to improve perceptions of safety in the surroundings. Retail activation at the ground floor level will contribute to the site's important community function, acting a gathering place for internal residents and the community at large.
- Potential noise impacts on existing residents, workers, and visitors in the study area due to delivery of new mixed-use centre, including 705 dwellings and a substantial amount of non-residential floorspace. This may result in decreased amenity for nearby sensitive noise receivers.
- Potential for increased traffic movements and traffic or pedestrian congestion in the streets surrounding the site associated with workers, visitors, delivery, and other services accessing the buildings, which may impact amenity for existing and future residents.

Responses / mitigation measures

- Visual impacts as a result of the increased heights on site should be mitigated through design guidance to ensure that the design of the new buildings is of high quality, and amenity impacts reduced (e.g. overshadowing)
- Amenity impacts during construction – such as traffic, noise and air quality – must be managed in accordance with relevant legislation and subject to a Construction Management Plan.
- The proponent will implement an appropriate community notification process to communicate with stakeholders and the community, tailored to meet the demographics of the community (e.g. culturally diverse). It will be important to establish effective communication channels for local residents to find out information about the development and raise any issues or concerns, to mitigate social impacts which can arise through uncertainty and the effects of significant changes to a person's local environment. The proponent notes that the proposed development will be staged to minimise impacts to the existing residents and community. Explore opportunities to collaborate with the local Council, stakeholders and adjacent businesses in order to coordinate works in order to minimise cumulative impacts.
- Open space planning in high density needs to give consideration to accommodating a range of uses in a limited space. Explore opportunities to minimise conflict between users and with neighbours (e.g., noise and complaints).

Summary:

Overall impact	Impact rating associated with the change to Surroundings is considered Likely + Moderate = High - change could be perceived either as positive or negative, depending on the receiver
Duration	Changes to the surroundings are permanent.
Severity/ sensitivity	Moderate sensitivity due to the low- medium density nature of the surroundings.
Extent	Impacts are likely to be experienced by local residents and workers, and users of the Concord West Train Station.
Potential to mitigate/ enhance	High potential to mitigate negative social impacts to surroundings, through quality design and architectural considerations as well as community consultation to ensure impacts are mitigated.

7.5.7 Livelihoods – including people's capacity to sustain themselves through employment or business

Potential impacts

- Positive impacts to livelihoods as the proposal will support up to an estimated 250 direct jobs in operational phase, and 130 indirect jobs (total 380), making a significant contribution to employment in this strategic location.
- As this is a mixed-used development, the job opportunities would be available across several sectors, and potentially accessible to various groups within the community. The proposal will also generate jobs during construction (estimated to be a total of 1,970 spread over the construction period, comprising 460 direct and 1,510 indirect).
- Increased activation of the site due to high quality design for both the residential and non-residential components, including retail GFA, which has the potential to increase patronage for other local businesses in the area. This includes a provision of strip retail to the south along George Street as part of a mixed-use precinct. A supermarket anchors this precinct. Retail uses are also provided to the north along Victoria Avenue and Queen Street on the eastern side of the train line.
- The new employment opportunities – both during construction and operation phase – and investment within the local economy will also have positive social benefits for both the local community and businesses as a result of new local employment opportunities and workers within the area utilising the services of local businesses (e.g. cafes, supermarkets, petrol stations).

Responses / mitigation measures

- The proponent will implement an appropriate community notification process to communicate with stakeholders and the community, tailored to meet the demographics of the community (e.g. culturally diverse). It will be important to establish effective communication channels for local residents to find out information about the development and raise any issues or concerns, to mitigate social impacts which can arise through uncertainty and the effects of significant changes to a person's local environment. The proponent notes that the proposed development will be staged to minimise impacts to the existing residents and community. Explore opportunities to collaborate with the local Council, stakeholders and adjacent businesses in order to coordinate works in order to minimise cumulative impacts.
- Collaborate with all stakeholders including City of Canada Bay Council, adjacent businesses, State government agencies etc to coordinate works to minimise cumulative impacts.

Summary:

Overall impact	<p>Potential changes to viability of businesses in the area associated with amenity impacts and change of foot traffic in the locality (during construction, and operation). Individuals may perceive negative impacts in relation to their personal and property rights and livelihoods during the construction and operational phase, regardless of due process, legal protections and just compensation terms being in place.</p> <p>The social impact rating associated with the change to Livelihoods is considered Likely + Major = High - change could be experienced either as positive or negative, depending on the receiver</p>
Duration	Operational benefits are long term, construction impacts are temporary
Severity/ sensitivity	Sensitivity would depend on the profile of the contractors and workforce on this site, and nearby businesses but is likely to be low.
Extent	Both construction and operational phases are likely to draw workers from Canada Bay LGA and beyond.
Potential to mitigate/ enhance	High potential to enhance positive impact – benefits to the local community are likely if local and social procurement and staffing principles are applied.

8.0 Monitoring and management framework

To monitor and measure the ongoing impact of the proposed development on relevant stakeholders and the surrounding community, the following framework is recommended:

- The proponent will implement an appropriate community notification process to communicate with stakeholders and the community, tailored to meet the demographics of the community (e.g., culturally and linguistically diverse). It will be important to establish effective communication channels for local residents to find out information about the development and raise any issues or concerns, to mitigate social impacts which can arise through uncertainty and the effects of significant changes to a person's local environment. The proponent notes that the proposed development will be staged to minimise impacts to the existing residents and community. Explore opportunities to collaborate with the local council, stakeholders and adjacent businesses in order to coordinate works in order to minimise cumulative impacts.
- Continued consultation with relevant stakeholders, to identify any key impacts, and emerging social issues and trends.

Further management during construction is recommended, with specific recommendations to be refined as part of the detailed design phase.

9.0 Concluding comments

9.1 Community infrastructure needs assessment

Social infrastructure delivers significant social outcomes to individuals and groups and are places where people can meet (formally and informally) participate in community programs, learn, attend community events and create social capital (Cred Consulting, 2019). In order to address the requirements of the Planning Proposal lodgement, a Community Needs Analysis and Social Impact Assessment has been undertaken for the proposed mixed-use development at 1 King St Concord West.

Taking into account the community profile, strategic review, forecast population, the current and planned supply of infrastructure and its spatial distribution, onsite community infrastructure provision is recommended as per **Section 6.7**, refined from the preliminary advice contained in the Scoping Proposal (10 June 2022).

The recommendations for the onsite community infrastructure provision and how they have been met through this proposal are outlined below.

Table 12 Summary of social infrastructure recommendations

Community infrastructure recommendation	Proposed
Localised open space (minimum 0.3ha) - recommendations for open space, from Council's Open Space Infrastructure Strategy for the Concord West precinct	A green connection of approximately 2,500m ² to provide legible pedestrian and cycle access north-south through the site. The green connection is proposed to include a neighbourhood park to provide additional amenity for the existing and future community.
Flexible local community lounge/facility, that could be managed by strata or the developer for use by residents – minimum 400sqm	A community centre and a range of non-residential uses on the ground plane that will activate the public domain
Childcare - whilst schools and childcare were not specifically benchmarked, the provision of onsite childcare as proposed would also be appropriate, given there is an existing facility that is often at capacity (refer pg.5 of this report).	A new civic precinct – the 'station precinct' – accommodating a medical centre (576sqm) and childcare uses (802sqm).

The provision of community infrastructure onsite is considered to adequately supplement a growing population, aligning with City of Canada Bay Council's strategic visions for inclusion and participation in community life, and to foster a sense of belonging and place.

The following infrastructure types were also assessed as being required as part of the Community Needs Analysis, however it is acknowledged that provision of all of the recommendations may not be feasible in this one development however it aims to serve as an aspirational list to address community needs.

- Co-working space -between 1200 -1800sqm
- Senior's housing – specific number subject to a Housing Needs Analysis. However to encourage more multi-generational living in precincts it is recommended to increase stock of adaptable universal design multi-unit developments and advocate for new affordable accommodation for seniors at the site.

9.2 Social impact assessment

An assessment of the social impact categories, as defined by the NSW SIA Guideline (DPE, 2023) has been undertaken with consideration to the issues arising through the development's operation. Each social factor is appraised with a significance of the impact based on the likelihood and magnitude of the change that would occur in that category, if the proposed development would be delivered.

Overall, the significance of the level of impacts identified in relation to the proposal range from being **Low to High**. Some of these impacts would be experienced as negative and some as positive, dependant on receiver.

Key negative impacts associated with social impacts as part of the planning proposal:

- The development will result in significant changes to the way of life, surroundings, community and culture of existing and past communities – due to the transformational change in use of the land from industrial, and the increase in density of development on the site, and the subsequent additional population onsite expected.
- While these changes may be perceived as either positive or negative, depending on the receiver, it is likely to result in loss of existing community networks, and connection to place for some. Meaningful and respectful consultation with local communities and stakeholders will be necessary to mitigate some negative impacts, with a particular focus on the broader strategic transformation of the area and the opportunities this will bring.
- Recommendations within technical reports including in relation to visual impact and overshadowing should be implemented, in order to mitigate impacts to the broader immediate community.
- During construction and operation of the development there may be potential for adverse social impacts on surroundings, way of life, and health and wellbeing of local communities, however, these have not been assessed in this SIA, due to the proposal being a concept masterplan only.
- The construction and operation of the precinct would also contribute to the increased traffic and associated impacts in the local area – however, creation of internal roads and access infrastructure as part of the proposal (insert recommendations) would support accommodating the future needs of the locality.

Key positive benefits as part of the proposal include:

- Overall, it is considered that significant positive benefit is likely to result from the development, specifically in relation to the provision of additional employment and residential opportunities for the local community and beyond, as a result of the delivery of the project, which is in alignment with the NSW Government's strategic goals for delivering dwellings under the Eastern City District Plan – the 20 year plan to manage growth between 2016-2036 in Greater Sydney.
- The provision of new dwellings in a strategic location will provide for more diverse and affordable housing as the centre's proximity to GPO and the Sydney Olympic Park set the potential for Concord West to grow with increased capacity for housing, employment opportunities and housing.
- Positive social benefits to community, and way of life, if a diversity of recreation opportunities, cultural and community centres and new open space are implemented as recommended. Social infrastructure is a key priority for the City of Canada Bay Council, as highlighted in their Community Strategic Plan. The provision of community infrastructure as part of the development will supplement a growing population particularly in the Concord West transformational area. A focus on the provision of social infrastructure, to facilitate inclusion and participation in community life, and foster a sense of place and belonging, is recommended.
- Employment benefits can be enhanced by applying local and social procurement practices during construction and operational phases of the development.
- Potential way of life, health and wellbeing and accessibility benefits associated with the delivery of new active transport paths in the green corridor, connecting pedestrian and cycle paths with employment and amenities. This will enable sustainable and healthy transport mode choices for future workers and residents in the broader Concord West and Canada Bay community.

A.1 Appendix A Demographic analysis

Refer to Economic Impact Assessment (EIA) by Ethos Urban

A.2 Appendix B Case study benchmarking



Figure 14 Kings Cross Library (City of Sydney) is an example of a contemporary community space that provides spaces for community members to read, study or relax.



Figure 15 Kings Cross Library community lounge, City of Sydney – public access to quiet spaces is highly valued in a dense urban environment

Source: City of Sydney



Figure 16 Woollahra Library in Double Bay: a contemporary urban community space providing an uplifting, sustainable and 'green' environment, delivering a range of active and quiet community spaces in the midst of a busy retail precinct

ATTACHMENT D

Economic Impact Assessment

1 King Street, Concord West

Prepared for Billbergia



Prepared by Ethos Urban

4/11/2022 | 2220035



'Gura Bulga'

Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.

By using the green and blue colours to represent NSW, this painting unites the contrasting landscapes. The use of green symbolises tranquillity and health. The colour cyan, a greenish-blue, sparks feelings of calmness and reminds us of the importance of nature, while various shades of blue hues denote emotions of new beginnings and growth. The use of emerald green in this image speaks of place as a fluid moving topography of rhythmical connection, echoed by densely layered patterning and symbolic shapes which project the hypnotic vibrations of the earth, waterways and skies.

Ethos Urban acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We acknowledge the Gadigal people, of the Eora Nation, the Traditional Custodians of the land where this document was prepared, and all peoples and nations from lands affected.

We pay our respects to their Elders past, present and emerging.

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Version No.	Date of issue	Prepared By	Approved by
1.0 (DRAFT/FINAL)	01/11/2022	MM	LC
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Executive Summary

Purpose and background

The purpose of this report is to assess the economic impact of the proposed development at 1 King Street, Concord West (the Subject Site).

The proposed development will seek redevelopment of the Subject Site to accommodate a well-designed, transit orientated mixed-use precinct accommodating residential, retail, health and community uses along with a range of public open spaces and plazas that will revitalise Concord West and help to reconnect the site to the existing and future urban fabric of the community.

An Economic Impact Assessment (EIA) is required to outline the economic need and opportunity for the proposed development, and demonstrate the economic impacts (including benefits) of the project to the local and regional area throughout the construction and operational phases. The objectives of this EIA are to:

- Highlight demand for the project, with regard to supply and market competition.
- Estimate economic impacts (including benefits) from the proposed development including, but not limited to:
 - Construction and ongoing employment generation (direct and multiplier);
 - Increased economic Value-Added Output, and
 - Commentary on the contribution to the local and regional economy

This EIA will assess the range of economic impacts and benefits associated with the proposed development, including short term construction impacts, as well as longer term benefits.

This EIA will accompany the planning proposal that seeks to amend the current zoning, increase height, maximum floor space ratio, and amend permitted uses to allow for commercial premises on the Subject Site.

Summary of findings

Results from the EIA can be summarised as follows:

- A review of strategic policy indicates that the proposed development has the potential to align with the strategic vision for this part of Sydney, highlighted in both Local and State Government objectives and strategies. The Subject Site provides the potential to satisfy a number of government priorities through increased density and a mix of uses that will optimise the physical and locational attributes of the Subject Site, including leveraging the proximity to public transport connections. In addition to delivering vital housing supply, employment opportunities and community services, the project has the potential to reposition the large, strategic site for long term success by having regard to contemporary resident, tenant and customer requirements.
- Key demographic indicators and drivers highlight that the local population would associate strongly with a range of uses at the Subject Site, in particular through the provision of greater housing diversity and housing choice in a walkable, transit orientated community. The location highlights the opportunity for greater intensification of uses at the Subject Site that will deliver a range of benefits.
- A review of development activity indicates that the local area is desirable, and will continue to support, and transition towards, medium and higher density residential uses. Compared to other key transport destinations and precincts, there is currently a limited pipeline of development activity within Concord West, and in proximity to the Subject Site. The proposal represents an opportunity to act as a catalyst for growth within Concord West and this part of Sydney.
- The delivery of the Metro West and associated North Strathfield Metro Station, will further enhance the accessibility of the precinct throughout Greater Sydney, and improve access to a range of destinations, facilities and services including Sydney's major employment centres such as the Sydney CBD and Parramatta CBD. It is expected that future development activity, in particular high density residential, will seek to leverage new transport infrastructure investment such as Metro West.
- The Subject Site currently includes an existing industrial zoning, however, the previous business function (Westpac) is understood to have relocated on expiry of the previous lease agreement. Even prior to relocating, the Westpac business centre on the subject site supported few workers on site. As such, the Subject Site no longer represents the most appropriate use of the land, particularly given the size and strategic location, immediately adjacent to Concord West Station and within a growing, broader mixed use and residential community.

- A series of Study Areas have been reviewed in order to assess the local and regional precinct of most relevance to the proposal. A review shows that there is a demonstrated need for residential development within the 1km Study Area supported by the elevated house and unit prices relative to the Greater Sydney benchmark. The Subject Site represents a logical location for residential uses (including medium to high density) due to optimal access to public transport infrastructure, supporting retail facilities, community amenities as well as access to both Sydney CBD and Parramatta CBD employment centres.
- The residential population will support demand for a range of complementary non-residential uses including retail, health and community services. Demand for additional retail floorspace will continue as Concord West grows over time. A market potential analysis conducted by LocationIQ (April 2022) identified that between 2,000m² – 3,000m² of retail floorspace is supportable at the site (incorporating an anchor tenant, specialty retail, food and beverage facilities). Once additional supporting non-retail uses are considered (i.e., medical centre, gym) a total centre of 4,000m² – 5,000m² could be supported at the Subject Site.
- It is estimated that the direct investment required to deliver the proposed development will be in the order of \$344.7 million. This investment would help to stimulate activity in Concord West and local area throughout the construction stage of the project.
- During the construction phase the proposal is expected to directly support employment of 460 job-years and deliver a direct value-add to the economy of \$74.5 million. When the multipliers are taken into account, total state-wide economic effects over the construction program are forecast to be: employment of 1,970 job-years and a total direct value-add to the economy of \$283.7 million.
- During the operational phase, the proposed development is expected to deliver the following (direct) benefits: FTE employment of 250 direct ongoing job-years, and direct value-add to the economy of \$24.9 million per annum. When the multipliers are taken into account, total ongoing economy-wide effects are estimated at: FTE employment of 380 job-years and a total direct value-add to the economy of \$39.9 million per annum.
- Findings of the impact assessment demonstrate that the proposed development will result in a net community and economic benefit, with any economic impacts likely to be limited and experienced in the short term only. The existing and future community will benefit from improved connectivity, activation, housing and employment opportunities, as well as overall economic and market growth, that is likely to be experienced in the medium to long term as a result of the proposal.
- The subject site represents a unique opportunity to support a contemporary mixed-use community that will integrate with the surrounding area and help to reposition the overall precinct for long term success. The existing industrial zoning and business operation, no longer represents the most appropriate use of the land, particularly given the size of the site, and the strategic location - immediately adjacent to the Concord West Station within a broader mixed use and residential community.
- The easily accessible location, and position adjacent to the train station, is ideally located to support a range of uses including residential, retail and community facilities. These types of uses would assist Council in achieving its dwelling and jobs targets. Furthermore the site provides the potential to satisfy a number of government priorities through increased density and mix of uses that optimise the physical attributes of the subject site, including leverage the proximity to public transport connections.
- The proposal provides a rare opportunity to deliver additional housing stock, employment opportunities and new community services all within a strategic and centrally located site. The proposal has the potential to result in a number of economic and community benefits through a strategic development of the site, with benefits including additional housing supply, choice and affordability, improved lifestyle and amenities, as well as additional community infrastructure and services.

1.0 Introduction

The purpose of this report is to assess the economic impact of the proposed residential and mixed use development at 1 King Street, Concord West (the Subject Site).

This report will accompany the planning proposal which seeks amendment to the Canada Bay Local Environmental Plan 2013 (CBLEP 2013). In particular:

- Amend the CBLEP 2013 land use zone to R3 Medium Density Residential.
- Amending the CBLEP 2013 Height of Buildings Map to allow a maximum permissible building height of 47m (12 storeys).
- Amending the CBLEP 2013 Floor Space Ratio Map to allow a maximum permissible floor space ratio of 2.6:1.
- Amend the CBLEP 2013 Schedule 1 Additional permitted uses to allow commercial premises to be permitted with consent on the site.
- Amend the CBLEP 2013 to include a height and floor space community infrastructure incentive clause to apply to certain buildings.

An Economic Impact Assessment (EIA) is required to outline the economic need and opportunity for the proposed development, and demonstrate the economic impacts (including benefits) of the project to the local and regional area throughout the construction and operational phases. The objectives of this EIA are to:

- Highlight demand for the project, with regard to supply and market competition.
- Estimate economic benefits from the proposed development including, but not limited to:
 - Construction and ongoing employment generation (direct and multiplier);
 - Increased economic Value-Added Output, and
 - Commentary on the contribution to the local and regional economy

This EIA will assess the range of economic impacts and benefits associated with the proposed development, including short term construction impacts, as well as longer term benefits.

The report is structured as follows:

- **Chapter 1.** Introduction
- **Chapter 2.** Local Context and Proposed Development
- **Chapter 3.** Strategic Policy Context
- **Chapter 4.** Current Economic Context
- **Chapter 5.** Competitive Context
- **Chapter 6.** Market Assessment
- **Chapter 7.** Economic Impacts

2.0 Local Context and Proposed Development

This chapter provides an overview of the Subject Site, its development, surrounding context and the proposed development.

Key findings:

- **Subject Site:** located immediately southwest of the Concord West railway station, within the Concord West town centre and in the western part of the Canada Bay Local Government Area (LGA). It is approximately 11 kilometres west of the Sydney Central Business District (CBD) and 8km southeast of Parramatta.
- **Current uses:** the Subject Site has been vacant for much of 2022, with limited market interest from new occupants. Large low-level office building occupy the site and were previously used as a call centre facility by Westpac.
- **Surrounding Context:** the Subject Site is in proximity to a number of key uses and destination centres, with good accessibility to Sydney's major employment precincts, as well as a range of key facilities and services including retail, health care, open space and recreation. These factors combine to make the Subject Site and the local area an attractive and well connected place to live.
- The **Proposed Development** will seek redevelopment of the Subject Site to accommodate a well-designed, transit orientated mixed-use precinct accommodating residential, retail, health and community uses along with a range of public open spaces and plazas. A total of 10 buildings, ranging from 4-12 storeys will accommodate 716 dwellings and a range of retail tenancies including supermarket, medical centre, community facilities, gym/leisure facilities

2.1 Subject Site description

The Subject Site is located immediately southwest of the Concord West railway station, within the Concord West town centre and in the western part of the Canada Bay Local Government Area (LGA). It is approximately 11km west of the Sydney Central Business District (CBD) and 8km southeast of Parramatta. The Subject Site is 1.5km south of the strategic centre of Rhodes.

To the north of the site is generally low density detached residential dwellings, to the east is the T9 Northern train line and Concord West Station, to the south are high density apartments, and to the west is George Street and other low scale employment uses. The Subject Site represents one of the largest privately single-owned lots within the Concord West local centre.

The Subject Site is primarily occupied by a large low-level office building, previously used as a call centre facility by Westpac. It also accommodates a multistorey carpark, a childcare centre and tennis court. The Westpac lease recently expired and has not been renewed. As such, the Subject Site has been vacant for much of 2022, with limited market interest from new occupants.



Figure 1 Subject Site Aerial

Source: Nearmap / Ethos Urban

2.2 Surrounding context

The development context surrounding the Subject Site includes a range of older industrial sites and detached housing.

Residential is the primary land use within the surrounding area. Historically, development within Concord West has largely comprised low to medium density residential uses. Medium density residential uses are primarily focused on the eastern side of the T9 Northern train line and to the south of the Subject Site.

A range of uses are present within the general area of the Subject Site, including industrial, retail, educational, and recreational land uses, including a number of sporting, outdoor, open space and entertainment venues.

A summary of key facilities include:

- **North:** To the north is the terminus of King St, Concord West Station and a general prevalence of detached dwellings.
- **East:** To the immediate east is the T9 Northern Line. Further east of the railway is Queen Street, with a general character of single detached dwellings and walk-up apartments, with some recent semi-detached townhouse development. Also on Queen Street is St Ambrose Primary School.
- **South:** To the immediate south is the Concord Zone Substation. Further south is a Papilio Early Learning Centre and the 'Strathville' development - a series of 4-6 storey residential apartment buildings. A Foodworks supermarket is also located to the south and forms part of a high density residential mixed use complex.
- **West:** Industrial warehouses and older industrial sites are provided, Powell's Creek, Victoria Avenue Public School and many recreational and playing fields are also situated in the area, along with walking tracks to Sydney Olympic Park.

More broadly, the Subject Site is within a region of Greater Sydney that is undergoing significant transformation and uplift. There are a number of key strategic and mixed use centres surrounding the Subject Site, including Rhodes, Burwood, Strathfield, Homebush, Lidcombe and Sydney Olympic Park (see **Figure 2**).

A number of neighbourhood and convenience based retail operators are located within proximity to the Subject Site, in particular along Concord Road. While to the north and south of the Subject Site, higher intensity employment uses such as commercial office are permitted.

T9 Northern Line is the major train line adjacent to the Subject Site providing connectivity to centres such as Epping, Eastwood, Hornsby in the north and Burwood, Strathfield to the south, Redfern, Sydney CBD, and North Sydney to the east. This line also connects to the T1 North Shore and Western Line, enhancing east-west accessibility across Greater Sydney.

Delivery of the Metro West line in the future will provide enhanced accessibility for residents in the precinct to major services and employment centres. Residents at the subject site will live within 1km of the North Strathfield Metro West station, or just one stop away via the T9 Northern Line.

Parramatta Road is the one the major arterial roads to the south of the Subject Site, providing east-west connectivity across metropolitan Sydney. Much of the land along this corridor is zoned as 'enterprise corridor' permitting a mix of employment uses including retail, commercial, light industrial and large format retail. The Parramatta Road corridor has been earmarked for revitalisation, with significant residential investment proposed in the form of high density residential along with a mix of uses, including in key locations such as Homebush North (incorporating the Subject Site).

Sydney Olympic Park is a key a mixed use destination to the west of the Subject Site, providing employment uses, a large residential community and a range of sporting and entertainment venues, as well as recreation facilities, retail and visitor accommodation.

A range of industrial uses are located to the south west and to the west of the site around Silverwater.

Overall, the Subject Site is in proximity to number of key uses and destination centres, with good accessibility to Sydney's major employment precincts, as well as a range of key facilities and services including retail, health care, open space and recreation. These factors combine to make the Subject Site and the local area an attractive and well connected place to live.

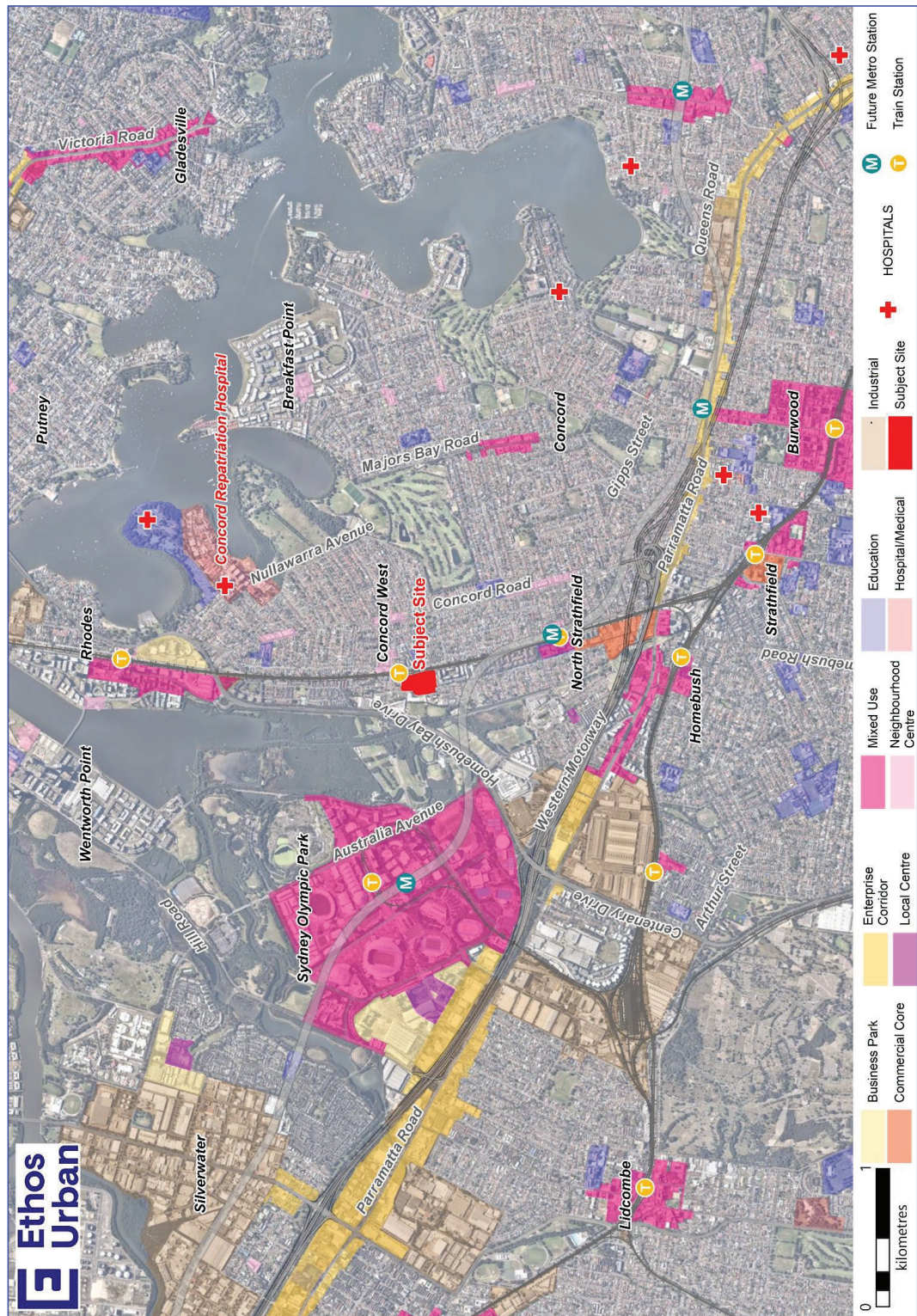


Figure 2 Surrounding Context

Source: Nearmap / Ethos Urban

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2.3 Proposed Development

The proposed development will seek consent for the conversion of the large lot to accommodate additional density, connectivity and amenities to deliver a new, vibrant contemporary residential and mixed used community. **Figure 2** and **Figure 4** represent the indicative masterplan. Key components of the proposed development include:

- 10 buildings, ranging from 4-12 storeys accommodating 716 dwellings across a range of 1, 2, 3 and 4 bedroom apartments and townhouses. Non-residential uses are proposed on the ground floor to activate the space including along a new loop road near the station.
- A total of approximately 83,050m² of gross floor area (GFA), which equates to a floor space ratio of 2.65:1. The gross floor area is planned to comprise approximately:
 - 75,460m² residential floor area
 - 7,590m² retail floor area.
- A green connection of approximately 2,800m² to provide pedestrian and cycle access north-south through the Subject Site. The green connection is proposed to include a neighbourhood park which will provide additional amenity for the existing and future community.
- A new civic precinct (the 'station precinct') focused along an active spine and community plaza through the site that will accommodate a range of non-residential uses (i.e.: retail, food and beverage, gym, health and childcare) on the ground plane that will activate the public domain.
- A new loop road through the Subject Site connecting King Street and George Street.

Of relevance to this EIA are the metrics outlined in **Table 1**. For the purpose of this assessment, the below mix of uses and floorspace figures have been adopted in order to inform the impact assessment.

Table 1 Summary – GFA by Primary Use

Uses	GFA	Other Key Information
Residential	75,460m ²	716 units
Retail/shop front, commercial and other uses	7,590m ²	Retail tenancies including supermarket, medical centre, community facilities, gym/leisure facilities
Total GFA	83,050m²	-

Source: Group GSA



Figure 3 Proposed Masterplan – Ground Floor

Source: Group GSA



Figure 4 Proposed Masterplan Vision 3D Sketch

Source: Group GSA

3.0 Strategic Policy Context

This chapter provides an overview and summary of the strategic planning policies of relevance to the Subject Site and the proposed development. At a high level there are several policies that have been adopted and released that are of relevance to the economic context of the Subject Site, and the future development of the local area. A more detailed overview of the planning policy context is provided in the Environmental Impact Statement (EIS).

Key findings:

- A review of strategic policy indicates that the proposed development has the potential to align with the strategic vision for this part of Sydney, highlighted in both Local and State Government policies and strategies. The Subject Site provides the potential to satisfy a number of government priorities through increased density and mix of uses that optimise the physical attributes of the Subject Site, including leverage the proximity to public transport connections.
- The Subject Site is ideally located to support a range of uses including residential, retail and community facilities. These types of uses would assist Council in achieving its dwelling and jobs targets.

3.1 Key themes and drivers

The proposed development will support and deliver on a range of strategic plans and policies for the local area and region. There are several policies that have been adopted and released that are of relevance to the economic contribution of any future development at the Subject Site, these include:

• Greater Sydney Region Plan:

The Greater Sydney Region Plan – A Metropolis of Three Cities outlines strategies and actions to rebalance opportunities for all residents to have greater access to jobs, shops and services.

The Greater Sydney Commission aspires for a '30 minute city', where each Sydney resident is able to access employment, open space and essential services within 30 minutes of their home.

Development of the Subject Site in line with concept design has the potential to deliver a mixed-use neighbourhood close to Concord West centre and Concord West station, which will help improve the opportunity for people to walk and cycle to schools, local shops and services, which embodies the live, work and play environment. The Subject Site is strategically positioned between Sydney CBD and Parramatta (Sydney's strategically significant employment centres), and will support the 30 minute city aspiration and enhancing Greater Sydney's liveability, productivity and sustainability.

• The Eastern District Plan:

The Eastern City District Plan provides a 20-year plan to manage growth and enhancing Greater Sydney's liveability, productivity and sustainability. The Eastern City District encompasses the Harbour CBD and incorporates Canada Bay LGA.

The Plan makes note of significant population growth forecast in the region, including +325,000 residents between 2016 and 2036, equating to a need for +157,000 new homes. In addition, the plan identifies that the population will be ageing, and the demographic profile of the region will change, with a greater number of lone person households. Affordable housing and housing for key workers are also key priorities.

To that end, the plan highlights the need for 'A diversity of housing types provided through urban renewal and local infill supports the many household types and different community needs'. Additionally, the plan states that 'large scale urban renewal precincts are increasing both the numbers and proportion of high density dwellings and are the primary location for housing growth across the district'.

Importantly, the Plan outlines the Subject Site as being within an area identified for future housing supply and urban renewal, in part due to the area's strategic location near existing and future transport, jobs and services. The proposed rezoning of the King Street site would facilitate this renewal, and delivery much needed housing within a strategic area. The proposed development of the Subject Site will deliver greater housing supply and housing choice within the local and surrounding region.

- **Canada Bay Local Strategic Planning Statement:**

The Canada Bay Local Strategic Planning Statement (LSPS) guides the character of Canada Bay's centres and neighbourhoods into the future and describes the future of the area and what should be done to preserve and enhance the populations lifestyle.

As stated in the statement, some of the LGA's land use visions include:

- Plan for a diversity of housing types and affordability.
- Connect and strengthen neighbourhoods and centres.
- Align growth with the delivery of infrastructure.
- Facilitate sustainable development and renewal.

The LSPS notes that "*Change is required to Canada Bay's current planning controls to accommodate the proposed housing target*", as 32,000 people are to be added to the 2016 population by 2036.

Areas that have good transport connectivity and a choice of travel modes are likely to have higher standards of liveability and economic activity, because people are more easily able to access jobs, services, recreational facilities and open space.

New housing for Canada Bay's growing population has largely occurred on remediated industrial land. As a result of population increase, there is a need to provide adequate population-serving industries.

The Canada Bay LSPS identifies that the Subject Site forms part of an urban renewal area, and as such represents a large and strategic site that could complement and enhance this renewal for the delivery of a high amenity and modern mixed use precinct. The rezoning of the Subject Site will also support the objective of the LSPS to *increase housing supply, choice and affordability around transport nodes, corridors and centres*, by delivering 716 dwellings within proximity to transport (existing rail and future metro) that connects to both of Sydney's key employment centres: Sydney CBD and Parramatta CBD, as well as other key employment hubs within the local region.

- **Canada Bay Local Housing Strategy:**

The Canada Bay Local Housing Strategy (LHS) has been set out in a way to understand, identify and respond to current and future challenges, constraints and opportunities in providing housing for the resident population of Canada Bay Council, with context to the District Plan.

Several housing priorities are outlined within the plan, three of which include:

- Large scale urban renewal to deliver high density housing in the form of apartments as outlined under State Government plans,
- Ensure that high density dwelling yields are comprised of sufficient dwelling diversity
- Ensure that housing in the LGA provides opportunities for key workers, low income households and other groups

The local housing strategy outlines that there is capacity to deliver 58,600 dwellings across Canada Bay LGA, taking into account urban renewal precincts (including the Subject Site), as well as other housing development opportunities.

Of relevance to the Subject Site, the LHS identifies the area west of Concord West Station as a 'major development area' that is expected to accommodate significant apartment development over the next 20 years. This major development area includes the Subject Site, and as such the project at 716 dwellings is aligned to the objectives of the LHS and will act as a catalyst for future uplift and renewal of Concord West.

- **Canada Bay Local Employment and Productivity Strategy:**

The Canada Bay Local Employment and Productivity Strategy aims to understand the nature and scale of employment and economic activity that currently exists in the LGA and the opportunities that lay ahead.

The Strategy outlines that Canada Bay is forecast to grow by an additional +17,730 jobs between 2016 and 2036. A review of the current employment structure within the plan shows that employment is heavily concentrated around key local centres and precincts such as Rhodes, Concord Hospital, North Strathfield (The Bakehouse), Five Dock, and Drummoyne. While neighbourhood Centres such as Concord West typically offer population serving employment opportunities such as convenience based retail, takeaway food and services to meet the immediate needs of local residents.

Accordingly, Concord West (including the Subject Site) is not a strategic area for higher order employment activities within the context of Canada Bay LGA. As such, the existing industrial zoning and limited business operations that remain at the Subject Site, do not represent the most appropriate use, particularly given the size of

the Subject Site, and the location - immediately adjacent to the Concord West Station within a predominately residential community with minimal surrounding employment activities.

These employment trends coupled with the Subject Site being within an urban renewal zone (as defined within the Canada Bay LSPS) present a logical opportunity to deliver a mix of uses on the Subject Site.

- **Concord West Socio-Economic Study (2013):**

A socio-economic study was prepared for Canada Bay LGA relating to the Concord West Industrial Precinct to investigate the appropriateness of land uses within the precinct and their possible social and economic implications. The 2013 Study highlights that the recommended B7 Business Park Zone at the Subject Site directly relates to the commitment of Westpac's existing 10 year lease at the time. The Study then further noted the following:

'By 2021 and depended on the intentions of Westpac and the nature of uses surrounding the site, it may be appropriate for 1 King Street to be rezoned to residential to maximise its geographic merits and consolidated scale to create a notable quantum of additional housing in a highly accessible location'

Since the time of the 2013 Study, Westpac's lease agreement expired in 2021 in which the company (the only tenant of the 1 King Street site) opted to relocate, rather than commit to a new lease at the Subject Site. Having regard to the above recommendation in the Study, there is strategic merit for the Subject Site to be rezoned for residential purposes with consideration to the Subject Site now being vacant and within a highly accessible location that is close to existing and future transport, and surrounding residential development.

- **Parramatta Road Corridor Urban Transformation Strategy:**

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) is the NSW Government's 30 year plan setting out how the Parramatta Road Corridor will grow and bring new life to local communities living and working along the corridor through investments in homes, jobs, transport, open spaces and public amenity.

The strategy aims to support co-ordinated employment and housing growth in the corridor in response to significant transport and infrastructure investment, economic and demographic shifts and industrial and technological advances. The ultimate aim of the plan is to *'deliver a high quality, multi-use corridor with improved transport choices, better amenity, and balanced growth of housing and jobs'*.

To that end, PRCUTS has prescribed a number of new actions and considerations to regenerate Parramatta Road, establishing several precincts to transform the Corridor into an active community precinct. Of relevance are the following key items:

- *Provide housing choice and affordability*, including the delivery of up to 27,000 homes that accommodate a mix of dwelling typologies and sizes. Specifically, this includes some +9,500 new homes in the Homebush Precinct to support the +19,500 additional residents by 2050. The proposed development includes the provision of 716 dwellings, supporting population and housing growth within the Corridor.
- *Create a diverse and resilient economy*, including the delivery of up to +12,900 new jobs in the Homebush Precinct by 2050. The proposed development will continue to grow and support the Corridors workforce, whereby there is currently some 26,000 workers. The project will contribute towards 1.9% of the total job target for Homebush Precinct through the delivery of 250 ongoing jobs at the Subject Site once complete and fully operational.
- *Support the growth of Homebush Precinct into a 'major high density, mixed use Precinct that draws together employment opportunities and housing'* through the delivery of a mixed use development that supports a balance of both housing and employment floorspace within a modern development that is close to transport linkages and amenity, supporting walkability and active transport.
- *Capitalise on development potential around transport nodes* including stations of relevance to the project such as the existing rail line and Concord West, and future Metro Station at North Strathfield. This will support the concept of transport oriented development around station precincts.
- *Establish an accessible and connected corridor* that is easy to move through and encourages utilisation of rail and other public transport investments. The proposed development will support transit oriented development around Concord West Station and the future North Strathfield Metro Station, complementing ongoing investment activity in this part of Sydney.
- *Establish 15-minute neighbourhoods*, through delivering on a range of principles outlined in the PRCUTS including improved housing choice and diversity, improved economic opportunities, access to public transport and adequate local services and infrastructure. The proposed development proposes a rezoning of the existing large site to facilitate a contemporary mixed-use development that will enhance this part of Concord West,

forming a more vibrant and active community that delivers housing and employment opportunities close to a range of essential services, transport and community facilities within a highly accessible location.

The Subject Site forms part of 'Homebush Precinct' and the proposed development at the Subject Site will contribute positively to the renewal of the Parramatta Road Corridor, acting as a catalyst for regeneration in the Homebush Precinct of this important Corridor.

3.2 Suitability of the proposal

The easily accessible location, and position adjacent to the train station, results in a site that is ideally located to support a range of uses including residential, retail and community facilities. These types of uses would assist Council in achieving its dwelling and jobs targets. Furthermore the Subject Site provides the potential to satisfy a number of government priorities through increased density and mix of uses that optimise the physical attributes of the Subject Site, including leverage the proximity to public transport connections.

The proposed development has the potential to align with the strategic vision for this part of Sydney, highlighted in both Local and State Government policies and strategies. In addition to delivering vital housing supply, employment opportunities and community services, the project has the potential to reposition this strategic site for long term success having regard to contemporary resident, tenant and customer requirements.

A summary of the attributes and suitability of the site for redevelopment is outlined in **Table 2**.

Table 2 *Suitability of the Subject Site for Development*

Site Attributes	Locational Attributes	Alignment with Strategic Policy
Currently underutilised	Within 50m of the Concord West Station and one-stop from the Metro West Station at North Strathfield.	Supports growth within the local area
Easily accessible		Support Transit Orientated Development
Generous street frontages allow for multiple access points and connectivity	High amenity precinct within the Concord West	Supports the vision for walkability and 30-minute cities
Size allows for multiple uses within one community	Excellent access to retail, business and community facilities	Improve diversity of housing
Large lot under single ownership	Supports a liveable residential community	Improve affordable housing

4.0 Current Economic Context

This chapter identifies the key social and economic drivers for the Subject Site, based on a review of the key demographic and population data for the study areas of relevance to the proposed development. Population and employment trends are analysed along with relevant demographic data from the ABS 2021 Census.

Key findings:

- For the purposes of this analysis, two study areas have been defined generally reflecting the area incorporated within a 1km Study Area and 3km Study Area radius from the Subject Site. These areas have been defined to represent both the immediate surrounds of the Concord West site, as well as the broader suburb and local area.
- A review of key demographic and population data indicates that the population has experienced some decline in recent years associated with shift in household composition towards couple only and lone person households resulting in a reduction in household sizes. Looking forward, official population projections indicate that the local area will experience strong population growth.
- A review of 2021 Census data indicates that residents are slightly younger, and work in white collar occupations. Households have higher incomes, and live in couple family with children households, with almost half of dwellings being flat, unit or apartments.
- A review of key demographic trends between the 2016 to 2021 Census periods indicates that the population is ageing, and households are becoming smaller.
- Overall, key demographic indicators and drivers highlights that the local population would associate strongly with a range of uses at the Subject Site, in particularly greater housing diversity and housing choice and creating of walkable transit orientated community. This highlights the opportunity for a greater intensification of uses at the Subject Site

4.1 Study area definition

For the purposes of this analysis two study areas have been defined in order to analyse both the immediate surrounds of the Subject Site, as well as the broader Concord West suburb and local area. The defined study area captures the population most likely to associate with the uses planned at the subject site.

A 1km radius and 3km radius have been adopted, although consideration has also been made to geographical and physical barriers in the area, as well as the location of major centres and precincts such as Strathfield and Burwood.

- **1km Study Area (Primary)** A 1km radius has been used to define a walkable study area around the Subject Site. This captures residents and dwellings within the immediate vicinity of the Subject Site. This 1km Study Area incorporates parts of Olympic Park, Liberty Grove, Concord, North Strathfield and Homebush, which together make up a diverse collection of built and natural landscapes.
- **3km Study Area (Secondary)**. The 3km Study Area has been used to reflect the broader local area and Concord West overall. The extent of the 3km Study Area is limited to the north by the Parramatta River; and in the east to Hill Road. The southern end of the 3km Study Area, like the 1km Study Area, extends to Parramatta Road, and to Canada Bay in the south eastern corner. The western edge extends to the waterway of Hen and Chicken Bay, which separates Concord and Cabarita from Abbotsford and Wareemba.

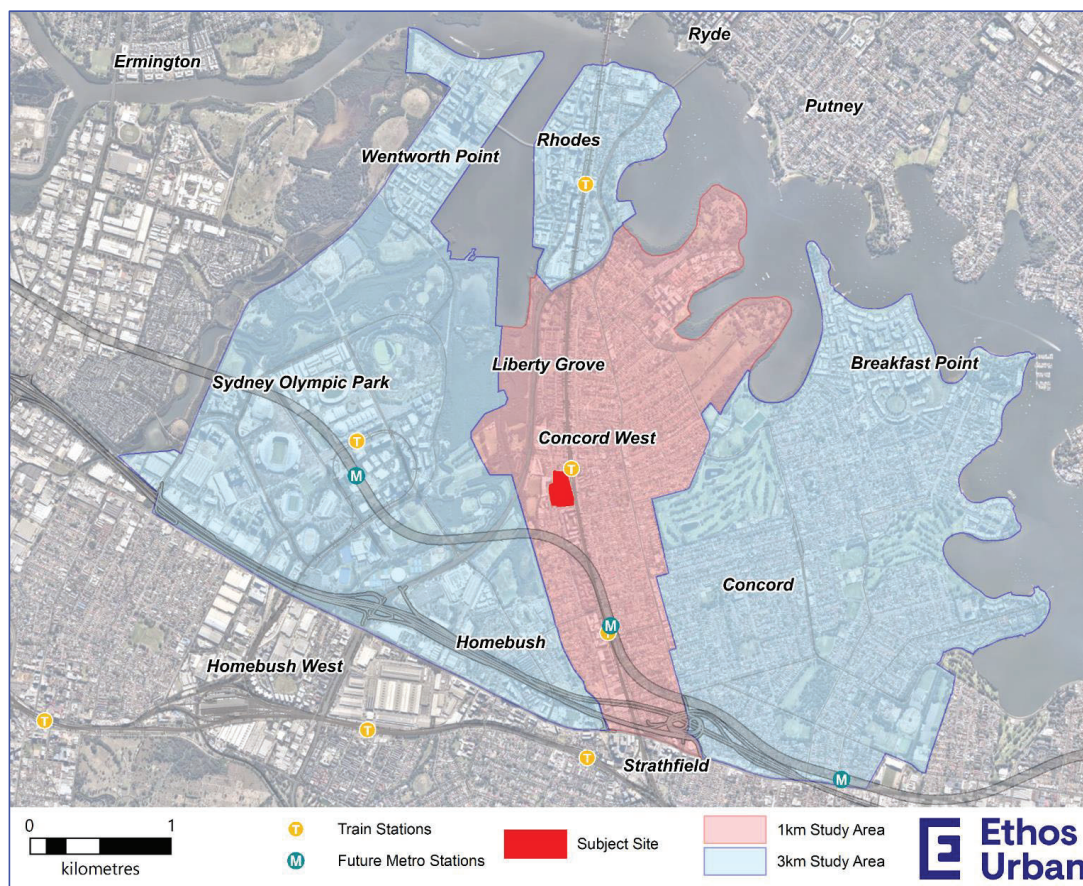


Figure 5 Study Area

Source: Ethos Urban; Nearmap; Map created using MapInfo:

4.2 Residential demographic profile

A summary of the resident population characteristics of the identified Study Areas is presented in **Table 3**. Demographic data has been drawn from the ABS Census of Population and Housing 2021. The data analysis provides a general overview of the demographic characteristics of residents within the Study Areas and is compared to the Greater Sydney benchmark. Key demographic characteristics of the 1km Study Area include:

- **Age Structure:** The median age of residents in the Concord West 1km Study Area was 36.8 years, which is slightly younger than the Greater Sydney benchmark (37.3 years). Most 1km Study Area residents are aged between 35-64 years (40.8%), with 20-34-year-olds being the second most common age group, making up 24.1% of the 1km Study Area population.
- **Household Income:** the annual median household income in the 1km Study Area was \$124,120, which is 14.1% greater than the median Greater Sydney median household income at \$108,750.
- **Household composition:** within the 1km Study Area, dwellings are mostly occupied by couple family with children households (39.6%), which is slightly higher than Greater Sydney's benchmark of 36.1%. The 1km Study Area also has a lower share of dwellings occupied by lone persons (19.6%) compared to the Greater Sydney benchmark (23.3%), and a higher share occupied by group households (6.2%), than Greater Sydney benchmark (4.1%).
- **Tenure type:** Dwellings owned outright in the 1km Study Area are 28.2%, which is roughly the same as the dwellings owned outright in Greater Sydney at 28.3%. Within the 1km Study Area however, a lower share of dwellings are owned with a mortgage (-3.3%) and 4.2% more dwellings are rented, when compared to Greater Sydney.
- **Dwelling type:** flat, unit and apartments (49.3%) was the most common type of housing within the 1km Study Area, with this share above the Greater Sydney benchmark of 30.7%. Separate Housing (39.0%) accounted for the second

largest share of dwelling types within the 1km Study Area; however, this share is below the Greater Sydney benchmark (56.1%). The average household size within the 1km Study Area was comparable to the Greater Sydney benchmark of 2.7 persons per household.

- **Housing costs:** Within the 1km Study Area, median monthly mortgage repayments sit at \$2,590, 32% higher than Greater Sydney's repayments, however, these mortgage repayments make up less of a share of resident's median household income at 25% compared with Greater Sydney's at 27.7% of median household income. Median weekly rent is also higher than Greater Sydney's, with the 1km Study Area's median weekly rent being \$516. This makes the 1km Study Area's median weekly rent 7.4% higher than what is experienced across Greater Sydney.
- **Occupation:** Residents of the 1km Study Area tended to work in white collar occupations (81.1%). This share was larger than the Greater Sydney benchmark (76.1%).

Within the **3km Study Area**, a similar demographic profile is also present, although the following distinctions with the 1km Study Area are relevant:

- A lower income profile and a younger age profile
- A much higher share of higher density housing formats, with 63.1% of dwellings being flats, units or apartments.
- A higher share of rented dwellings
- Higher housing costs.

Overall, the local population would associate strongly with a range of residential and convenience based community uses at the Subject Site, highlighting the opportunity for a greater intensification of uses at the Subject Site that will be aligned with the needs of the local community.

Table 3 Residential Demographic Profile, 2021

Category	1km Study Area	3km Study Area	Greater Sydney
Income			
Median household income (annual)	\$124,120	\$114,850	\$108,750
Variation from Greater Sydney median	+14.1%	+5.6%	n.a.
Age Structure			
Median Age (years)	36.8	35.1	37.3
Country of Birth			
Australia	55.4%	49.4%	61.1%
Other Major English Speaking Countries	4.4%	4.5%	7.1%
Other Overseas Born	40.2%	46.1%	31.8%
% speak English only at home	50.6%	45.2%	61.0%
Household Composition			
Couple family with no children	23.9%	29.9%	24.5%
Couple family with children	39.6%	31.0%	36.1%
Couple family - Total	63.4%	60.9%	60.5%
One parent family	9.8%	8.2%	11.0%
Other families	1.0%	1.3%	1.1%
Family households - Total	74.2%	70.4%	72.6%
Lone person household	19.6%	24.3%	23.3%
Group household	6.2%	5.3%	4.1%
Dwelling Structure (Occupied Private Dwellings)			
Separate house	39.0%	29.7%	56.1%
Semi-detached, row or terrace house, townhouse etc.	11.2%	6.6%	12.8%
Flat, unit or apartment	49.3%	63.1%	30.7%
Other dwelling	0.6%	0.6%	0.4%
Occupancy rate	91.9%	90.7%	91.8%
Average household size	2.7	2.4	2.7
Tenure Type (Occupied Private Dwellings)			
Owned outright	28.2%	23.5%	28.3%
Owned with a mortgage	30.7%	30.2%	34.0%
Rented	40.3%	45.3%	36.1%
Other tenure type	0.7%	1.0%	1.6%
Housing Costs			
Median monthly mortgage repayment	\$2,590	\$2,717	\$2,510
Variation from Greater Sydney median	+3.2%	+8.2%	n.a.
Median mortgage as a share of median household income	25.0%	28.4%	27.7%
Median weekly rents	\$516	\$540	\$480
Variation from Greater Sydney median	+7.4%	+12.5%	n.a.
Median rent as a share of median household income	21.6%	24.5%	23.0%
Occupation			
White collar	81.1%	83.4%	76.1%
Blue collar	18.1%	15.9%	23.1%

Source: Australian Bureau of Statistics (ABS) 2021 Census of Population and Housing

Note: interpretation of small area data from the 2021 ABS Census should consider potential outcomes from the COVID-19 pandemic

A review of key changes between the 2016 and 2021 census highlights the following trends of relevance:

- **Household income has not kept pace with the median household income of Greater Sydney.** Whilst the increase in income has been significant within the 1km Study Area (+\$15,480) since 2016, Greater Sydney's median household income has increased +\$16,550 over the same time period.
- **An ageing population.** Median age in the 1km Study Area has increased by +2.8 years, going from a median age of 34 in 2016, to a median age of 36.8 in 2021. This increase in median age is greater than the Greater Sydney benchmark (1.3 years) indicating that the 1km Study Area is growing older faster than the balance of Greater Sydney.
- **Smaller household sizes and fewer family households.** Average household sizes have declined from an average of 2.9 persons per household in 2016, to an average of 2.7 persons per household in 2021. This has been driven by a decline in couple families with children, and an increase in the share of lone person households.
- **More apartments and declining occupancy rate.** The 1km Study Area's built environment has continued to change. Between 2016 and 2021 with the 1km Study Area experienced an increase in the share of apartments by +2.5ppt, and a decline in separate houses by 1.2ppt. As a result, apartments make up almost half of all dwelling stock within the 1km Study Area (49.3%).
- **More dwellings are being rented.** Within the 1km Study Area, dwellings owned outright has dropped by 4.4% and dwellings rented has increased by 5.4%, whereas dwellings owned outright in Greater Sydney has dropped by 1.6% and dwellings rented has only increased by 1.1%.

Overall, trends between the 2016 to 2021 Census indicate that the population is ageing, and households are becoming smaller. This highlights that demographic drivers and trends underway indicate that the local population would associate strongly with a range of uses at the Subject Site, in particular with greater housing diversity and additional housing choice in a walkable, transit orientated community.



Figure 6 Trends Between 2016 and 2021 Census

Source: Source: ABS 2016 and 2021 Census of Population and Housing // Note: interpretation of small area data from the 2021 ABS Census should consider potential outcomes from the COVID-19 pandemic

4.3 Residential population trends and projections

Population projections have been prepared using latest official projections from Department of Planning and Environment, historic population estimated from the ABS Estimated Residential Population series and an examination of historic trends and recent building approvals as well as strategic planning population and dwelling targets.

Historically, the population of the 1km Study Area has experienced mixed population growth, between 2011 and 2022, the population of the 1km Study Area declined by around 80 persons. This decline in population occurred after 2016, and is likely reflective of the demographic shifts underway within the 1km Study Area: an ageing population and decline in the share of households comprising couple families with children.

Looking forward, it is expected that the population of the 1km Study Area will grow, and is projected to reach 16,750 residents by 2036. This represents an increase of +3,810 residents. Limited opportunity for residential development, and a restricted pipeline of resident investment is likely to limit population growth in the near term; however, opportunities such as the proposed development, and major infrastructure works such as the Metro West is likely to support greater population growth in the medium term with population growth likely to accelerate slightly post-2031.

By contrast, the 3km Study Area (which includes the 1km Study Area) has historically experienced very strong population growth and is expected to continue to record strong population growth in the future. The steady population within the 1km Study Area is indicated by its share of 3km Study Area population, which was declined from 29.2% to 17.9% by 2022. Even when factoring in higher growth over the 2022 to 2036 period, the share of 3km Study Area population will remain largely unchanged by 2036 (at 17.3%).

Table 4 Population Trends and Projections

Population (no.)	2011	2016	2022	2026	2031	2036
1km Study Area	13,020	13,650	12,940	13,920	15,270	16,750
3km Study Area	44,580	60,760	72,260	80,910	89,400	97,020
1km Study Area Share	29.2%	22.5%	17.9%	17.2%	17.1%	17.3%
Average Annual Growth (no.)		2011 - 2016	2016 - 2022	2022 - 2026	2026 - 2031	2031 - 2036
1km Study Area		+130	-120	+250	+270	+300
3km Study Area		+3,240	+1,920	+2,160	+1,700	+1,520
1km Study Area Share		4.0%	-6.3%	11.6%	15.9%	19.7%
Average Annual Growth Rate (%)		2011 - 2016	2016 - 2022	2022 - 2026	2026 - 2031	2031 - 2036
1km Study Area		0.9%	-0.9%	1.8%	1.9%	1.9%
3km Study Area		6.4%	2.9%	2.9%	2.0%	1.6%

Source: ABS, ERP (2022); ABS Building Approvals (2022); Cordell Connect (2022); TfNSW (2019); DPIE (2022); Ethos Urban

4.4 Social and Economic Trends

The trends of most relevance to the future growth and development of Concord West and the Subject Site are summarised and outlined below.

4.4.1 Broad economic trends

- **Transport infrastructure** - Will improve accessibility and alignment between households and key destinations such as workplaces, retail, health and education services. Transport Infrastructure improves accessibility for residents, visitors and workers; and for businesses, it expands access to regional labour markets. In Concord West, the Sydney Metro West project is of particular relevance.
- **Knowledge economy** - Growth in the information and knowledge sectors are becoming a targeted form of generating economic activity and supporting employment growth. Knowledge economy workers are typically highly skilled, and are less reliant on physical office space given the nature of their skills which are more reliant on them personally, as compared to physical products or machines which enables greater flexibility in terms of when and where they work.

- **Information Communication Technology (ICT)** - Technology will play a vital role in communities, influencing how we live, work, play and interact in the future. From a business point of view, the transition towards an ICT society can enhance automation and connectivity. One key area of impact has been in the support for Work From Home (WFH) capabilities and worker requirements.
- **E-commerce and the experience economy** - Online retail is transforming the way the retail sector operates, with implications for traditional shopping centres and brick and mortar retailers, as well as the logistics sector. Consumers are showing a preference for 'experiences' over 'products' which for physical retail stores suggests an increased focus on food, dining, entertainment and services.
- **COVID-19** - While the magnitude of impacts and long-term consequences remain uncertain, the effect of the pandemic are likely to have impacts on a range of land uses. This includes short-term impacts on population growth, student and international visitation, and also medium to longer-term impacts which may include a structural shift in community and individual lifestyles, as well as work and home arrangements.

A summary of the short term demand effects of these trends, on a range of land uses proposed at the Subject Site is illustrated in **Table 5** below.

Table 5 Trends and Land Uses – Short Term Demand Implications

Trend	Residential	Retail	Childcare, Community Facilities, other
Transport Infrastructure	▲	▲	▲
Knowledge Economy	▲	—	▲
Information Communication Technology	▲	—	▲
E-commerce and the experience economy	—	—	▲
COVID-19	▲	▼	▼

4.4.2 Rising costs and housing diversity

Housing affordability in Sydney remains a social, economic and political challenge. The ability to provide for increased housing stock and diversity (across a range of sizes and price points) in key strategic centres and locations, will support affordability and result in increased community benefits.

In the current economic climate, rising inflation and interest rates will further add to pressure on household finances. The ability to provide for increased housing supply and addition dwellings in close proximity to employment centres (such as at Greater Parramatta and Olympic Park, Macquarie Park, and Sydney CBD), will help to provide for more affordable housing options for the local community.

4.4.3 Benefits of walkable, mixed-use neighbourhoods

Co-locating housing, employment, social infrastructure, retail, public transport and daily living needs within dense, mixed-use precincts supports urban activation and amenity. Clustering destinations, such as housing, shops, schools, libraries, cafes, medical centres and so on, makes it more convenient for residents to access a variety of needs within one location. Mixed-use precincts encourage walking and active transport, supports the viability of local retail and social infrastructure, as well as increased activity on the street and improved perceptions of safety.

The co-location of housing, social infrastructure, and services has the potential to significantly decrease car dependency and encourage walkability. Walkability can have substantial effects on the health and wellbeing of populations:

*'People who live in a pedestrian-friendly designed environment participate much more in social life and have greater confidence in their environment. That proved a significant gain in 'social capital' and thus a better quality of life... Against this backdrop walkability is understood as a comprehensive approach for a liveable sustainable city and does not only mean walk-friendliness.'*¹

4.4.4 COVID-19 impact on retail

In addition to key changes underway in the retail sector, such as a focus on retail 'experiences' and adapting to 24/7 online services and capability, during the COVID-19 pandemic, the operation of retail businesses has changed significantly. There has been an increased emphasis on home delivery and takeaway of groceries and other items, as well as expanded push for online shopping options. This is across all retailers, from major retailers to small restaurants, cafes and bars that adapted to provide takeaway options for customers to support local businesses.

One of the primary impacts of the COVID-19 pandemic has been the increased shift for workers to work-from-home (WFH). Analysis of COVID-19 working patterns has highlighted the importance of the need for the "revitalisation of suburbia", in which local and suburban business can capture the "redistributive effect" of increased WFH arrangements.

While the long term implications of COVID-19 remain uncertain, the pandemic has reinforced the importance of local community centres and retail precincts, highlighting the benefit of co-locating retail with other services and facilities in local centres, to improve convenience for local residents and reduce the number of trips that need to be taken outside of their immediate region, either by public or private transport.

4.5 Implications for proposed development

A review of the economic context for the Subject Site and surrounding local area indicates the following key social and economic drivers:

- Population has been steady but is expected to grow over the next fifteen years
- Population is becoming older
- Households composition has shifted away from households comprising couple families with children towards lone person and couple families without children. This is driving a decrease in average household sizes.

The proposed development would be well aligned to the demographic, social and economic drivers and trends underway within the local area by delivering the following:

- Diversity of housing choice
- Deliver greater housing supply and more affordable housing options within the local area
- Housing for smaller households including key workers
- Creating an activated, mixed-use neighbourhood
- Supporting walkability, through a transit orientated community.

¹ Tran, M. 2021, 'Healthy cities – walkability as a component of health-promoting urban planning and design', Journal of Sustainable Urbanization Planning and Process, vol. 1, no. 1.

5.0 Competitive Context

This chapter provides an overview of the competitive context for the Subject Site. It includes a review of the existing provision of facilities within the area and of uses most relevant to the proposed development. A detailed analysis of the future competitive context future context is also provided.

Key findings:

- **Residential.** The local area is primarily characterised as a residential community with a variety of dwelling typologies. In recent years there has been a shift towards medium and higher density residential uses, particularly concentrated around Concord West Station with higher density mixed use developments primarily located to the south of the Subject Site.
- **Retail.** The retail landscape within 1km Study Area and around Concord West is relatively limited. Retail activity and activation is primarily along the ground plane near Concord West Station and along Concord Road. Much of this retail offer is primarily convenience based serving the local population and passing trade and visitors. As noted within the LocationIQ report (April 2022) there are limited relevant competing retail facilities provided within the immediate area.
- **Future competitive environment.** Development activity in the local area is primarily focused in delivering residential developments. Much of the development activity is concentrated in Homebush, along Parramatta Road and in Sydney Olympic Park. There are only a few projects currently within the development pipeline within the 1km Study Area.
- There is limited development investment activity within the 1km Study Area, with investment accounting for only 8.0% of the total development investment activity within the 3km Study Area. The drivers behind this lack of development activity is likely due to limited development sites rather than due to a lack of demand. In this context, the Subject Site represents a unique opportunity to deliver much needed investment within the local area, with the Subject Site well placed given its size and single ownership.
- **Outlook for Concord West.** The local area will continue to transition towards medium and higher density residential uses given the favourable locational attributes. Compared to other key transport destinations and precincts, there is currently a limited pipeline of development activity within Concord West and in proximity to the Subject Site. This represents an opportunity for the proposed development to act as a catalyst for growth within the local area.
- The delivery of the Metro West and future North Strathfield Metro Station will further enhance the accessibility of the region across Greater Sydney and to a range of facilities and services including Sydney's major employment centres such as Sydney CBD and Parramatta CBD. It is expected that development activity, in particular, high density residential and associated uses will seek to leverage off this new transport infrastructure investment.
- The existing industrial zoning and business operation at the Subject Site, no longer represents the most appropriate use of the land, particularly given the size and strategic location, immediately adjacent to the Concord West Station and within an emerging mixed use and residential community.

5.1 Existing competitive context

Concord West is a local centre, with its role and function to provide services and facilities to serve the local population as well as providing a high amenity location for people to live. Concord West is primarily characterised by low to medium density residential uses, with retail and an active ground plane focussed on the eastern side of the T9 Northern line, along Queen Street and Victoria Avenue. Strip retail and commercial shopfronts are located along Concord Road some 400m to the east of the Subject Site. A provision of ground floor shopfronts are located to the south of the Subject Site as part of the mixed-use developments along George Street.

Ageing industrial facilities are located to the north and west of the Subject Site, with a limited amount of commercial office uses also provided.

A summary of the competitive context for the Subject Site is provided in **Table 6**.

Table 6 Concord West Competitive Context

Sector	Concord West
Residential	<p>Concord West is primarily a residential locality, providing a variety of dwelling typologies. There has been a shift towards medium and higher density uses in recent years.</p> <p>Residential development in Concord West is mixed, with separate housing accounting for the highest share of dwelling types (39.0%), followed by medium density (36.2%) (ABS 2021).</p>
Retail	<p>Retail uses are concentrated on the eastern side of the T9 Northern Line, along Queen Street and Victoria Avenue.</p> <p>Retail and commercial shopfronts are located along Concord Road some 400m to the east of the Subject Site. A provision is also located to the south of the Subject Site as part of the mixed use developments located along George Street.</p> <p>As noted within the LocationIQ report (April 2022) there are few retail facilities provided within the immediate area and as such, the competitive retail context is limited.</p>
Industrial	<p>Dated industrial uses are located immediately to the north and west of the Subject Site. Many former industrial sites have transitioned to higher order uses in recent years, including high density mixed use projects delivering residential, retail, and commercial uses.</p>
Other	<p>The local area enjoys high amenity with access to a range of outdoor, open space and recreational facilities. A significant provision of open space and parkland is located some 400m to the west of the Subject Site. The nearby Concord West Playground and surrounding open space and parklands are a popular destination for the community.</p> <p>Concord Hospital is located some 1.2km to the north-east of the Subject Site and includes a range of health care facilities. The hospital has recently completed a Stage 1 \$300 million expansion.</p> <p>There are also a number of schools within the local area including Victoria Avenue Public School, located 200m to the west of the Subject Site and St Ambrose Catholic Primary School located east of the Subject Site on the eastern side of the T9 Northern Line.</p>

Source: Ethos Urban

A range of major centres are provided within the broader region, with key precincts of most relevance to the Subject Site and proposed development including:

- **North Strathfield:** Is a key town centre and community precinct located 1km to the south of the Subject Site. North Strathfield will benefit from the completion of Metro West with a new metro station planned adjacent to the existing North Strathfield Station. Metro West will improve access to Sydney CBD and Parramatta CBD for residents of North Strathfield as well as residents of Concord West.
- **Sydney Olympic Park:** Located around 1.5km to the west of the Subject Site, has traditionally been a major entertainment and sports precinct (focused around Stadium Australia). Over time this precinct has evolved into a mixed use destination, with employment uses and a large residential community. Specifically, Sydney Olympic Park supports a number of commercial office premises including tenants such as Cricket NSW, Sydney Water and Swisslog. There are a number of educational administration facilities also within the precinct including the Universities Admissions Centre, University of Sydney and Kirana Colleges. The precinct supports a number of retail facilities, particularly food and beverage with a focus on takeaway food services to cater to the local community and event patrons.

Residential development within Sydney Olympic Park has also increased, with major developments such as Pavilions (by Mirvac), Botania (by Meriton), Boomerang Tower and Australia Towers, supporting an increased residential population. Continued growth will further benefit from the opening of Sydney Metro West, and Parramatta Light Rail Stage 2. The completion of the Sydney Metro West will improve access to Sydney Olympic Park for residents living in Concord West.

- **Rhodes:** Located 2km to the north of the Subject Site is a former industrial precinct serviced by Rhodes Station. The western side of the Northern Line has undergone considerable residential development in recent times, transforming Rhodes into a major residential and mixed use precinct. Rhodes has a high level of amenity and good accessibility to Sydney's key employment centres. Rhodes Waterside forms a sub-regional shopping centre located within the heart of Rhodes and includes four major retail anchor tenants including IKEA.
- **Homebush:** Located 2km to the south of the Subject Site, Homebush has transformed into a broad mixed use precinct. Residential developments are focused on either side of Greater Western Highway, while major retail uses including a DFO outlet centre (with around 120 speciality stores) is also provided.

- **Burwood:** Located 3.5km to the south east, Burwood is a suburban commercial office and mixed use centre. A significant retail offer is provided including two shopping centres, Westfield Burwood (major regional) and Burwood Plaza (neighbourhood centre), as well as an extensive retail strip. A range of high density residential and mixed projects have been completed recently, with several others currently planned.
- **Parramatta CBD:** Located 8km to the west of the Subject Site, forms a large commercial office market that supports around 887,000m² of commercial office stock. Many of the new and contemporary commercial offices within Parramatta are high rise buildings, with clusters emerging along Phillip Street and around Parramatta Square. Buildings are typically occupied by a mix of private companies and government agencies, with Parramatta Square in particular supporting a large NSW Government presence. Upon completion of Sydney Metro West, residents of Concord West will have faster and more frequent access to Parramatta CBD via the planned North Strathfield Metro station
- **Macquarie Park:** Located 8km to the north, Macquarie Park is home to some of Australia's leading multinational companies, acting as one of Sydney's largest office markets outside of the CBD, and benefitting from a mix of uses that is focussed around key transport nodes, Macquarie University and the regional shopping centre of Macquarie Centre.
- **Sydney CBD:** Located some 11km east of the Subject Site, forms the major commercial destination within New South Wales, providing over 5 million square metres of commercial office floorspace, and serves a critical role in Australia's national economy. Sydney CBD supports thousands of retail businesses and jobs across an estimated 550,000m² of retail floorspace. Sydney CBD also supports a residential population and is a key destination for tourism, culture and entertainment. Upon the completion of Sydney Metro West, residents of Concord West will have faster and more frequent access to Sydney CBD via the future North Strathfield Metro station.

5.2 Future competitive context

A review of the development pipeline activity within the 1km and 3km Study Area indicates that there is significant development activity planned and underway in the area. A breakdown of development activity by primary use is illustrated in **Figure 7**, which highlights that there is around \$4.2 billion in major development investment activity. Many of the projects with the highest development value are focused around major transport and civil works (e.g. Hill Road Precinct Wentworth Point Precinct, Leed Street Ferry Wharf, Sydney Olympic Park Metro Station). Taken together these projects alone account for \$1.1 billion of development investment activity. A summary of projects is also provided in **Table 7**.

It should be noted that when calculating investment activity, proposed developments have been classified based on primary land uses, and this summary only includes projects with an investment value of \$5 million or more which has been adopted in order to capture major projects only (data sourced from Cordell Connect).

A summary of key findings is as follows:

- Residential projects account for 62.7% of total development investment value. Proposed commercial and retail activity is relatively limited compared to residential uses, and reflects the evolving nature of the precinct along with the complementary nature of these uses to residential. Many of the major residential projects also include a small component of commercial or retail uses to serve the immediate population.
- Total development activity investment values within the 1km Study Area are skewed by the Concord Hospital Redevelopment which accounts for 59.2% of development investment activity within the 1km Study Area. The remaining development activity within the 1km Study Area is primarily concentrated in residential uses (\$88.5 million).
- There is limited development activity within the 1km Study Area overall, with development activity representing only 8.0% of total development investment activity within the 3km Study Area. It is likely that the reduced level is driven by a lack of development sites and opportunities rather than a lack of demand. In this context, the Subject Site represents a unique opportunity for much needed investment to support growth within the local area.
- Within the 3km Study Area, much of the development activity is concentrated to the south of the Subject Site in proximity to, and along Parramatta Road, Sydney Olympic Park and Wentworth Point. This aligns with government strategies where growth is generally focussed in these precincts.

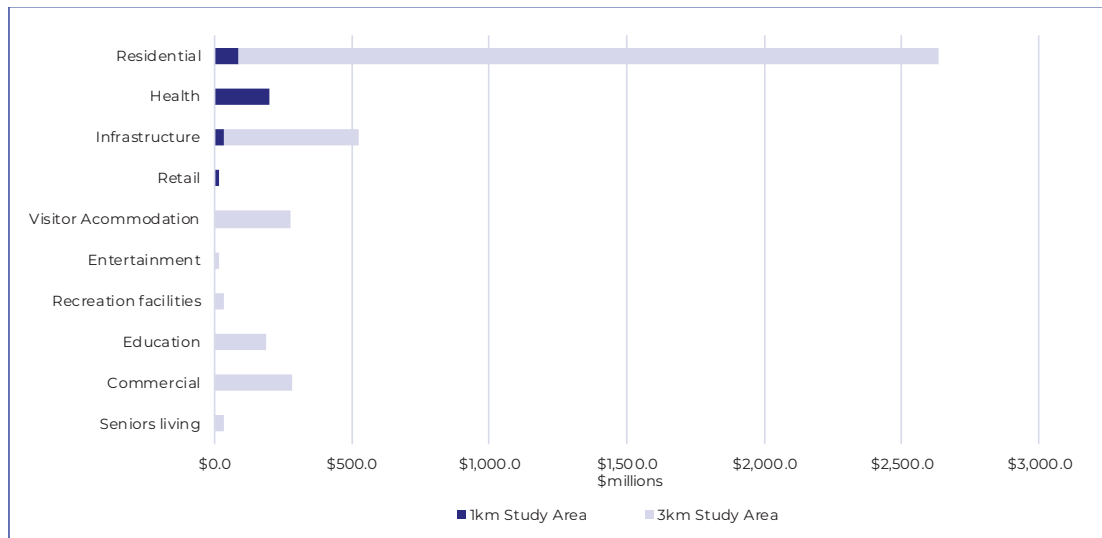


Figure 7 Development Investment Activity (\$m)

Source: Cordell Connect

Notes: Excludes proposed development or projects with an estimated value of less than \$5 million

Table 7 Competitive Projects within 3km Study Area

Project title	Location	Type	Primary use	Secondary uses	Estimated Value (\$m)	Estimated Completion	Residential Units	Status
THE PENINSULA AT WENTWORTH POINT	Sydney Olympic Park	Apartments	Residential	-	\$600.0	2023	1600	Commenced
LEEDS STREET FERRY WHARF & MIXED USE DEVELOPMENT	Rhodes	Wharf/Apartments/Commercial/Childcare	Infrastructure	-	\$306.0	2026	434	Possible
SYDNEY OLYMPIC PARK - SITES 2A & 2B	Sydney Olympic Park	Serviced Apartments/Commercial/Club	Visitor Accommodation	Commercial, retail	\$249.2	2026	-	Possible
WALKER STREET MIXED USE DEVELOPMENT	Rhodes	Apartments/Retail/Childcare	Residential	Mixed use	\$247.1	2024	400	Commenced
CONCORD REPAIRATION GENERAL HOSPITAL STAGE 2	Concord	Hospital redevelopment	Health	-	\$200.0	2026	-	Possible
UHRIC ROAD MIXED USE DEVELOPMENT - THE RETREAT	Lidcombe	Apartments/Retail/Childcare/Community	Residential	Mixed use	\$200.0	2027	655	Commenced
SYDNEY OLYMPIC PARK METRO STATION OVER & ADJACENT STATION DEVELOPMENT	Sydney Olympic Park	Commercial/Apartments/Community	Commercial	Metro Station, Residential, Retail, Community	\$200.0	2026	-	Possible
UHRIC ROAD MIXED USE DEVELOPMENT - VIVACITY STAGE 2	Lidcombe	Apartments/Commercial	Residential	-	\$177.5	2026	583	Firm
BIRNIE AVENUE APARTMENTS	Lidcombe	Apartments	Residential	Mixed use	\$174.6	2027	429	Possible
YMCJ HOMEBUSH CITY GARDEN - ZONE 3 - OVATION QUARTER	Lidcombe	Apartments/Retail	Residential	Mixed use	\$172.7	2024	477	Firm
OVATION QUARTER - ZONE 3C1, 3C2 & 3D	Lidcombe	Apartments/Retail/Childcare	Residential	Mixed use	\$172.7	2026	471	Possible
SYDNEY OLYMPIC PARK HIGH SCHOOL AT WENTWORTH POINT	Wentworth Point	School	Education	-	\$146.9	2024	-	Possible
1-2 MURRAY ROSE AVENUE, SYDNEY OLYMPIC PARK - ANTARA	Sydney Olympic Park	Apartments	Residential	Community	\$116.0	2024	294	Possible
UHRIC ROAD MIXED USE BUILDINGS - OVATION QUARTER	Lidcombe	Apartments/Childcare/Retail	Residential	Mixed use	\$108.8	2026	403	Firm
HARBOUR VILLAGE WENTWORTH POINT - BLOCK A	Wentworth Point	Apartments/Commercial	Residential	Mixed use	\$101.4	2025	296	Possible
AUSTRALIA AVENUE & HOMEBUSH BAY DRIVE UPGRADE	Homebush Bay	Civil works	Infrastructure	-	\$100.0	2027	-	Early
HILL ROAD APARTMENTS	Wentworth Point	Apartments	Residential	-	\$99.0	2023	207	Commenced
SANCTUARY AT WENTWORTH POINT PRECINCTS	Sydney Olympic Park	Apartments/Community	Residential	-	\$78.0	2028	171	Possible
HARBOUR VILLAGE WENTWORTH POINT - BLOCK B	Wentworth Point	Apartments/Commercial	Residential	Mixed use, Commercial	\$73.3	2025	268	Possible
HEWLETT PACKARD HEADQUARTERS - GAIA	Rhodes	Commercial/Retail	Commercial	-	\$66.2	2026	-	Possible
25 GEORGE STREET APARTMENTS PIETY THP	North Strathfield	Apartments	Residential	-	\$44.7	2026	145	Possible
WENTWORTH POINT PRECINCT - BURROWAY RD SITE	Wentworth Point	Civil works	Infrastructure	-	\$42.7	-	-	No further info available
21 PARRAMATTA ROAD MIXED USE DEVELOPMENT	Homebush	Apartments/Commercial Tenancies	Residential	-	\$40.3	2026	214	Possible
RHODES EAST PRIMARY SCHOOL	Rhodes	School	Education	-	\$40.0	2025	-	Early
POWELL STREET & PARRAMATTA ROAD - MIXED USE DEVELOPMENT	Homebush	Apartments/Commercial	Residential	Mixed use	\$35.6	2025	116	Deferred
ROTHWELL AVENUE APARTMENTS	Concord West	Apartments	Residential	-	\$33.3	2025	88	Possible
WENTWORTH POINT MARINA	Wentworth Point	Marina/Retail	Infrastructure	-	\$32.9	2023	-	Possible
CONCORD HOSPITAL - CAR PARK	Concord	Multi-storey car park	Infrastructure	-	\$32.0	2024	-	Firm
URBENSURF SYDNEY	Sydney Olympic Park	Recreation facilities/Retail	Recreation facilities	-	\$31.9	2023	-	Firm
PARRAMATTA ROAD & BROUGHTON STREET UNITS	Concord	Units	Residential	-	\$30.0	2025	-	Early
CONCORD RSL CLUB SENIORS HOUSING	Concord	Self Care Housing Units/Community facilities	Seniors living	Community	\$27.5	2026	110	Possible
WENTWORTH HOTEL	Homebush West	Hotel	Visitor Accommodation	-	\$25.0	2024	-	Firm
BUSHILLS FACTORY DEVELOPMENT SITE	Concord	Apartments/Townhouses/Commercial	Residential	Mixed use	\$20.0	2028	535	Early

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Project title	Location	Type	Primary use	Secondary uses	Estimated Value (\$m)	Estimated Completion	Residential Units	Status
5 & 11/5 BERTRAM STREET & TENNYSON ROAD APARTMENTS	Mortlake	Apartments	Residential	-	\$19.2	2027	50	Possible
TENNYSON ROAD APARTMENTS	Mortlake	Apartments	Residential	-	\$18.3	2024	36	Deferred
WOOLWORTHS SUPERMARKET	North Strathfield	Supermarket	Retail	-	\$17.2	2025	-	Possible
WENTWORTH POINT BOATHOUSE	Wentworth Point	Club	Entertainment	-	\$16.4	2024	-	Possible
140 TENNYSON ROAD APARTMENTS MADE PROPERTY GROUP	Mortlake	Apartments	Residential	-	\$16.3	2025	20	Possible
SYDNEY OLYMPIC PARK DEVELOPMENT SITE - SITE 2	Sydney Olympic Park	Commercial/Hotel/Service Apartments	Commercial	Mixed Use, Visitor accommodation	\$15.0	2024	-	Possible
HERBERT ST APARTMENTS	Mortlake	Apartments	Residential	-	\$13.8	2024	24	Commenced
PARRAMATTA ROAD MIXED DEVELOPMENT	Homebush	Apartments/Retail	Residential	-	\$12.2	2024	40	Possible
SHORT STREET UNITS	Homebush	Apartments	Residential	-	\$10.3	-	40	No further info available
HILLCREST STREET DEVELOPMENT SITE	Homebush	Residential	Residential	-	\$10.0	-	-	No further info available
DEROWIE AVENUE APARTMENTS	Homebush	Apartments	Residential	-	\$9.9	2025	40	Possible
MCILWAINE PARK RIVER ACTIVATION PROJECT	Rhodes	Civil works	Infrastructure	-	\$6.9	2022	-	Firm
REDLEAF MANOR AGED CARE	Concord	Aged care	Seniors living	-	\$6.3	2024	-	Deferred
72-74 CONSETT STREET - TOWNHOUSES	Concord West	Townhouses	Residential	-	\$5.5	2024	20	Possible
PRINCESS AVENUE TOWNHOUSES	North Strathfield	Townhouses	Residential	-	\$5.1	2027	10	Deferred
WHARF TRANSPORT ACCESS PROGRAM - RHODES	Rhodes	Wharf	Infrastructure	-	\$5.0	2024	-	Possible

Source: Cordill Connect

Note: Includes projects with an estimated value of \$5 million and over only. Project values are an estimate and figures of \$200 million typically indicate lower bound estimate of total project value

5.3 Implications for proposed development

The above competitive context indicates that the local area is transitioning towards medium and higher density residential uses and away from legacy uses such as industrial. Residential projects are the primary development use being delivered within the local area, with many also including a small component of commercial or retail space to provide additional amenity.

Within this context, the proposed development is well suited to respond to the continued growth and evolution of Concord West and the surrounding local area as a growing residential and mixed use community. The existing industrial zoning and business operation, no longer represents the most appropriate use of the land, particularly given the size of the Subject Site, and the strategic location (immediately adjacent to the Concord West Station). The Subject Site represents a unique opportunity to support a contemporary, mixed-use community that will integrate with the surrounding area and help to reposition the overall precinct for long term appeal and activation.

6.0 Market Assessment

This chapter provides an assessment of the types of uses proposed to be delivered as part of the development including residential, retail and other community uses. This chapter considers the demand for these uses, the suitability of the Subject Site and the likely implications of the proposed development, to assist with evaluating any potential impacts.

Key findings:

- **Residential.** There is a demonstrated need for residential uses within the 1km Study Area, with strong demand for residential living in the locality as indicated by house and unit prices relative to the Greater Sydney benchmark. The Subject Site represents a logical location for residential development providing a range of attributes suitable for high density residential, including access to public transport infrastructure, access to key employment centres and proximity to retail facilities and a range of amenities.
- **Retail.** Demand for additional retail floorspace will continue as Concord West grows over time. A market potential analysis conducted by LocationIQ (April 2022) identified that that between 2,000m² – 3,000m² of retail floorspace could be provided, incorporating an anchor tenant, specialty retail and food and beverage. An additional provision of non-retail uses (i.e., medical centre, gym) could also be supported at the Subject Site, resulting in a total offer of 4,000m² – 5,000m².
- **Other uses.** Other non-retail uses, such as a childcare, gym and community facilities, would enhance the level of amenity at the Subject Site by supporting the retail offer and helping to generate the destination appeal and convenience focus for the community.
- **Implications for the proposed development.** The Subject Site represents a unique opportunity to deliver a contemporary mixed-use community that will integrate with the surrounding area and help to position the overall precinct for long term success through enhanced activation and appeal.

6.1 Residential assessment

The proposed development currently plans to include a provision of 716 resident apartments with a total of 75,460m² of residential GFA. A review of key residential trends and site attributes is considered in this sub-section.

6.1.1 Residential market trends

Residential pricing trends

Aligned to the national housing market performance, house and unit prices in Concord West have increased in recent years. Current 2022 figures do not represent a full year, however, suggest a stabilisation in prices. More recent data suggests downward pressure on prices as a result of recent interest rate increases. In 2021 (the last full year of data), the median house price in Concord West was \$2.5 million, while the median unit price was \$1.5 million. Since 2011, the median house price has increased by +\$1.5 million at an average annual growth rate of 9.6%. While the median unit price has increased by \$435,000 over the same period and has experienced a larger average annual growth rate of 10.7% over the same period.

Both house and unit prices within Concord West have outperformed house and price units in both the Canada Bay LGA and Greater Sydney. In 2021, house and unit prices were more than double the Greater Sydney benchmark. The relative performance of prices in Concord West indicates strong demand from residents who want to live within the local area. The Subject Site is well placed to satisfy some of this demand, leveraging its strong locational factors and the appeal of Concord West more broadly.

In 2022, house and unit prices in Concord West have underperformed relative to the Greater Sydney benchmark, with the median unit price declining due to short-term factors. Since May 2022, the Reserve Bank of Australia has begun a period of increasing interest rates which has had a direct effect on house and unit prices across Australia. Looking through the short-term cyclical factors, it is likely that unit prices within Concord West will continue their long-term trend of outperforming the Greater Sydney median unit price benchmark.

In addition, strong price growth within the local area also adds pressure on the ability for the region to accommodate medium to lower income households including critical segments such as key workers. As such, housing diversity and affordability is a key consideration for all levels of government.

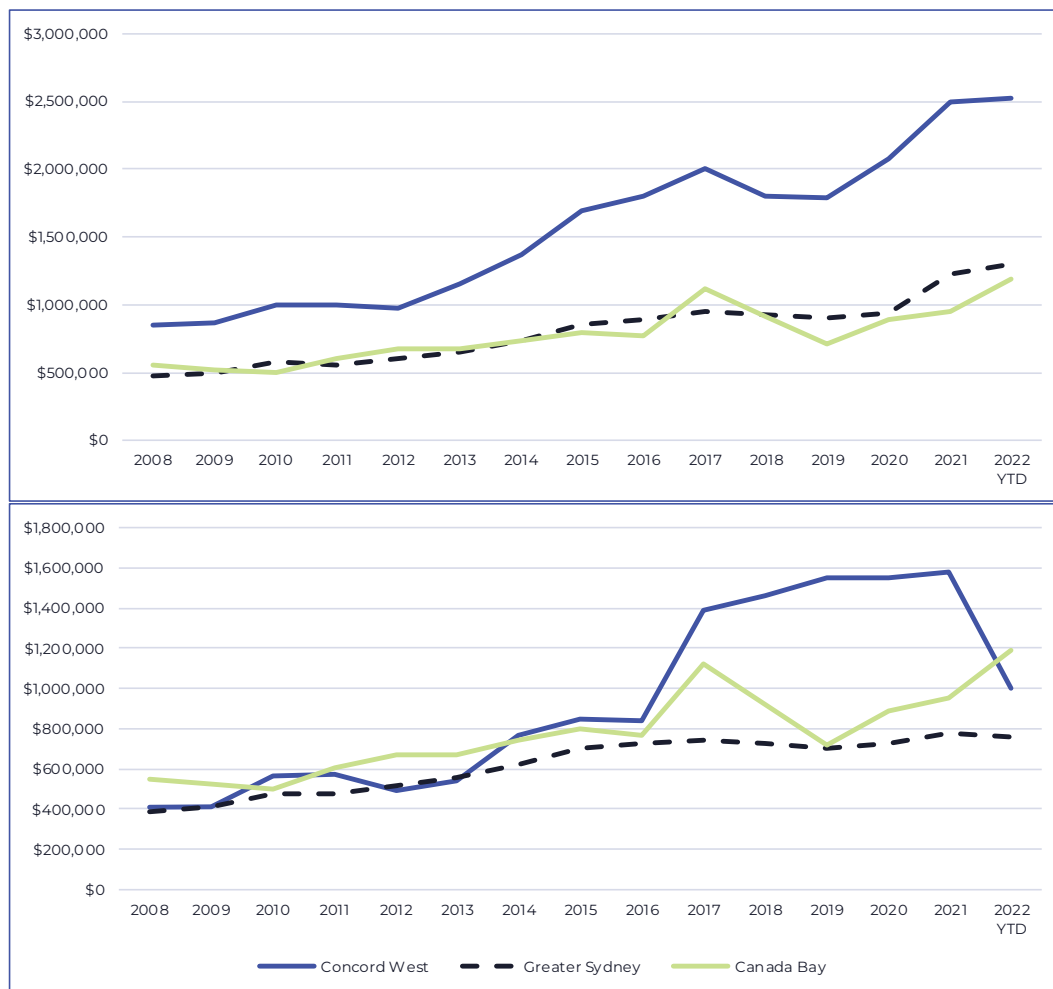


Figure 8 House and Unit Prices, 2008 to 2022 YTD

Source: Pricerfinder

Notes: Year to September 2022.

Housing suitability

Data from the 2021 Census provides a measure of housing utilisation for any particular area by comparing the number of bedrooms required (based on population) with the actual number of bedrooms provided in the dwelling. This measure considers factors such as number of residents within a household, their relationship with each other, their age and their sex.

Examination of this data for the Canada Bay LGA indicates that as at the 2021 Census there was a slight disparity between the number of bedrooms required against the actual number of bedrooms in dwellings. Results show that the majority of dwellings (65.8% or 22,030 dwellings) within the LGA have one or more spare bedrooms compared to the needs of the population present within the locality. Compared to the Greater Sydney average, Canada Bay LGA recorded a higher proportion of dwellings with one or two spare bedrooms. This may suggest a

need to deliver slightly smaller dwellings in order to better support affordability and housing diversity whilst also aligning with the needs of the population.

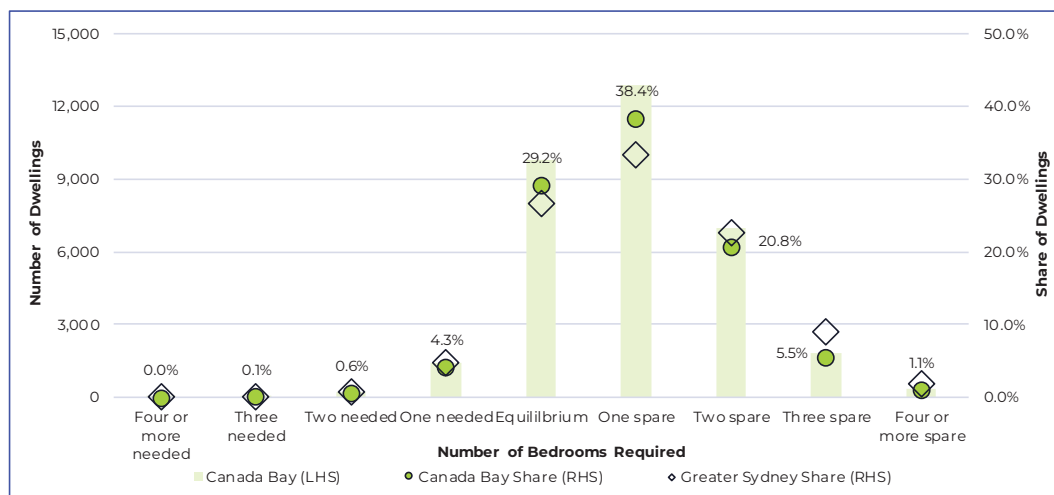


Figure 9 Housing Suitability, Number of Bedrooms Required, Canada Bay LGA, 2021

Source: ABS, 2021; Ethos Urban

Transit oriented development and higher density residential living

Greater Sydney is currently experiencing a rail infrastructure 'boom' with significant investment activity in new metro lines and light rail services. This includes the development of the Sydney Metro City and South lines, and the Sydney Metro West line from the Sydney CBD to Westmead. Significant transport investment can support a shift towards high density residential living in close proximity to these major transport nodes, with this encouraged as an appropriate way to support residential growth by leveraging public transportation services.

Delivery of high density developments has mostly taken the form of transit oriented developments (TOD) which seek to provide residential and other supporting uses in proximity to existing transport nodes or stations. This form of high density development is a strategic way to deliver housing within highly accessible locations that are walkable, supported by amenities and well connected to services and jobs.

The shift towards TOD and higher density living is evident in Greater Sydney when reviewing building approvals data. Since FY2017, medium and high density building approvals have been concentrated in urban renewal and established areas of the city that have good access to public infrastructure, employment nodes, retail facilities and other services – examples being in key station precincts such as Macquarie Park, St Leonards, Sydney Olympic Park, Burwood, Homebush, Rhodes, and Parramatta (see **Figure 10**). By contrast, low density approvals are overwhelmingly concentrated in future growth areas (such as the North West and South West Growth Areas) and on the urban fringe of Sydney.

The Committee for Sydney estimates that TOD projects could have the capacity to deliver up to 45% of total projected dwellings required in Sydney over the next two decades (Committee for Sydney, 2022, Rethinking Station Precincts). Key benefits of TOD include:

- Enhancing access to community and retail amenities, with train stations functioning as focal points for the community;
- More efficiently moving a large number of people around the city, with rail infrastructure more effectively able to move larger number of residents than other modes of travel such as buses and private vehicles;
- Reducing reliance on private vehicles and incentivising active and public transport modes of travel. In turn this will reduce the impact on traffic of additional residents in Greater Sydney;
- Better integrating train stations within the broader precinct; and
- Improving liveability by creating vibrant and active places.

In this context, the Subject Site represents a logical location for high density residential development which will result in a range of benefits, and is consistent with recent trends and government objectives.

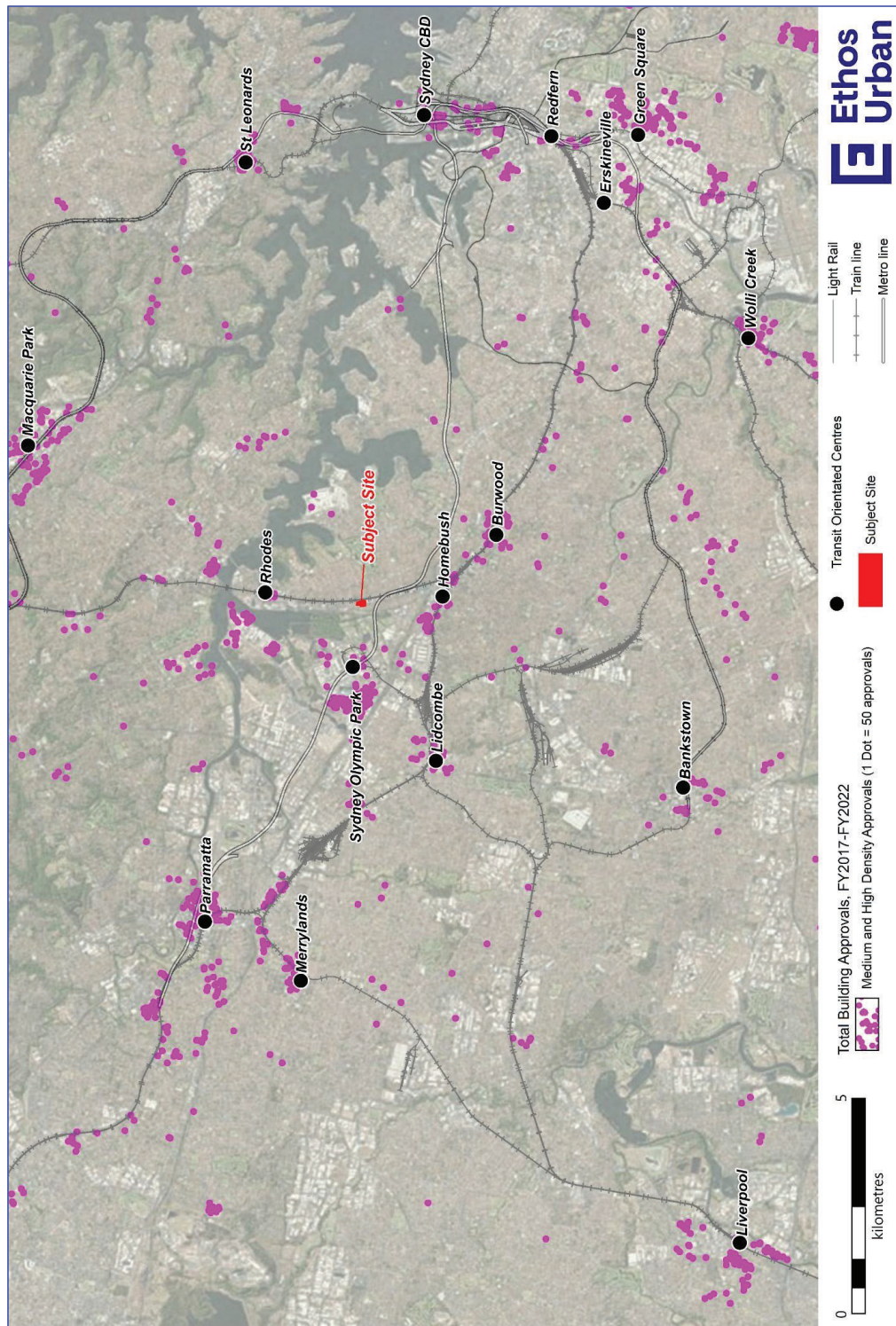


Figure 10 Indicative Location of Building Approvals, Annual Average, 2017 to 2021

Source: Ethos Urban using MapInfo, Bingmaps and ABS. Building Approvals data. Notes: Dots represent indicative location only. Data is based on SA1 geography.

6.1.2 Implications of residential uses

Strong population growth in the 3km Study Area is likely to drive increased demand for residential uses within Concord West. For example, population growth for the 3km Study Area is projected to be +24,760 residents by 2036. Assuming that average household sizes remain constant, this would imply housing need of an additional +10,320 dwellings by 2036. In this context, additional dwellings proposed under the indicative concept design would help support a small proportion of this population growth.

The Subject Site represents an ideal location to support high density residential development due to factors including:

- Walkability and access to public transport.
- Adjacent to retail facilities.
- Accessible to key employment centres such as Sydney CBD, Parramatta CBD and Macquarie Park.
- Close to education and health facilities.
- Adjacent to amenities such as community services.

The delivery of high density residential is well suited for inclusion in the proposed development due to its strong locational attributes, including being a high amenity area and the ability to support greater housing diversity and choice in a central, easily accessible site.

Importantly, the provision of high density residential at the Subject Site is well suited to supporting young professionals and workers. This also aligns with strategic policy drivers, including the provision of more diverse and affordable housing options for families. Moreover, the provision of residential development with ground floor retail adjacent to Concord West station will ensure a vibrant and active precinct, in line with the strategic objective of creating a *liveable, active and highly desirable city*.

6.2 Retail and other uses

The proposed development plans for around 7,590m² of non-residential floorspace, including retail uses which are proposed on the ground of the various buildings and along the new loop road near the station. The proposal would create a new civic precinct (the 'station precinct') focused along a new active spine and community plaza that will accommodate a range of non-residential uses (i.e.: retail, food and beverage, gym, health and childcare) that will activate the street level and public domain.



Figure 11 Retail Placement Under Proposed Development

Source: Group GSA

6.2.1 Retail trends

The context and drivers for retail development of all kinds has changed significantly over the past decade. The suburban indoor shopping centres that have proliferated since the 1950s – characterised by enclosed, climate controlled designs, large amounts of carparking and chain stores – are increasingly in competition with new forms of retail development that respond to fast-changing customer preferences and new technologies.

The rise of online shopping has led to shop vacancies on high streets and declining department store sales, while retailers and shopping centres are now placing increasing emphasis on the shopper experience, including improved food and beverage offerings, entertainment and services (such as health and education).

Society's fast paced lifestyle and flexible work and life arrangements means that modern consumers have more diverse preferences when it comes to retail experiences and shopping requirements. Consumers increasingly prefer a retail offer that enables or promotes:

- **24/7 shopping** - Consumers want the ability to be able to shop at times that are suitable and convenient for them. Working conditions and lifestyles have changed - consumers want to be able to shop early morning, during the day and late at night.
- **Walkability and accessibility** - Consumers, particularly those living in urban environments, prefer to shop locally at facilities that are easily accessible walking or by private car or public transport.
- **Range of products** - Consumers seek a broad range of products, at various levels of price and quality from a range of sources that can cater to a variety of tastes, cultural and ethnic preferences.
- **Shopping as an experience** - Retailers are increasingly responding to consumer demand for a great retail experience through an increased range of products, quality and integration with technology and services. Retailers are also looking to differentiate themselves by providing better experiences and offers that can attract consumers in highly competitive retail markets.
- **Shopping online** - Consumers have continued to embrace online shopping for retail goods, and its importance has been emphasised during the COVID-19 pandemic. Now, more than ever, a holistic retail network relies on an online presence and offer even for experienced based retail uses such as food, dining, entertainment and services.

For neighbourhood centres, such as Concord West it is critical to ensure that key locations deliver a convenience based retail offer that serve local residents, workers and visitors with high levels of amenity, quality and experience. These attributes and amenities help to deliver successful, attractive and vibrant local communities.

6.2.2 Capacity for additional retail uses

As Concord West and the surround area continues to grow, so too will demand for additional retail floorspace. A market potential assessment has been undertaken by LocationIQ in April 2022 to identify the retail floorspace potential at the Subject Site. The report identified that that between 2,000m² – 3,000m² of retail floorspace could be provided, incorporating an anchor tenant, specialty retail and food and beverage. In addition, supporting non-retail uses (i.e., medical centre, gym) could be provided suggesting that an overall centre of 4,000m² – 5,000m² could be supported at the Subject Site. The retail and non-retail offer would primarily be catering to the convenience based retail needs and community services for the local population. A breakdown of supportable retail uses is summarised as follows:

- **Majors and mini-majors** (including supermarket) – 1,900m² of supportable retail floorspace.
- **Retail specialities** (including food catering) – 900m²
- **Other uses** (e.g. Childcare, medical centre, and a gym) 1,600m²

The LocationIQ report found other non-retail uses would also be supportable and enhance the overall appeal and offer at the Subject Site. For example, co-locating childcare facilities with retail and other non-retail facilities would increase the destination appeal and level of activation at the site.

Convenience based retail and non-retail uses, as outlined above, would be well suited to the proposed development. These would serve the day-to-day and convenience retail needs of the existing and future residential population in the immediate community. Higher order retail needs for the community will continue to be provided by larger retail centres in the surrounding area including Rhodes Waterside and Westfield Burwood, with these centres regularly visited.

An additional +3,810 residents projected within the 1km Study Area by 2036 will generate additional retail expenditure each year. In addition, a convenience based retail offer as proposed, would be well suited to serve other customer segments such as local workers, and passing commuters and visitors.

Each of these customer segments would require access to a wide range of retail facilities including food (take-away and dining options), non-food (apparel, giftware, leisure, general retail stores) and services (hairdressers, dry cleaner, post-office etc.). While higher order retail requirements such as apparel needs are likely to be directed to major centres such as Rhodes Waterside, there will be substantial demand for food, services and convenience based retail within Concord West.

The Subject Site presents an ideal location for a critical mass of convenience based retail and community uses. These would activate the ground floor plane at the edges and in the heart of the proposed development, as well as integrated with Concord West Station. This would help to establish a vibrant 'gateway' to the residential community and mixed uses on the western side of the T9 Northern Line. An offer such as this also aligns with strategic government objectives that seek to create a liveable, active and highly desirable place to live.

6.3 Implications for proposed development

The size of the Subject Site, easily accessible location, and position adjacent to the train station, combine to support a range of viable uses including residential, retail and community facilities. The Subject Site provides a rare opportunity to deliver additional housing stock, employment opportunities and new community services all within a strategic and centrally located site.

Anticipated population growth within the 1km Study Area would support demand for a wide range of uses including those proposed at the Subject Site.

The existing industrial zoning and business operation, no longer represents the most appropriate use of the land, particularly given the size of the site, and the strategic location - immediately adjacent to the Concord West Station. The Subject Site represents a unique opportunity to support a contemporary mixed-use community that will integrate with the surrounding area and help to position the overall precinct for long term success.

Rezoning the Subject Site to accommodate these residential and retail uses is in line with the strategic objective of creating a *liveable, active and highly desirable city* and the strategic importance of the Subject Site was recognised in the Concord West Socio Economic Study (2013) (which has also informed the LSPS):

'By 2021 and depended on the intentions of Westpac and the nature of uses surrounding the site, it may be appropriate for 1 King Street to be rezoned to residential to maximise its geographic merits and consolidated scale to create a notable quantum of additional housing in a highly accessible location'

Furthermore, the proposed density and mix of uses will assist in achieving the vision of the PRCUTS which has the ultimate aim to *'deliver a high quality, multi-use corridor with improved transport choices, better amenity, and balanced growth of housing and jobs'*.

7.0 Economic Impacts

This chapter provides an assessment of the economic impacts (including benefits) likely to occur as a result of the proposed development. Impacts are considered with regard to the local and regional context, and through the construction and operational phases of the project.

Key findings:

- Concord West is a local centre that has been experiencing a period of transition towards medium and high density residential uses. As Concord West continues to grow it will accommodate a substantial increase in both the local resident and worker population. Significant investment is required to accommodate this growth, including uses proposed at the Subject Site that will help to service this local community need.
- The existing industrial zoning and business operation, no longer represents the most appropriate use of the land, particularly given the size of the site, and the strategic location - immediately adjacent to the Concord West Station within a growing mixed use and residential community.
- Reflecting the scale and mix of uses, the growth outlook and competitive context, the proposed development will not impact on the ongoing viability or continued operation of any existing or proposed residential, retail or other community use. Rather, the proposed development would support the evolution of Concord West and strengthen the local centre as an attractive, vibrant community.
- It is estimated that the capital investment required to realise the proposed development will be in the order of \$344.7 million. This investment would help to stimulate activity in Concord West and the local area.
- Furthermore, the construction phase is expected to directly support employment of 460 job-years and deliver a direct value-add to the economy of \$74.5 million. When the multipliers are taken into account, total state-wide economic effects over the construction program are forecast to be: employment of 1,970 job-years and a total direct value-add to the economy of \$283.7 million.
- During the operational phase, the proposed development is expected to deliver the following (direct) benefits: FTE employment of ongoing 250 jobs and direct value-add to the economy of \$24.9 million per annum. When the multipliers are taken into account, total ongoing economy-wide effects are estimated at: FTE employment of 380 job-years and a total direct value-add to the economy of \$39.9 million per annum.
- The Subject Site provides a rare opportunity to deliver additional housing stock, employment opportunities and new retail and community services all within a strategic and centrally located site. The proposal has the potential to result in a number of economic and community benefits through the strategic development of the site, with benefits including additional housing supply, offering increased choice and affordability, improved lifestyle and amenity, and additional community infrastructure and services.
- The proposed development will result in a net community and economic benefit, with any impacts likely to be limited, and short term only, with all existing uses to benefit from continued market growth. The existing community will benefit from improved connectivity, activation, housing and employment opportunities as well as overall economic and market growth that is likely to be enhanced in the medium to long term as a result of the project.

7.1 Methodology

In order to address the potential economic impacts likely to result from the project, this economic impact assessment considers:

Demand for the development, as outlined in including for key uses:

- Residential apartments; and
- Retail and community floorspace.

Economic impacts (including benefits) from the proposed development including:

- Impact on nearby facilities
- Construction and ongoing employment generation (direct and multiplier);
- Increased value-added output;
- Additional expenditure generated by the project; and

- Improved benefits to the surrounding community

7.2 Market demand for the project

As outlined throughout this assessment, as Concord West and the surrounding 3km Study Area continue to grow, the local area will accommodate a substantial increase in the local resident population. Population projections indicate growth within the defined study areas is as follows:

- 1km Study Area: +3,810 local residents over the period to 2036
- 3km Study Area: +25,760 local residents over the period to 2036.

In addition, there will also be growth in local workers and local visitors, reflecting the appeal of open spaces and recreational facilities within the local area.

The proposed development is ideally positioned to satisfy a proportion of this future residential market demand, and in the process, help to support the continued growth and evolution of Concord West and the local area.

Proposed retail and community uses at the proposed development are planned to be a smaller component of the overall project and will be ancillary in nature, supporting additional residents, workers and visitors at the Subject Site and local area. These uses will encourage a vibrant, attractive destination for a range of customer segments.

The proposed apartments will provide a high quality, contemporary mixed use development within a highly accessible location, adjacent to Concord West Station and in proximity to the future North Strathfield Metro West.

7.3 Economic Impacts

7.3.1 Residential

A provision of 75,460m² of residential floorspace is currently planned as part of the proposed development. Based on the current concept plan, the development may support 716 dwellings and assuming an average household size of 2.4 persons per dwelling, the development of the site may accommodate an estimated 1,720 residents at full occupancy.

This level of residential population would account for approximately 45.1% of projected residential growth in the defined 1km Study Area (of +3,810) over the period to 2036. There is strong demand to live within Concord West, as both house and unit prices within Concord West have outperformed house and price units in both the Canada Bay LGA and Greater Sydney. In 2021, house and unit prices were more than double the Greater Sydney benchmark (see Chapter 6.0 Market Assessment). In this sense, the relatively high share of future residential requirements is likely driven by lack of residential investment opportunities within the 1km Study Area.

Within the 3km Study Area this level of resident population would account for only 6.9% of projected residential growth. As such, the proposed provision of residential floorspace would represent only a proportion of future residential requirements within the 3km Study Area and therefore, the project would not impact on the ongoing viability or continued operation of any residential facility.

The Subject Site provides a rare opportunity to deliver additional housing stock, employment opportunities and new community services all within a strategic and centrally located site. The Subject Site represents an ideal location to support high density residential development due to factors including:

- Single ownership and large lot size
- Walkability and access to public transport
- Provision of retail facilities
- Accessible to key employment centres of Sydney CBD and Parramatta CBD
- Close to education and health facilities
- Adjacent to amenities such as community services.

The proposed residential component of the proposed development would help to provide much needed housing diversity and supply in an easily accessible location, ensuring housing is available across a range of price points within Concord West. Furthermore, apartments that are proposed would enhance the provision of smaller dwellings available within Canada Bay LGA, better align with the needs of the population, which demonstrate additional spare rooms at dwellings currently. The proposed residential uses at the Subject Site will facilitate a highly walkable neighbourhood precinct that can cater to a diverse range of age groups, including young professionals, young families and older so-called 'downsizers'.

The proposal will only account for a proportion of future residential demand, and as such, will not impact on the ongoing viability or continued operation of any existing or future residential facility, with a significant proportion of residential demand projected. The proposed development represents an ideal position for residential uses that will complement, rather than compete with, the residential offer in the local area. The proposal will result in an overall net gain to the community through the provision of additional housing diversity supporting growth targets and improving housing affordability for segments of the population, such as key workers.

7.3.2 Retail and other uses

The proposed development plans for around 7,690m² of retail space on the street level and along the new loop road near the station to create an activated public domain within the Subject Site. As a minor component of the proposed development, the provision of retail floorspace will be largely ancillary in nature and support activation of the site, enhancing the amenity and vibrancy for the overall community.

Overall, the retail component of the proposed development will be complementary to the existing and future retail hierarchy and will not compete with other convenience based retail centres that will continue to serve their immediate local population. Further, the small, convenience based offer will mean that the proposal will detract from the ongoing operation or viability of the larger, higher order retail centres in the surrounding area. The retail component is convenience based, and will be well located to service day-to-day and convenience needs of the immediate population only. The existing and future population will continue to travel regularly to larger retail centres such as Rhodes Waterside, DFO Homebush, and Westfield Burwood. Any impact will be limited and in the short term only.

Market potential analysis completed by LocationIQ found that report identified that that a centre of 4,000m² – 5,000m² could be supported at the Subject Site, potentially including a small supermarket anchor tenant. Furthermore, a key finding of the report was that impacts to surrounding retail facilities was expected to be minimal with the LocationIQ report stating:

“...the proposed Concord West mixed-use development will service the growing population in the local area, as well as commuters using the station. There are limited relevant competing retail facilities provided within the immediate area.” (LocationIQ, market potential assessment, April 2022)

Other uses, such as childcare and community facilities will assist in enhancing the destination appeal of the retail offer and will assist in providing a convenient place for local residents and visitors. Overall, retail centres within the area will stand to benefit from ongoing investment and continued market growth in the future as the population increases..

7.4 Economic Benefits

Economic impacts (benefits) associated with the proposed development have been prepared with input-output modelling undertaken with reference and compliance to best-practice guidelines.

Input-output tables are a ‘map’ of the economy that track the flow of products, services, and payments through the many industries, households, government organisations and foreign transactions that make up the Australian economy.

Every industry requires inputs from many other industries, plus the inputs of workers and machinery and equipment to produce output. Input-output modelling uses averages derived from the ABS Input Output Tables to estimate the impact on all industries when one industry expands its production. The modelling used in this report is based on the 2018/19 ABS National Accounts release.

As with all economic models input-output models include a number of limitations, which include the following inherent assumptions: unlimited supplies of all resources including labour and capital, prices remaining constant, technology is fixed in all industries, and import shares are fixed.

Having regard for these limitations, the modelling used for the purposes of this assessment applies the **Simple Multiplier effect measure**. The Simple Multiplier effects measure estimates the expansion of other industries required to support the initial (direct) increase in the original industry; and does not include the additional impacts of extra wages and employment income being spent across the economy (spill-over effects).

Use of the **Simple Multiplier effect measure** is in-line with best practice industry standards and reflects a conservative position. Results from the modelling should be interpreted as indicative of the potential impact the project will have on the Australian economy. The modelling provides estimates of the following economic benefits as a result of the project:

- **Construction Employment** - direct construction job-years supported by construction of the development and indirect job-years supported across all other industries over the construction period.
'Job-years' is defined as the number of full-time equivalent (FTE) jobs supported over the construction period. i.e. if construction is over 10 years, 100 job-years is equivalent to 10 FTE jobs per year. Only applies to construction employment.
- **Ongoing Employment** - direct and indirect FTE jobs supported by the ongoing operation of the project annually.
- **Value Added** - direct and indirect value added generated during the construction and operational phase of the project.
Value Added is defined as the wages, salaries and supplements plus gross operating surplus (income earned by businesses) required in producing the extra output (construction investment and operating output/turnover). This represents the standard measure of economic contribution, that is, the increase in economic activity as measured by gross domestic product (GDP).

Estimates of the economic benefits of the proposed development will be realised across the national economy, given the scale and diversity of the New South Wales economy, a large proportion of these benefits will be realised in the local and regional areas. The benefits have been prepared for:

- **Construction Phase:** Economic activity during the construction phase of the project which will be spread across the construction program.
- **Operational Phase:** Ongoing economic activity once the project is completed

7.4.1 Construction phase

It is estimated the direct capital investment required to realise the proposed development will be in the order of \$344.7 million. This estimate is based on information provided by Bilbergia.

With an estimated \$344.7 million of direct Capital Investment Value (excludes non-direct costs including contingency and escalations, preliminaries, margin, and professional fees), the construction phase is expected to directly support employment of 460 job-years and deliver a direct value-add to the economy of \$74.5.

When the multipliers are taken into account, total state wide economy effects over the construction program are forecast to be: employment of 1,970 job-years and a total direct value-add to the economy of \$283.7 million.

Table 8 Construction Phase Economic Benefits (\$2022/23)

Measure	Construction Phase (spread over construction period)		
	Direct	Indirect	Total
Employment (job-years)	460	1,510	1,970
Value Added (\$M)	\$74.5	\$209.3	\$283.7

Source: Ethos Urban analysis utilising data from ABS, National Accounts 2020/21; ABS, Consumer Price Index

Note: *Job-years: Number of FTE jobs supported over the construction period. i.e. if construction is over 10 years, 100 job-years is equivalent to 10 FTE jobs per year.

7.4.2 Operational phase

Economic impacts associated with the operation of the proposed development once complete and fully occupied, have been based on supportable employment estimates for the various uses incorporated in the indicative concept design. These estimates have been prepared with reference to relevant industry benchmarks including the City of Sydney Floor Space and Employment Survey 2017 and Ethos Urban estimates, and include the following:

- Retail: 1 worker for every 30.2m² of retail floorspace.

Based on the above, on completion of the proposed development, the operational phase is expected to deliver the following (direct) benefits: FTE employment of ongoing 250 jobs and direct value-add to the economy of \$24.9 million per annum.

When the multipliers are taken into account, total ongoing economy-wide effects are estimated at: FTE employment of 380 jobs supported and a total direct value-add to the economy of \$39.9 million per annum.

These additional jobs will assist with strategic objectives for Parramatta, including meeting employment targets for Parramatta CBD and reinforcing Parramatta's role and function as Sydney's Central City.

Table 9 Construction Phase Economic Benefits (\$2022/23)

Measure	Operational Phase (annual)		
	Direct	Indirect	Total
Employment (FTE)	250	130	380
Value Added (\$M)	\$24.9	\$15.0	\$39.9

Source: Ethos Urban analysis utilising data from ABS, National Accounts 2020/21; ABS, Consumer Price Index

7.5 Increased resident expenditure

Once complete and fully occupied, the development will accommodate additional residential population on site. This resident population would support an increase in retail expenditure that will be directed to local businesses.

Based on the concept plan, the development will support 716 dwellings. Assuming an average household size of 2.4 persons per dwelling, the development of the site could support an estimated 1,720 residents at full occupancy.

A review of retail expenditure per capita by residents within the 1km Study Area is in the order of \$15,930 each year on average. Accordingly, with 1,720 new residents at the site, a total of \$27.4million in additional retail expenditure could be generated each year (see **Table 10**). This would include spending on food, liquor and groceries, food catering, non-food items and services. This additional retail expenditure will support existing and proposed retail facilities both at the site and within the surrounding area.

Table 10 Estimated Resident Retail Expenditure at Full Occupancy

Measure	Value
Estimated number of new residents	1,720
Per capita retail expenditure on local retail per annum (\$)	\$15,930
Increase in expenditure on local retail per annum (\$)	\$27.4 million

Source: Market info, Ethos Urban

7.6 Other benefits

The proposed development will deliver an array of economic benefits to the local and regional community. In particular, the proposed development will deliver quality residential housing as well as retail and community uses within an integrated and contemporary mixed use community.

The Subject Site provides a rare opportunity to deliver additional housing stock, employment opportunities and new community services all within a strategic and centrally located site with high amenity and that is close to employment and transport.

A summary of key benefits, and other economic considerations, that the proposed development is likely to produce include:

- Increasing housing diversity and improving choice through the proposed 716 apartments which will support the delivery of new housing opportunities and price points within proximity to transport infrastructure and retail amenity. Future residents of the Subject Site will easily be able to access Sydney's key employment centres (e.g. Sydney CBD and Parramatta CBD, Macquarie Park, Sydney Olympic Park) as well as social and community infrastructure. This access aligns with the high share of residents working in white collar occupations.
- Providing a catalyst for economic growth, through stimulating investment, construction and business activity by way of a \$344.7 million direct investment.
- Delivering increased employment opportunities and flow-on economic activity both during construction and on an ongoing basis once operational.
- Supporting local business opportunities through increased activity associated with increased visitation from additional future residents at the Subject Site. These customers will support additional activity and retail expenditure throughout the local area, enhancing local employment and business opportunities during weekdays and also after-hours and on weekends.
- Revitalising an underutilised site, with the existing industrial zoning and business operation, no longer represents the most appropriate use of the land, particularly given the size of the site, and the strategic location.
- Improve public amenity and access through the provision of additional open space, community uses and an active ground floor plan providing a range of publicly accessible retail and community uses.
- Support the aspiration for 30-minute cities by providing employment and residential uses alongside public transport and complementary retail facilities, all within a strategic and easily accessible location.
- Aligning to the principles of transit orientated developments to create a walkable, mixed-use neighbourhood.
- Indirect benefits also extend to uplift in land values in the area that are likely to result from the delivery of the project. This increase in values will be able to help support the delivery of a range of community and social infrastructure that will benefit the local area. While infrastructure contributions resulting from the site will be subject to discussions and agreement with Council and other stakeholders. It is anticipated that there will be a range of economic benefits to the local area as a result of these arrangements.

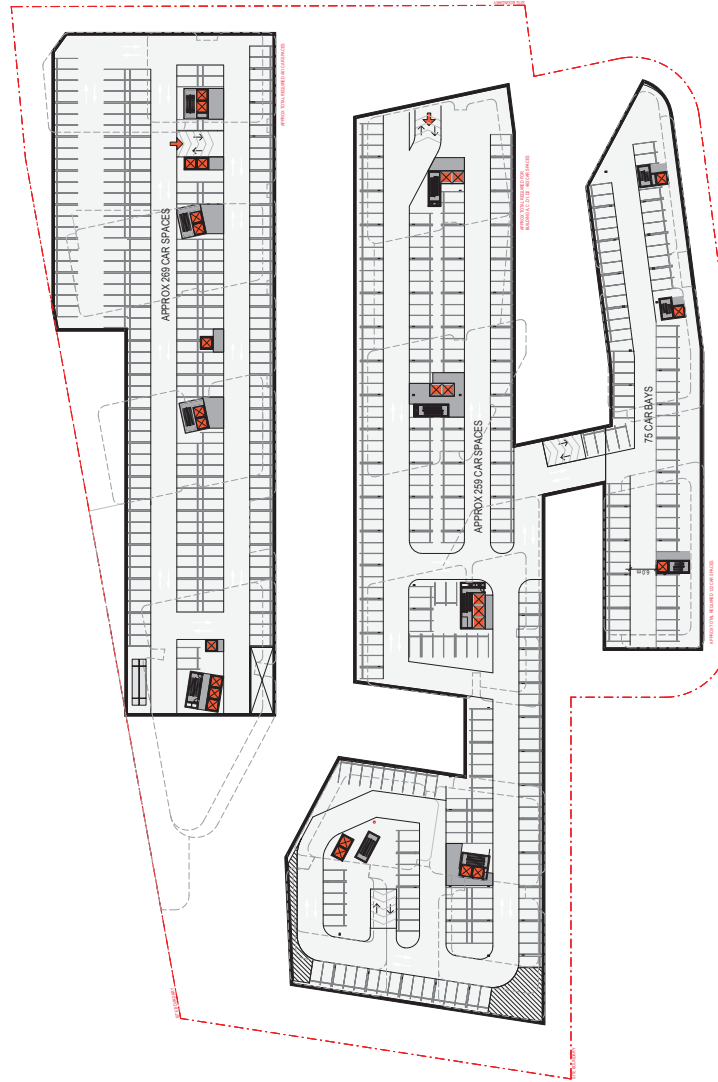
7.7 Summary of impacts and mitigation measures

Overall, the proposed development will generate a number of economic benefits that will support and enhance the local Concord West economy.

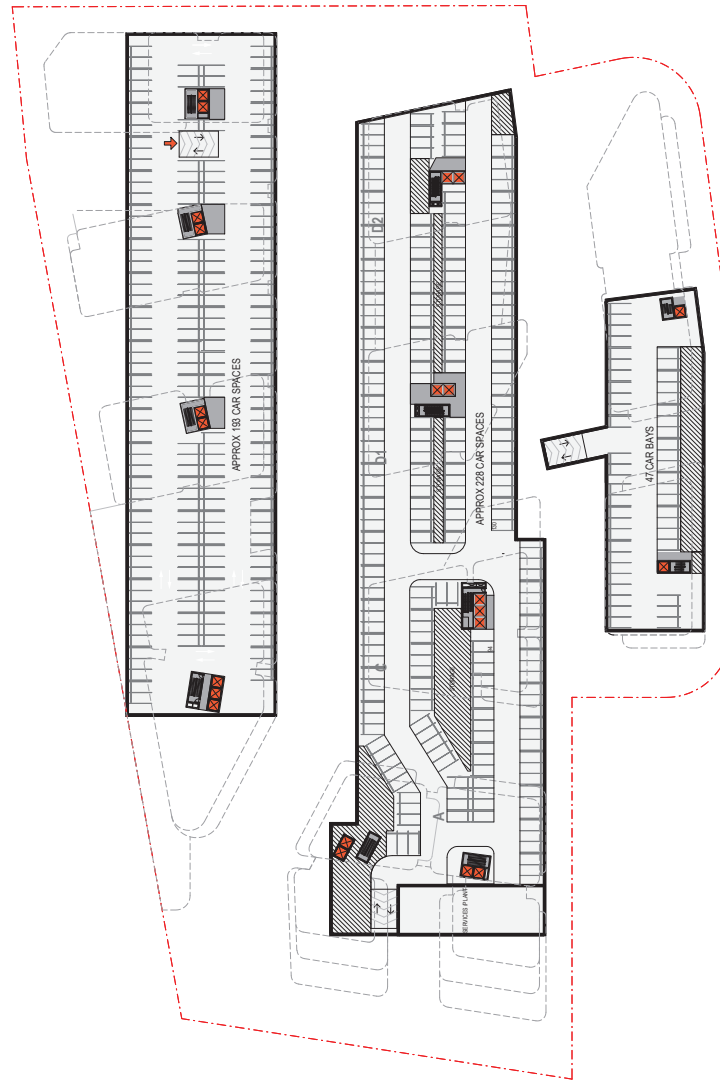
During the construction phase of the proposed development there is expected to be temporary disruption to local businesses. Local businesses are likely to be impacted during the construction stage as a result of negative impacts associated with noise, access and overall amenity.

However, despite the temporary impacts during the construction stage, these businesses stand to benefit over the medium to longer term once the project is complete; as visitation, activation and expenditure will all increase as a result of the project. As a result, mitigation measures from an economic perspective are likely to be required in the short term only, and relate to ensuring minimal disruption to access and typical business operation during the construction stage of the project.

ATTACHMENT E



PARTICIPANTS			
NO	NO	NO	NO
1	1	1	1
1	1	1	1
1	1	1	1



1 BASEMENT 2
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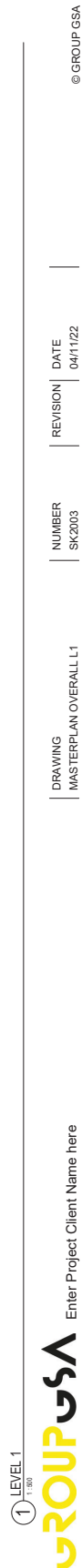
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BASEMENT 2

NUMBER
SK2000

REVISION
DATE
04/11/22

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REVISION | DATE
04/11/22

NUMBER | SK2004

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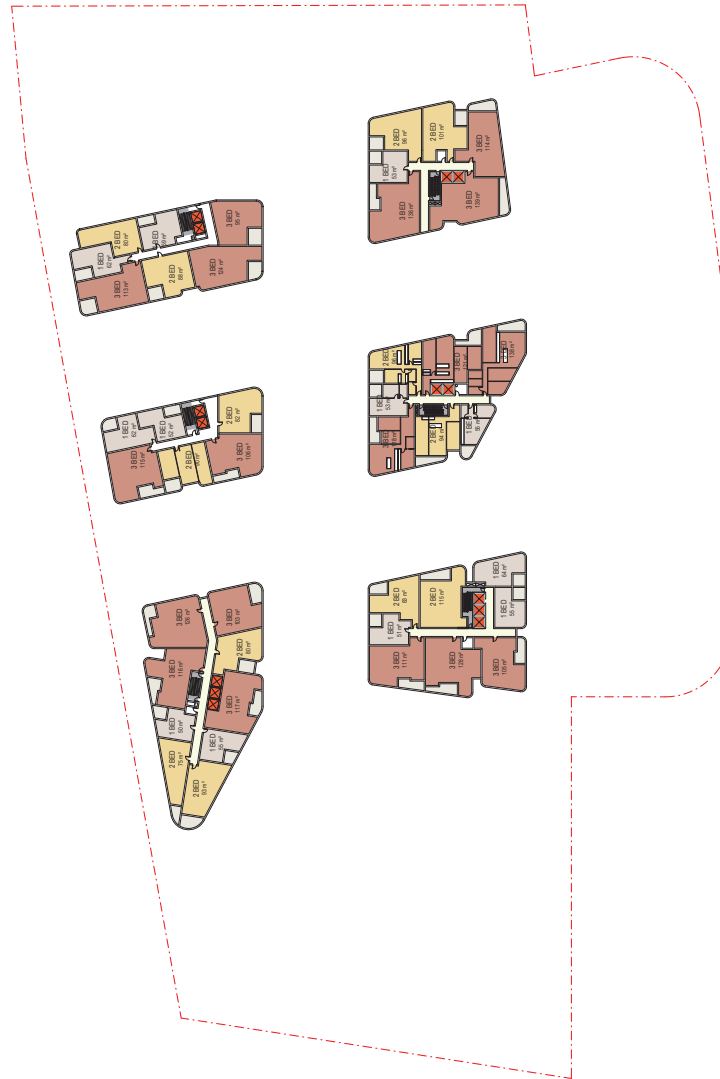
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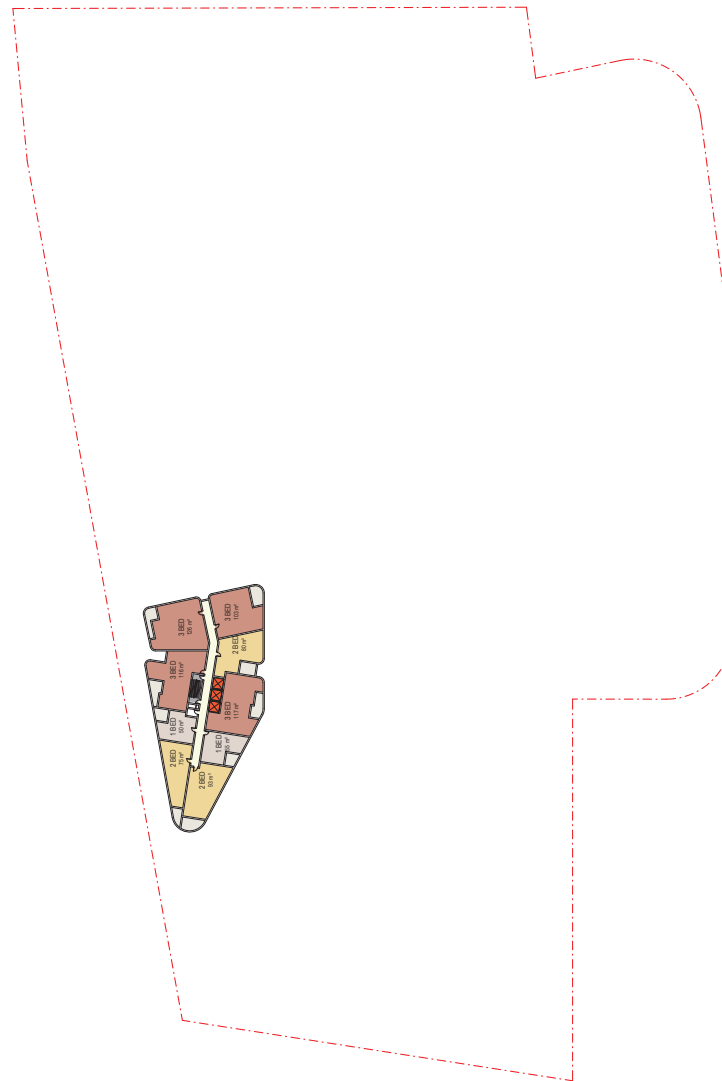
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MASTERPLAN OVERALL L10-11 (BLD B1)	SK2012

REVISION	DATE
	04/11/22

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Title: Area schedule
Date: 30.11.22
Revision: F

BLOCK A										
	Floor to floor	RL	GBA	GFA - COMMERCIAL	GFA - RESIDENTIAL	NSA - RESIDENTIAL	1 BED	2 BED	3 BED	TOTAL UNITS
Base 02			1823		25					
Base 01			3573		25					
GF	4	8.9	2915	649	1289	902	1	3	4	8
L1	3.1	12.9	2550		2092	1847	4	14	7	20
L2	3.1	16	2105		1720	1536	2	7	7	16
L3	3.1	19.1	2105		1720	1536	2	7	7	16
L4	3.1	22.2	1645		1315	1141	6	5	3	14
L5	3.1	25.3	1645		1315	1141	6	5	3	14
L6	3.1	28.4	1037		790	694	1	3	3	7
L7	3.1	31.5	476		353	308	1	3	0	4
L8	3.1	34.6	476		363	346	1	3	0	4
								24	50	103
TOTAL:			20350	649	11007	9451		103		
MIX:							23%	49%	28%	
11656										

BUILDING B1										
	Floor to floor	RL	GBA	GFA - COMMERCIAL	GFA - RESIDENTIAL	NSA - RESIDENTIAL	1 BED	2 BED	3 BED	TOTAL UNITS
Base 02			5486		98					
Base 01			6634	116	10					
GF/MEZ			2967	3197	60	0				
L1	6	8.9	1333		919	821	2	2	5	9
L2	3.1	14.9	973		784	672	2	3	3	8
L3	3.1	18	1140		919	821	2	3	4	9
L4	3.1	21.1	1140		919	821	2	3	4	9
L5	3.1	24.2	1140		919	821	2	3	4	9
L6	3.1	27.3	1140		919	821	2	3	4	9
L7	3.1	30.4	1140		919	821	2	3	4	9
L8	3.1	33.5	1140		919	821	2	3	4	9
L9	3.1	36.6	1140		919	821	2	3	4	9
L10	3.1	39.7	1140		919	821	2	3	4	9
L11	3.1	42.8	1140		919	821	2	3	4	9
								22	32	44
SUB TOTAL:			27653	3313	10142	8882		98		
MIX:							22%	33%	45%	

BALCONY GFA

462

BALCONY GFA

462

BUILDING C										
	Floor to floor	RL	GBA	GFA - COMMERCIAL	GFA - RESIDENTIAL	NSA - RESIDENTIAL	1 BED	2 BED	3 BED	TOTAL UNITS
Base 02			5691		50					
Base 01			5846		50					
GF	4	8.9	1298	567	203	249	1	1	1	3
L1	3.1	12.9	1269		1011	905	2	2	4	8
L2	3.1	16	1269		1011	905	2	3	5	10
L3	3.1	19.1	1269		1011	905	2	3	5	10
L4	3.1	22.2	1019		804	718	3	2	3	8
L5	3.1	25.3	1019		804	718	3	2	3	8
L6	3.1	28.4	1019		804	718	3	2	3	8
L7	3.1	31.5	1019		804	718	3	2	3	8
L8	3.1	34.6	1019		804	718	3	2	3	8
L9	3.1	37.7	1019		804	718	3	2	3	8
L10	3.1	40.8	1019		804	718	3	2	3	8
							28	23	36	87
SUB TOTAL:			23765	567	9064	7990		87		
MIX:							32%	26%	41%	

[illegible]

SITE AREA	31340
TOTAL GFA EXCLUDING WINTER GARDENS	83050
FSR EXCLUDING WINTER GARDENS	2.65

TOTAL RETAIL	7589
TOTAL RESIDENTIAL (EXCL WINTER GARDENS)	75461
TOTAL GFA (EXCL WINTER GARDENS)	83050
UNITS TOTAL	716

Topography and Views

Situated at the southern end of the Rhodes Peninsula, the site is positioned to capture views to surrounding natural and urban features, overlooking its low-rise context.

Due to the site's proximity to nearby parklands, from ground level up to six storeys the adjacent Powells Creek and features of the ecological corridor are visible.

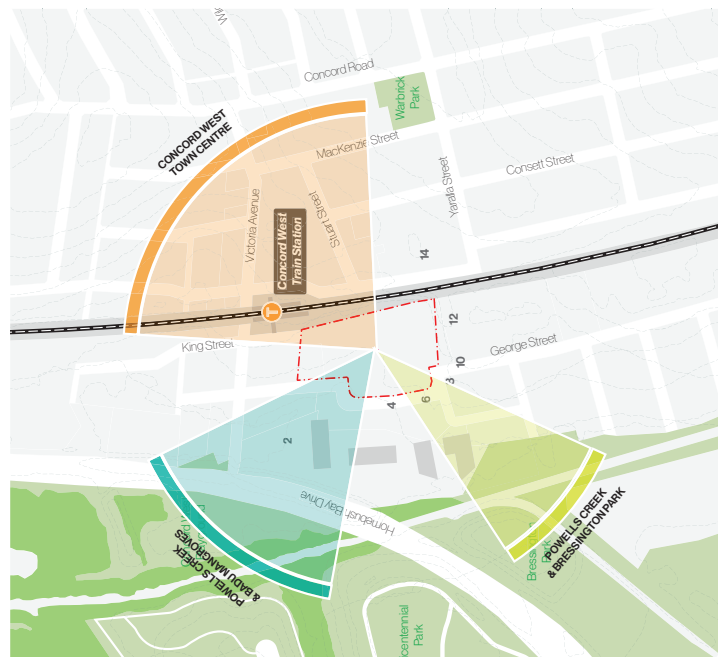
Above six storeys, development has the potential to access wide vistas, as this will extend above proposed built form within the site's vicinity.

Urban skylines including Rhodes, Olympic Park, and the Bakehouse Quarter are visible at high-rise, as well as Concord's residential areas.

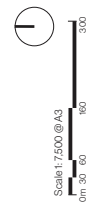
Views of the Powells Creek ecological corridor improve, and looking over the residential areas, views of the Parramatta River become apparent.

Situated next to the Powells Creek wetlands, there is a natural topographic decline in a westerly direction, with Concord West located along a ridge line.

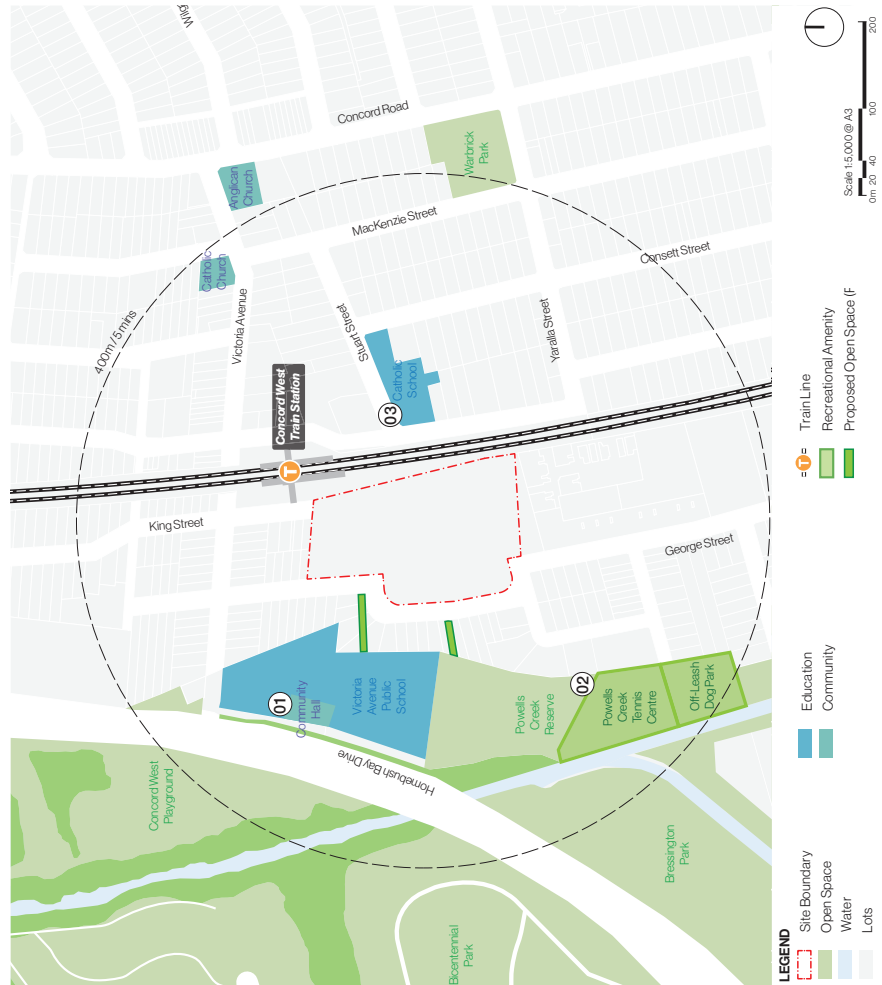
Low-Rise (1-6 Storeys)



High-Rise (>6 Storeys)



GROUP 3A



Social and Cultural Infrastructure

To support the site's primarily residential character, there are a number of community oriented spaces, recreational areas and schools.

Recreational spaces within proximity of the site that cater towards the communities are found to the south-west, including the Powells Creek Tennis Centre and adjacent off-leash dog park, which function as active amenities, rather than passive open space.

Victoria Avenue Public School and the St Ambrose Catholic School to the site's east are some of the suburb's only educational centres, with other public schools of a similar size located out of walking distance.

There is a small community hall in the Victoria Avenue Public School which functions as a community centre and leaseable venue.

There are two religious centres within walking distance of the site, a Catholic church and an Anglican church on the eastern side of the rail line.

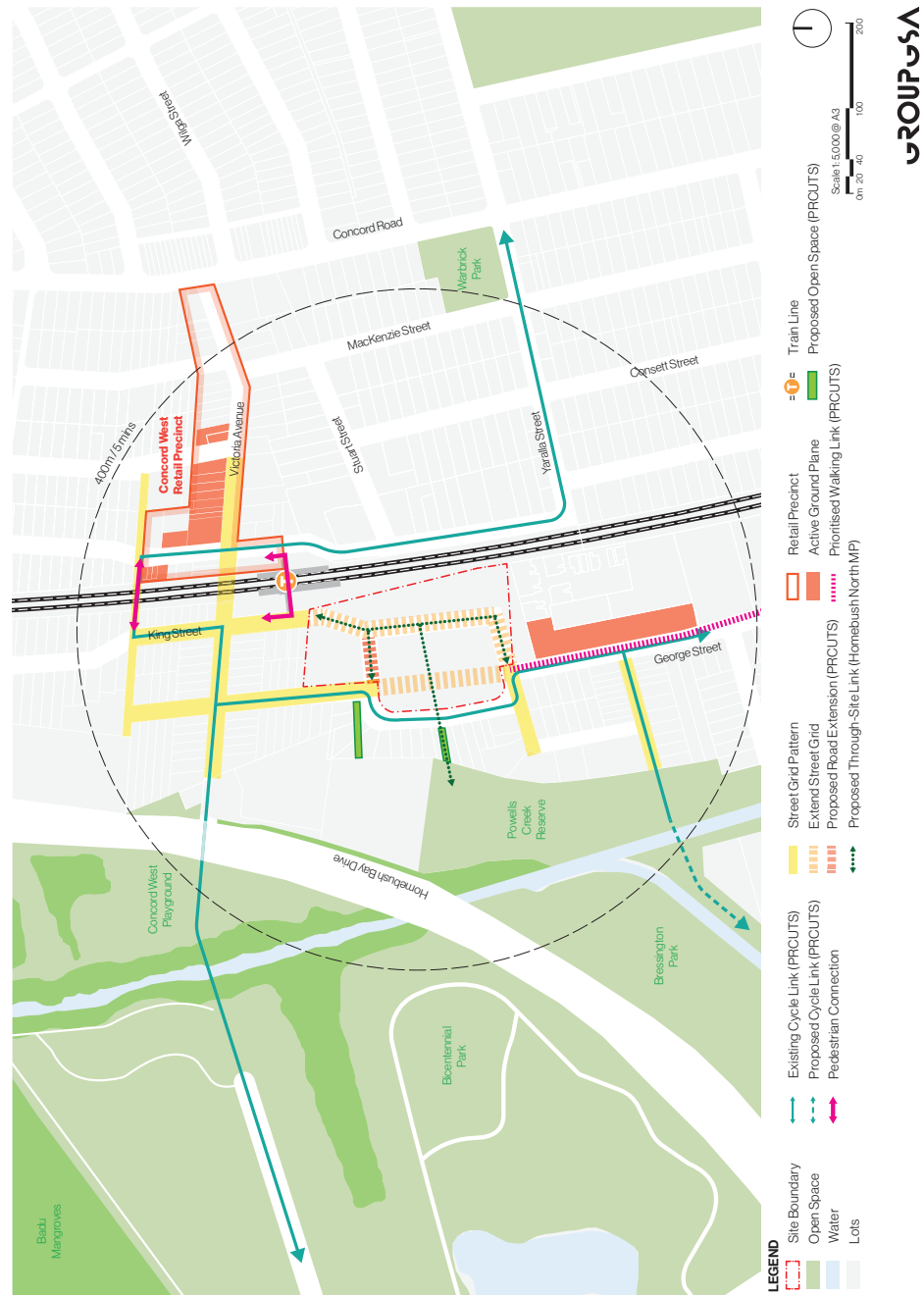
There is opportunity to provide additional community infrastructure to support the suburb's growth in population, reducing impact on existing infrastructure, and becoming key to the community's future.

3.4 OPPORTUNITIES

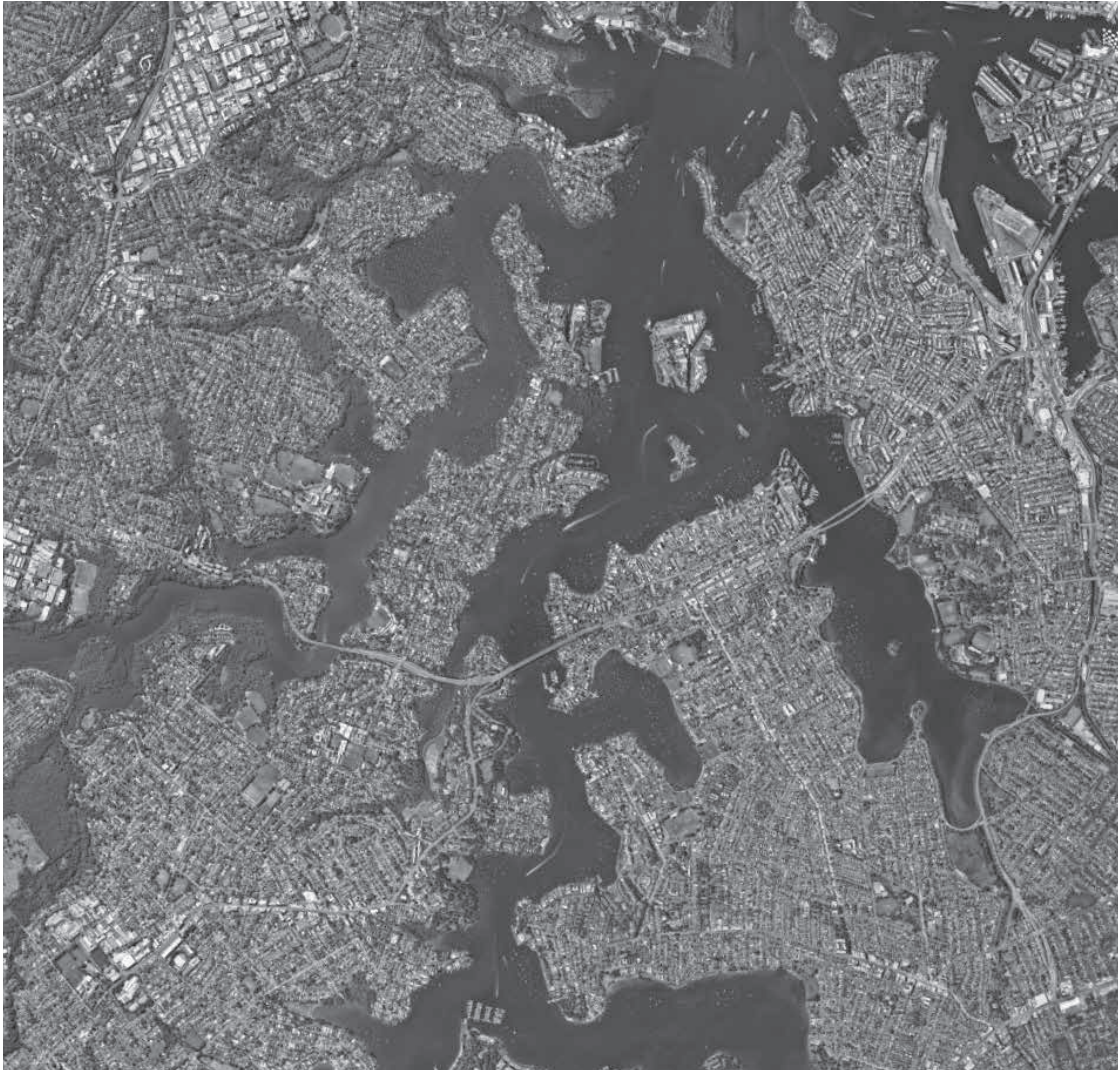
Connectivity

Additional pedestrian and vehicular links will contribute to the overall connectivity of the surrounding streetscape, improving movement across the rail line and activating the public domain.

- The site is the largest single land holding and lot within the vicinity of Concord West Train Station, and has the greatest potential for residential development.
- It is situated within a context of growth, as the Homebush North Precinct is to undergo upzoning under the PRCUTS.
- Leverage recreational and community facilities present within walking distance of the site, potential to provide additional community infrastructure.
- Integrate through site links proposed within the Homebush North Precinct Master Plan, linking George Street to the train station and improving overall connectivity.
- Introduce a diagonal through-link to the proposed open space located on George Street, increasing overall connectivity.
- Align proposed internal roads with the existing contextual street grid pattern, realigning the original grid and increasing connectivity.
- Extend an active transport link consistent with George Street, creating a more legible cycle network.



4.0 VISION AND PRINCIPLES



04

GROUP 4A

Pg 43

5.4 INDICATIVE CONCEPT PLANS

Ground Floor

A pedestrian focused ground plane distinguishable by permeability and ease of movement, amenity, activated streetscapes, and a safe environment that will enhance the public experience for all.

Clearly adopting the desirable urban design principles for this precinct, the reconnected urban grid, with station focused retail and community infrastructure, is best appreciated at this level.

Elevating the lifestyle for existing and future residents, the improved connectivity within and through the site make sense of this former industrial site, repairing the urban experience and generally improve access to amenity. Proposed retail, including cafes & restaurants with alfresco dining, community infrastructure, legible apartment entry foyers, and ground terrace housing will all provide activation to make this an enjoyable and safe public domain, promoting the walkability of the neighbourhood, and providing a positive contribution to the wider station precinct.





GROUP 5A

Typical Low-rise

Two and four storey podium forms serve purpose to hold and define the street edge and dynamic pedestrian thorough-fare connections.

Lifted about the public domain, the residents of low rise apartments will benefit from an extensive tree canopy cover outlook and an ease of access to communal open space which largely dominates podium rooftops.



Typical Mid & Upper Rise

Tower forms adopt an articulated floorplan strategy to talk to the grain of the surrounding context, whilst delivering an appropriate density and high amenity.

Orientation, environmental factors, and privacy are just some of the key drivers for siting of the towers, to provide an appropriate built form and to maximize residential amenity.

At upper levels, the residents will benefit from views, solar access, and the smaller tower footprints which provide opportunity for a greater sense of community on a floor-by-floor basis.

5.5 INDICATIVE STREET SECTIONS

Indicative Street Sections

The illustrative plan indicates three internal street characters reflecting the level of use and responding character.

People often recall places because of the memories created by distinctive streetscapes. The overriding landscape character of streets within the project will create a very green leafy atmosphere that is well shaded, reflecting the character of the neighbourhood, and support the neighbourhood precincts.

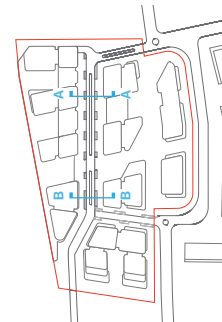
Trees and other landscape elements along the streets will be designed to fostering a community identity through attractive street planting to develop leafy canopies over the site utilising the verge areas for substantial tree planting.

Section A-A

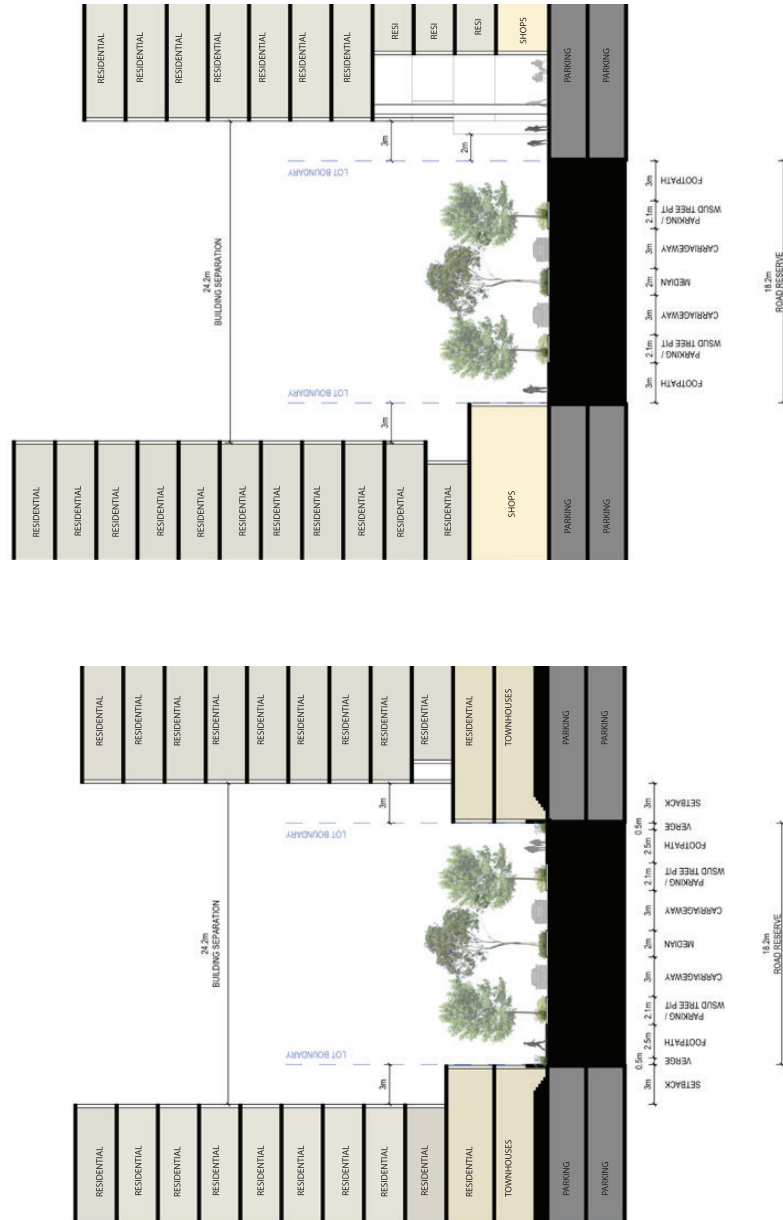
King Street as an active main street, facilitates pedestrian and vehicular movement with enhanced streetscape incorporating landscaping. Two storey podiums with additional setback for residential towers provide comfortable street walls at a pedestrian scale.

Section B-B

Street level activation enhances King Street with mixed use retail and wide public realm for outdoor activities.



Pg 67



Section A-A

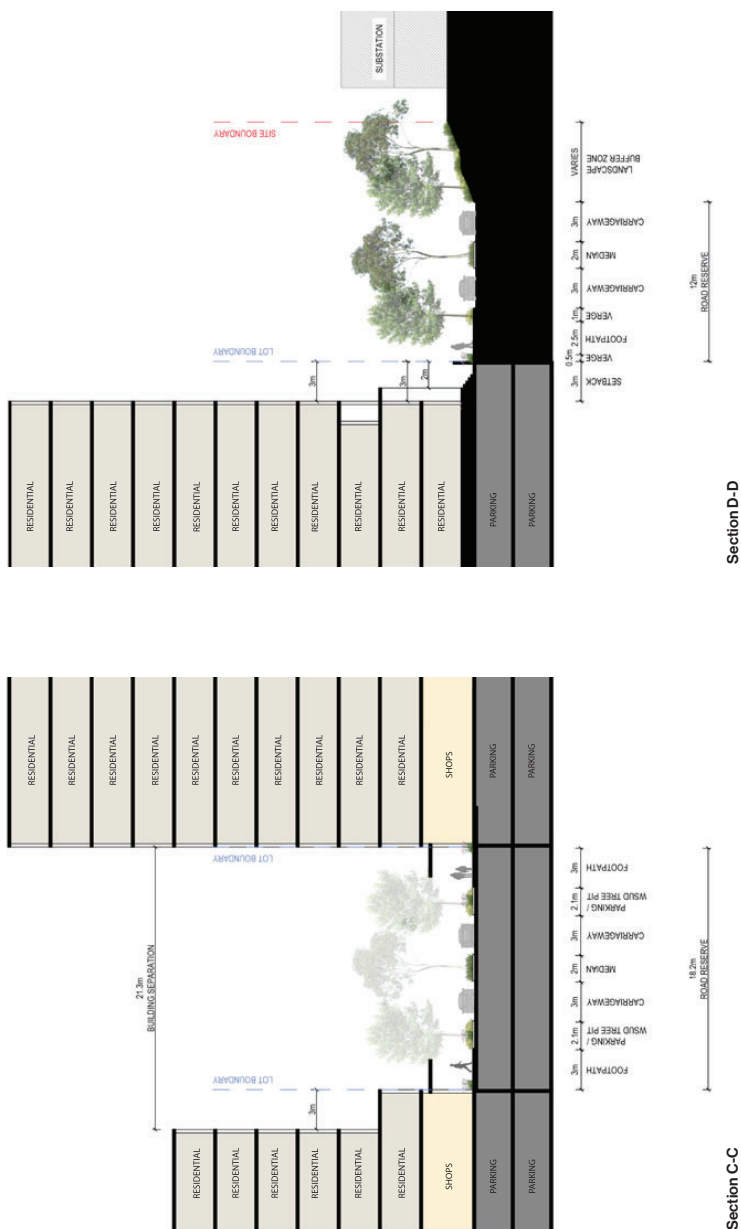
Section B-B

GROUP 5A

Section C-C

Section D-D

Southern portion of King Street features wide landscape embankment and street trees along the road reserve acting as a buffer at the southern interface.



Section E-E & Section F-F

5m setback to George Street provides ample space for public domain and landscaping acting as a buffer to potential noise disturbances. New pedestrian footpath and two way cycleway are proposed for ease of North-South movements.

Pg 70
1 King Street, Concord West Planning Proposal
For: Billbergia



6.1 SHADOW ANALYSIS

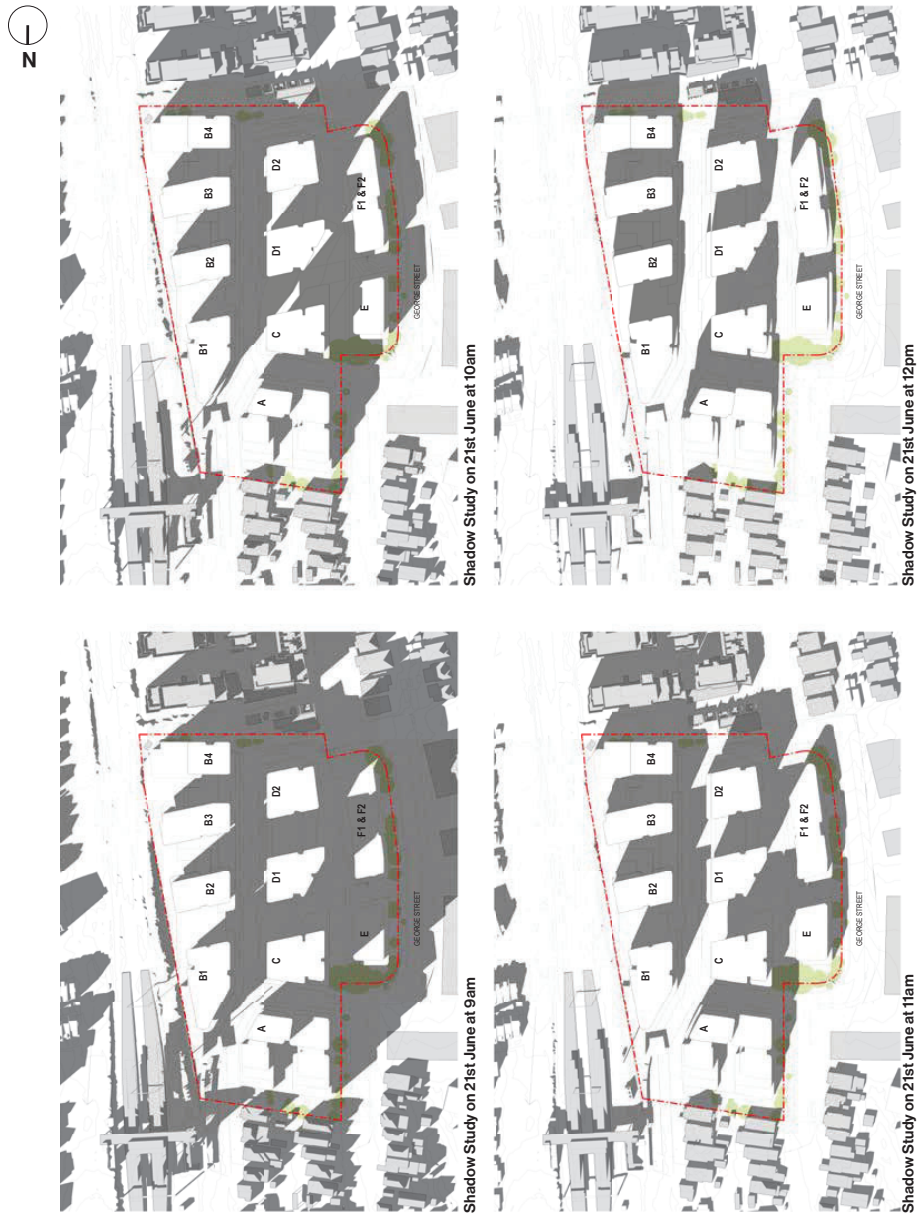
These studies represent the proposed shadows at each hour from 9am to 3pm at Winter Solstice - June 21st.

Whilst the existing mature trees along the Western edge of the site will have George Street in shadow until around 11am, the adjacent study of indicative massing demonstrates that George Street will be relatively free of over shadowing from around 11:15am from the proposed development.

Proposed Main Internal street and Green connector receive most of direct sunlight after 12 PM.

The Public Open space will receive varying degrees of solar access, with the Plaza North, with proposed F&B retail and assumed al-fresco dining, achieving over 3 hours of sunlight in mid-winter.

Communal Open Space provided at some podiums and mostly rooftops will receive more than 2hrs of direct sunlight during day.





Shadow Study on 21st June at 2pm



Shadow Study on 21st June at 1pm



Shadow Study on 21st June at 3pm

GROUP 5A

6.2 SUN EYE VIEWS

The strong North-South axis of the masterplan, as an extension of the existing street pattern, provides ideal orientation for the proposed new buildings with opportunity to comply with amenity criteria set out in SEPP65ADG.

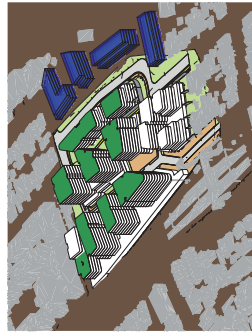
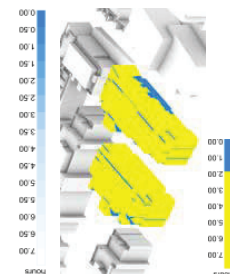
As a result of the transitioning scale and generous landscape setbacks, the indicative massing sits comfortably under the sun access planes to neighbouring properties of the South.

These studies represent the view from the sun as an isometric flat view at each hour from 9am to 3pm at Winter Solstice - June 21st. In principle, anything not visible in the view would be covered by a shadow.

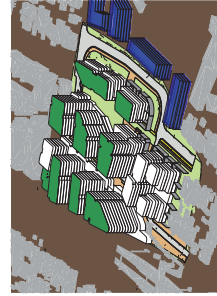
For the purposes of testing shadows, trees and vegetation are not modelled.

The indicative massing was designed to minimize over shadowing to adjoining lots 27-29 George St. As demonstrated, almost 95% of their existing facades that achieve solar access are free from overshadowing of the proposed envelopes, and any future detailed development application will be required to provide detailed analysis and respective shaping of towers to minimise impacts to this neighbouring development to the South and to satisfy the criteria set out in the Apartment Design Guide and Councils DCP.

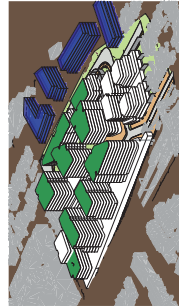
27-29 George St - Detailed Study



View From Sun - 11am



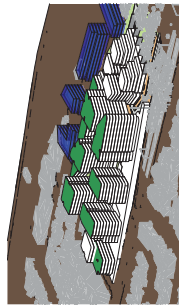
View From Sun - 2pm



View From Sun - 10am



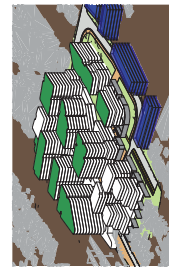
View From Sun - 1pm



View From Sun - 9am



View From Sun - 12pm

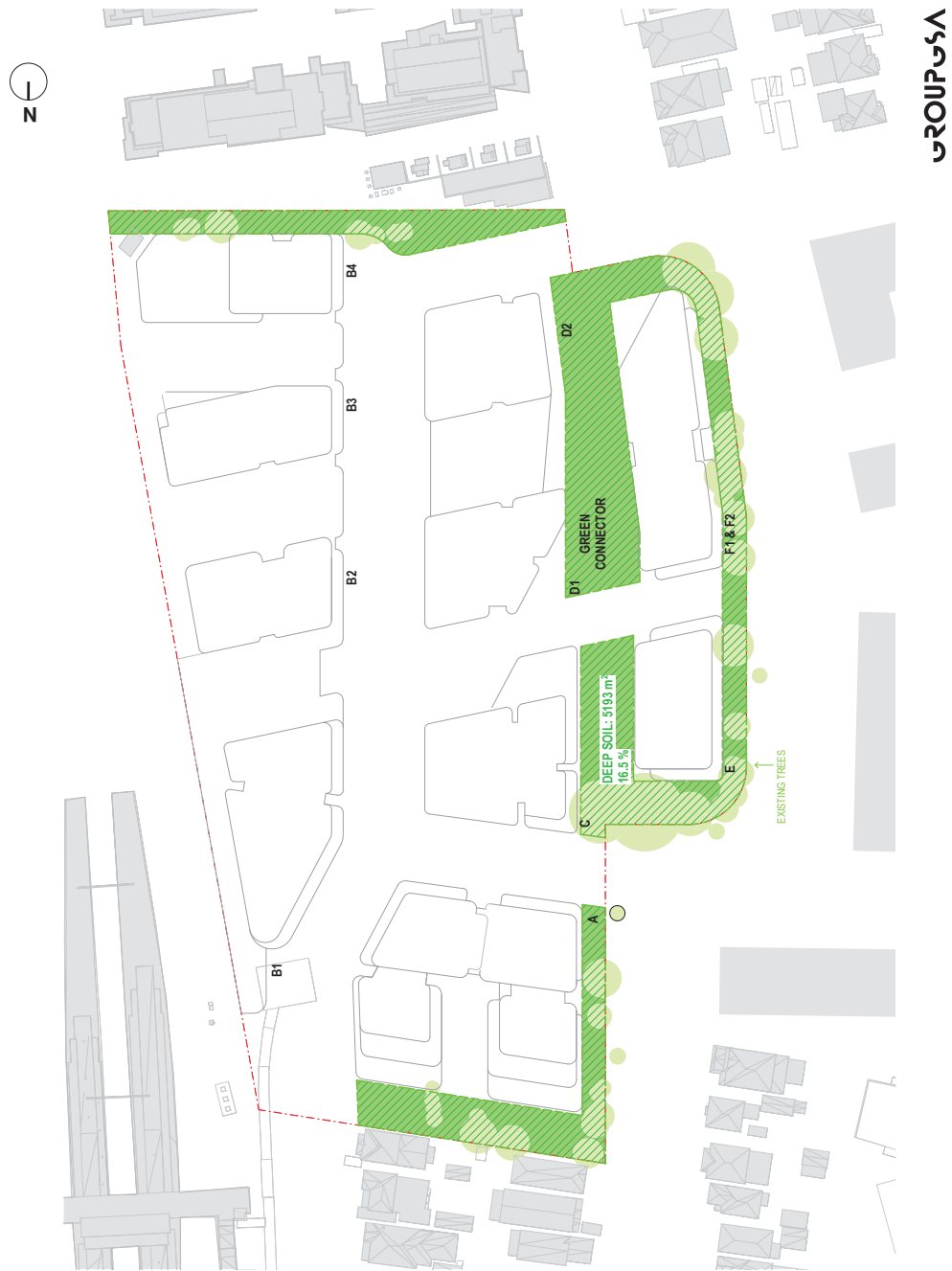


View From Sun - 3pm

6.3 DEEP SOIL ZONES

The Master Plan has been developed to optimise the amount and quality of deep soil zones, in line with the objectives of SEPP65 ADG.

The areas of the site which have significant existing trees were prioritized for deep soil zones. Providing planting to create mature trees to replace existing trees at the edges of the site is a key goal of the plan to provide a better environment for existing residents to the north and southern ends of the site.



6.4 COMMUNAL OPEN SPACE

As demonstrated opposite, the concept reference scheme proposes a mix of podium and rooftop communal open spaces that take advantage of available views and achieve the required solar access, as an enticing space for the future residents.

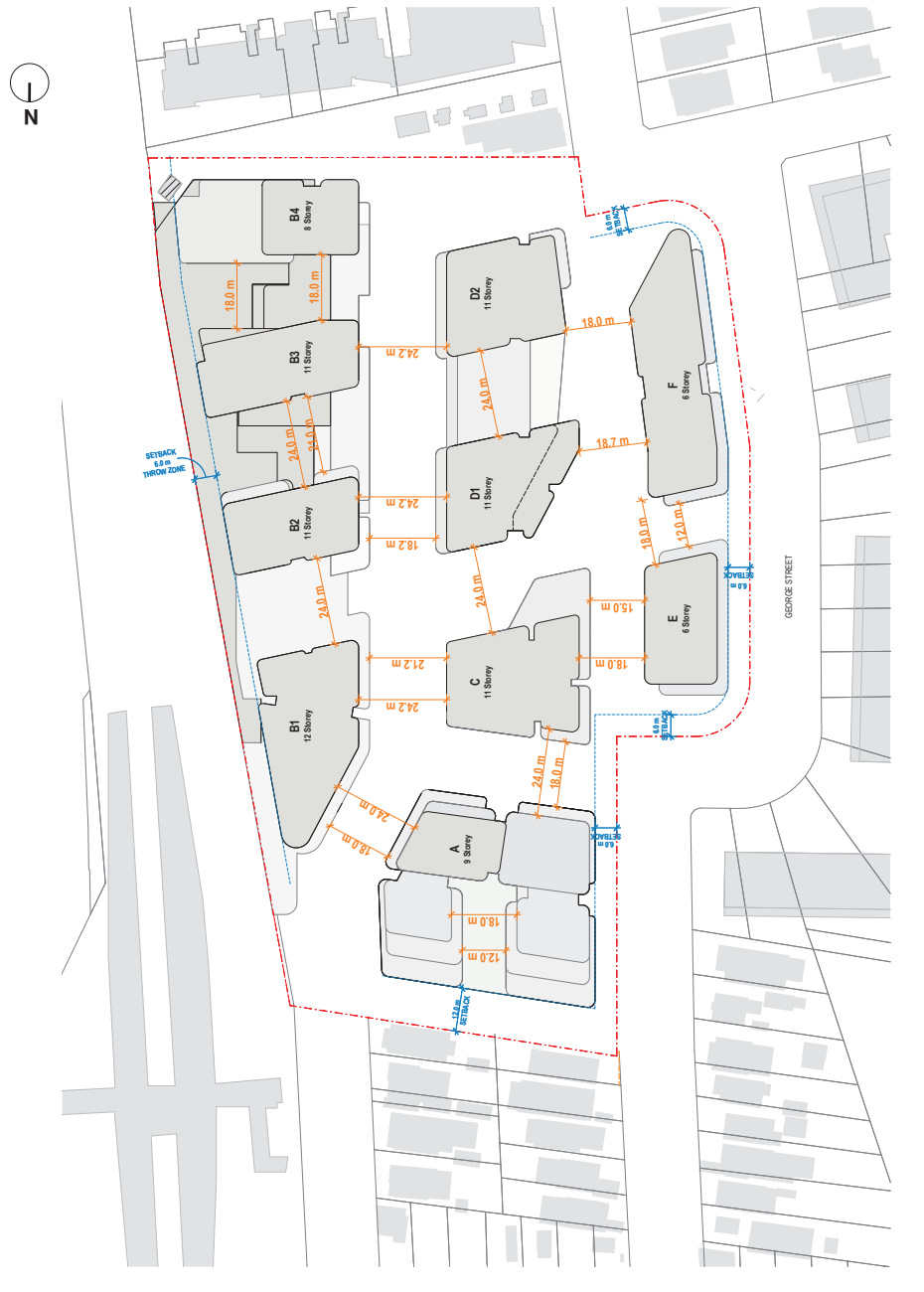


6.5 TREE CANOPY COVERAGE



6.6 VISUAL PRIVACY

The indicative masterplan provides the required siting of buildings needed to ensure adequate separation between apartments, aligned with the guidance for residential flat buildings within SEPP65 Apartment Design Guide



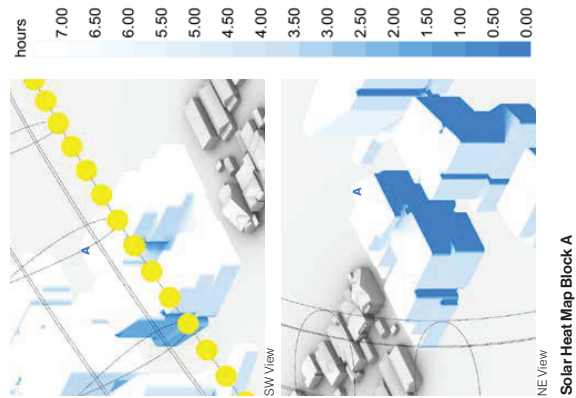
6.7 SOLAR ACCESS & NATURAL VENTILATION

The Master Plan has been developed to optimise the number of apartments receiving sunlight to habitable rooms, primary windows and private open space, in line with the objectives of SEPP65 ADG.

Solar and daylight access are important for apartment buildings, reducing the reliance on artificial lighting and heating, improving energy efficiency and residential amenity through pleasant conditions to live.

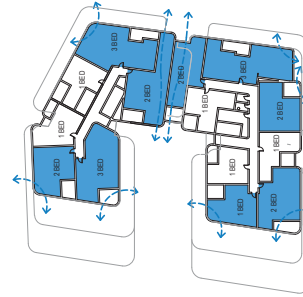
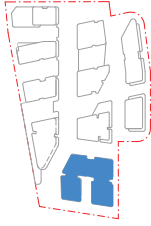
As demonstrated opposite, in the block-by-block typical floor study, compliance with the 2 hours direct sunlight criteria would be readily achievable.

Plan diagrams show solar analysis in each block individually. Solar study including neighbouring blocks is provided through heat map study.



Solar Heat Map Block A

Pg 61



Lot A
Cross Vent: 64%

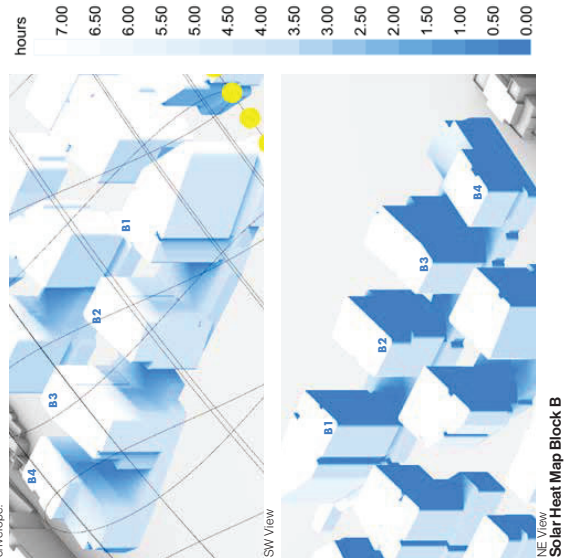
GROUP 3A



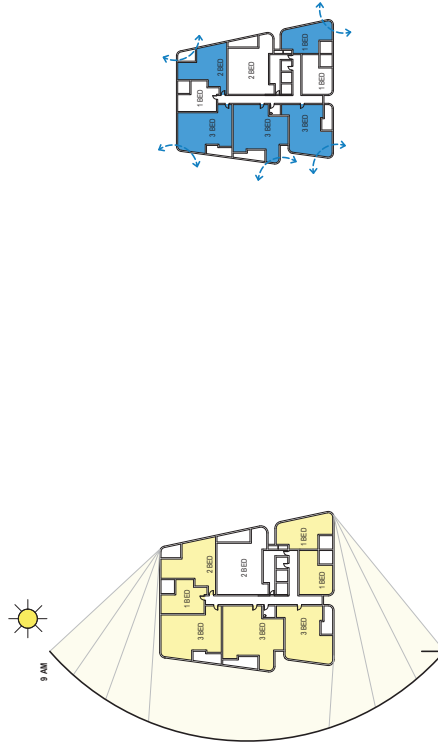
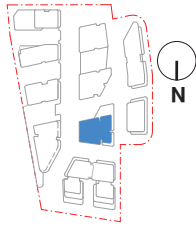
The building envelopes have been optimised for compliance with the ventilation requirements and objectives of SEPP65 ADG.

Natural ventilation is the movement of sufficient volumes of fresh air through an apartment to create a comfortable indoor environment. Sustainable design practice incorporates natural ventilation by responding to the local climate and reduces the need for mechanical ventilation and air conditioning. To achieve adequate natural ventilation, apartment design must address the orientation of the building, the configuration of apartments and the external building envelope.

Whilst detailed unit layouts are not part of the master plan assessment, consideration of building footprints has ensured that at least 60% of apartments are naturally cross ventilated. The adjacent study demonstrated the level of compliance readily achievable with the current envelope.

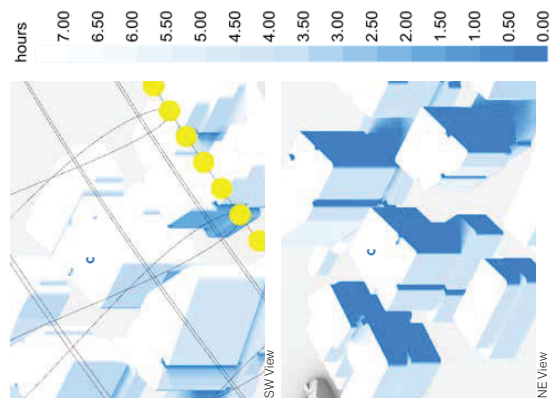


Pg 82 1 King Street, Concord West Planning Proposal
For: Billbergia

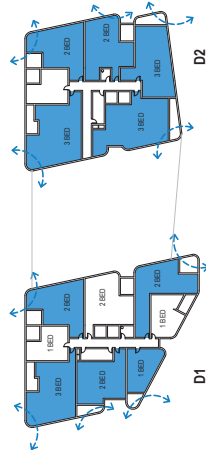


Lot C
Cross Vent: 64%

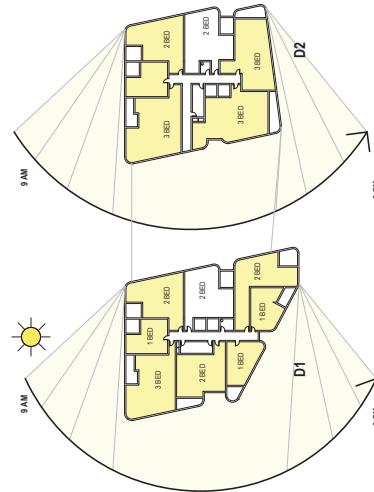
Lot C
Solar: 85%



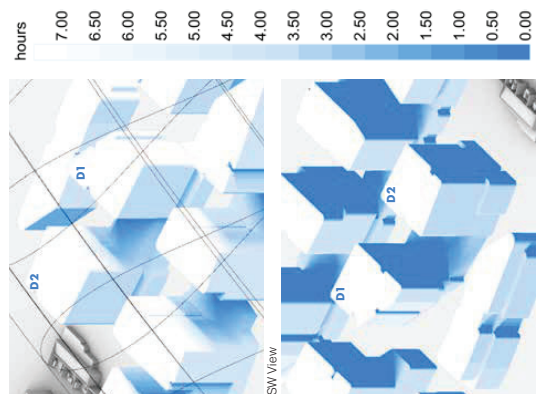
Solar Heat Map Bloc C



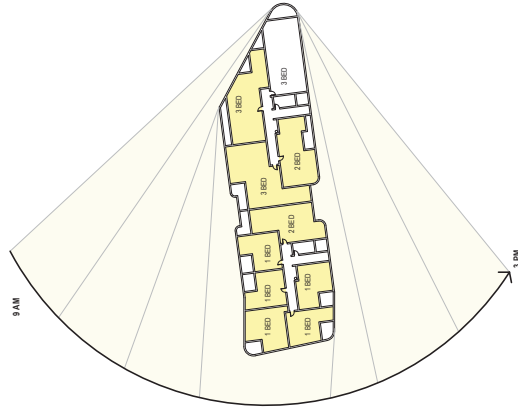
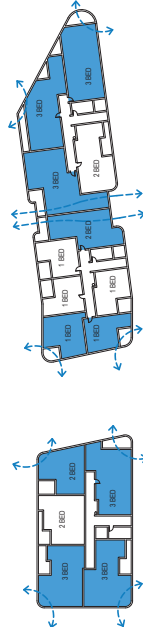
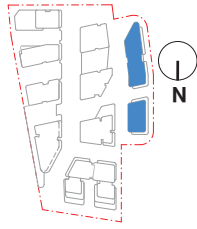
Lot D1 & D2
Cross Vent: 71%



Lot D & D2
Solar: 85 %



NE View
Solar Heat Map Block B
1 King Street, Concord West Planning Proposal
For: Billbergia

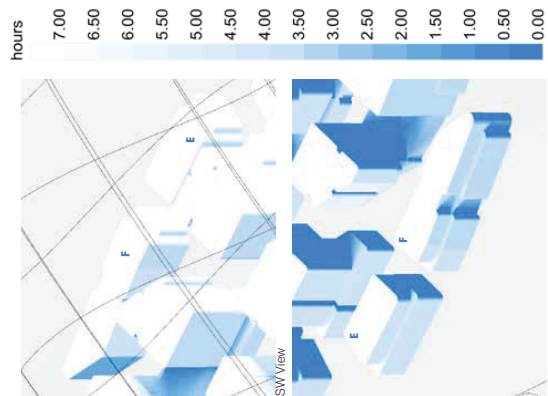


Lot E

Cross Vent: 71%

Lot F

Solar: 85%



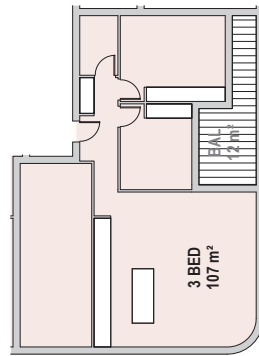
Solar Heat Map Block C

Pg 85

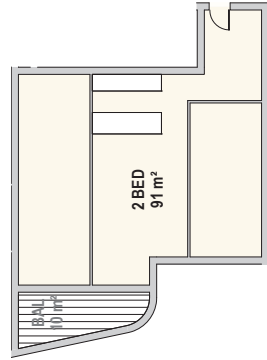
GROUP 5A

6.8 APARTMENT SIZE AND LAYOUT

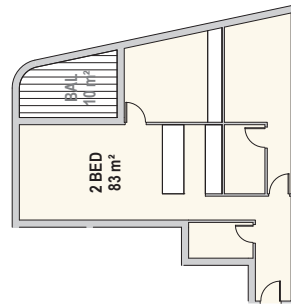
The proponent envisages delivering larger than ADG minimum sized apartments and to provide a wide variety of housing typologies, including a range of 1 bedroom, 2 bedroom and 3 bedroom apartments, plus grounded townhouse typologies, to cater for market demands and to give greater choice in housing.



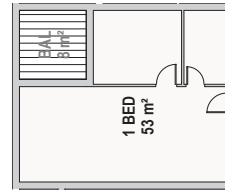
Typical 3 Bedroom
Scale 1:100



Typical 2 Bedroom
Scale 1:100



Typical Corner 2 Bedroom
Scale 1:100



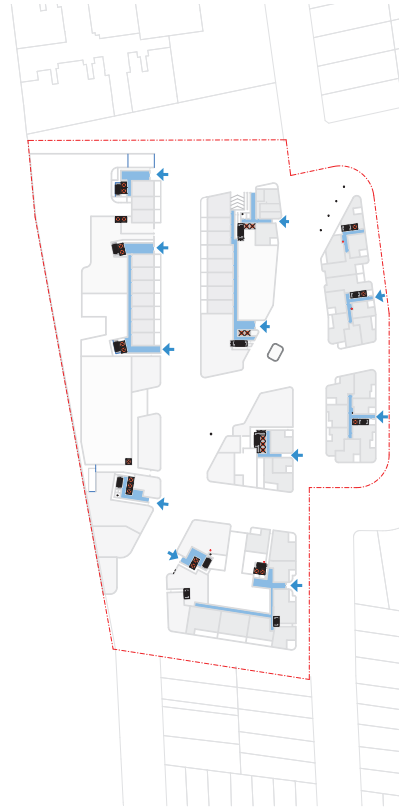
Typical 1 Bedroom
Scale 1:100

6.9 COMMON CIRCULATION

The Master Plan has been developed to provide common circulation spaces in line with the objectives of SEPP65 ADG.

Common circulation and spaces within a building are shared communally by residents. They include lobbies, internal corridors and external galleries, vertical circulation such as lifts and stairs, as well as community rooms and other spaces.

Daylight and natural ventilation are provided to all common circulation spaces that are above ground.



Ground Floor



Typical Floor

6.10 YIELD SUMMARY

Gross Floor Area (GFA):

The sum of the floor area of each floor of a building, measured from the external built form envelope. Exclusions: basement, storage & services areas, voids, car parking & access.

Due to proximity to thermal corridor, and requirement of providing protection to and from this zone, the opposite density calculations have included an additional FSR scenario for enclosing residential balconies

Site Area (inc. road):	31,540 m ²
Site Area (exc. road):	4,520 m ²
Site Area (exc. road):	25,840 m ²

Block	Build Name	Residential	Non-residential	SUM
1	A	11007	649	11656
2	B1 B2 B3 B4	28848	5299	34147
3	C D1 D2	25314	1641	26955
4	E F1&F2	10292		10292
Sub Total		75463	7589	83050
Total		83050		
		FSR (site area inc. road):	2.65	
		FSR (site area exc. road):	3.21	

GFA Calculation

Excluding Wintergardens for Rail Facing Apartments at Block B

Site Area (inc. road):	31,540 m ²
Site Area (exc. road):	4,520 m ²
Site Area (exc. road):	25,840 m ²

Block	Build Name	Residential	Non-residential	SUM
1	A	11007	649	11656
2	B1 B2 B3 B4	28880	5299	34179
3	C D1 D2	25314	1641	26955
4	E F1&F2	10292		10292
Sub Total		75493	7589	83082
Total		84082		
		FSR (site area inc. road):	2.68	
		FSR (site area exc. road):	3.25	

GFA Calculation

Including Wintergardens for Rail Facing Apartments at Block B