

# SANCTUARY

## Socio-economic Impact Assessment



Prepared for Sekisui House Australia

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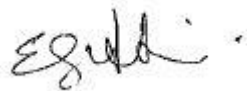
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# 1.0 EXECUTIVE SUMMARY

HillPDA has been engaged by Sekisui House Australia to prepare a Socio-Economic Impact Assessment (SEIA) to accompany a Planning Proposal for consideration by City of Parramatta Council. The Subject Site is located at 14A Hill Road, Sydney Olympic Park NSW 2127, also identified as Lot 3, DP 859608.

The SEIA has been developed to align with the *Social Impact Assessment Guidelines Parramatta City Council, August 2013* and aims to identify both potential positive and negative social and economic impacts associated with the proposed development. This report also suggests mitigation measures which will help to maximise social benefits and minimise negative impacts.

The Subject Site is located within the suburb boundaries of Sydney Olympic Park, lies within the broader Sydney Olympic Park Specialised Precinct and is located within the Wentworth Point Priority Precinct 2014 (WPPP).

The rezoning for the Wentworth Point Priority Precinct was finalised in June 2014. The Wentworth Point Development Control Plan (WPDCP) was also finalised in 2014. The WPDCP outlines a vision, development principles and an indicative structure for future development within the precinct to ensure the precinct develops in a cohesive and sensitive way that is orderly, environmentally sensitive and promotes high quality built form and urban design outcomes.

A detailed Urban Design Study prepared by Turner Architects has examined the WPDCP and identified the constraints and opportunities of the Subject Site. Through a detailed site and view analysis, the Urban Design Report demonstrates that the Subject Site has the capacity to accommodate taller tower forms in an alternative arrangement without negative environmental impact.

The fundamental purpose of the Planning Proposal is to amend the Auburn Local Environmental Plan 2010 to reflect the developed masterplan (informed by the Urban Design Study) which provides for a redistribution of the approved gross floor area via an alternative street layout, as well as an alternative arrangement of building locations, height and open space. A key component of the Planning Proposal also involves the achievement of publicly accessible open space, allowing for some retail and commercial use and a foreshore café.

The Planning Proposal seeks to:

- Amend the Auburn LEP's, 'Land Zoning Map' to increase the area of the RE1 Public Recreation zone and introduce an area of B4 Mixed Used zone, with a corresponding reduction of the R4 High Density Residential zone for the Subject Site
- Amend the 'Height of Buildings Map' to provide a maximum 146 metre height across the R4 zoned area of the Subject Site
- Amend the Floor Space Ratio Map to provide a site wide FSR of 2.42:1, that is 228,800 square metres of gross floor area divided by 94,580 square metres across the Subject Site
- Amend the Acquisition Map to exclude the foreshore wharf from public acquisition so that it can be retained, refurbished and operated as a café by the community association
- to allow 'commercial premises' in the proposed B4 zone with an approximate cap of 2,000 square metres gross floor area, and also to allow 'food and drink premises' as a permissible use in the RE1 zone on the site through an additional permissible use in Schedule 1 of the LEP.

## 1.1 Socio-economic Impacts

The social impacts assessed in relation to the Planning Proposal include the following criteria as shown in Table 1 below:

**Table 1: Socio-economic impacts assessed**

| Section | Criteria                        |
|---------|---------------------------------|
| 7.2     | Access and Connectivity         |
| 7.3     | Amenity                         |
| 7.4     | Community cohesion              |
| 7.5     | Social infrastructure           |
| 7.6     | Community health and well-being |
| 7.7     | Neighbourhood characteristics   |
| 7.8     | The economy                     |

## 1.2 Key Findings

Whilst the construction phase may have some adverse impacts on surrounding residents, the impacts could be controlled through appropriate construction mitigation measures. As a consequence any adverse impacts during the construction phase would be likely to be modest and short term in duration.

The increased height proposed in the Planning Proposal is considered unlikely to negatively impact the amenity and character of the environment. This is because of the well-designed buildings, the increased amount of public open space and improved access to the foreshore. As such that it is anticipated that the proposed development would have an overall beneficial socio-economic outcome.

Upon occupation, the majority of impacts identified would be positive and are considered to be in accordance with State Government objectives, the actions of the draft Greater Sydney Region Plan and draft Central City District Plan. Potential benefits arising from the development include:

- Alignment with the State Vision for the redevelopment of the site for a high density residential purpose in a sustainable well serviced location
- Increased open space which will support the health and social well-being of future residents and the existing community
- Improved opportunity for social integration and community cohesion
- Job creation and employment diversity
- Significant contribution to the local and regional economy
- Improving local and residential amenity and sense of place
- Improved access to the foreshore
- Providing diverse, safe and high quality open spaces

Overall, the impacts of the Planning Proposal can be successfully managed with the implementation of the above mitigation measures such that it is anticipated that the Planning Proposal would have an overall benefit to the socio-economic environment.

# INTRODUCTION



## 2.0 INTRODUCTION

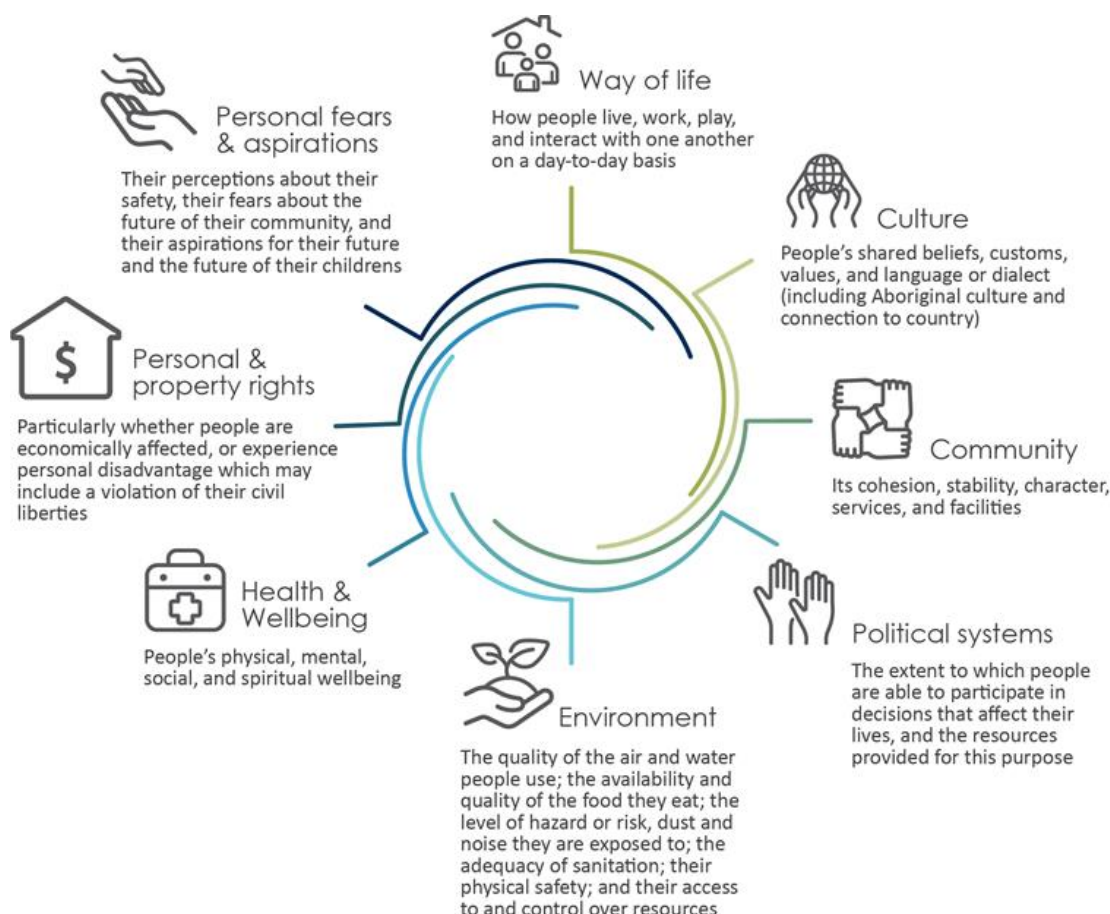
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The SEIA has been developed to align with the *Social Impact Assessment Guidelines Parramatta City Council, August 2013* and aims to identify both potential positive and negative social impacts associated with the proposed development. This report also suggests mitigation measures which will help to maximise social benefits and minimise negative impacts, to existing and future communities.

### 2.1 Defining social impacts

A social and economic impact can be defined as the net effect of an activity on the local and regional economy, a community and the well-being of individuals and families. For the purpose of this assessment, social impacts are changes to one or more of the matters identified in.

Figure 1: Social impacts



Source: Adapted from Vanclay, F. (2003). International Principles for Social Impact Assessment. *Impact Assessment & Project Appraisal* 21(1), 5-11

## 2.2 Assessment methodology

Table 2 presents the key steps and tasks which have been undertaken as part of this SEIA.

**Table 2: Assessment methodology**

|                    |  |
|--------------------|--|
| Phase<br><b>01</b> | <ul style="list-style-type: none"> <li>• Site and locality assessment. This included a site visit and inspection of the surrounding area, to assess the local context, identify potential impact receptors and understand the scale of the proposed change to the locality</li> <li>• Review of Parramatta City Council Social Impact Assessment Guidelines</li> <li>• Review of the proposed development</li> </ul>   |
| Phase<br><b>02</b> | <ul style="list-style-type: none"> <li>• Documentation review – review of documents relating to the proposed development including technical reports</li> <li>• Infrastructure audit – review of other relevant nearby facilities and land uses</li> <li>• Review Parramatta Social Infrastructure Strategy (Draft)</li> <li>• Demographic analysis – identification of the current and future population community profiles</li> <li>• Crime data – review of crime statistics to identify any potential issues.</li> </ul> |
| Phase<br><b>03</b> | <ul style="list-style-type: none"> <li>• Identification of the key changes (physical and demographic) likely to occur from the proposed development/activity</li> <li>• Description and analysis of how key stakeholders are likely to be affected</li> <li>• A review of the community consultation that was undertaken to determine the community values and concerns</li> <li>• In depth review of the technical studies associated with the proposed development.</li> </ul>   |
| Phase<br><b>04</b> | <ul style="list-style-type: none"> <li>• Assessment of the impacts during construction and operation</li> <li>• Identification of the significance and likelihood of impacts</li> </ul>  |
| Phase<br><b>05</b> | <ul style="list-style-type: none"> <li>• Identification of appropriate management and mitigation measures to inform the future development</li> </ul>  |

The impact assessment presented in this report identifies and evaluates changes to existing social conditions due to the project. This includes the assessment of direct and indirect benefits and effects/impacts, as well as consideration of any cumulative impacts.

Figure 2 reflects the assessment process that was undertaken to determine the overall significance of impacts. The following sections outline the criteria that underpin each of the assessment components that contribute to the assessment framework. Professional judgement and experience is applied on a case-by-case basis to identify the significance of impact on the social environment.

Figure 2: Impact assessment framework

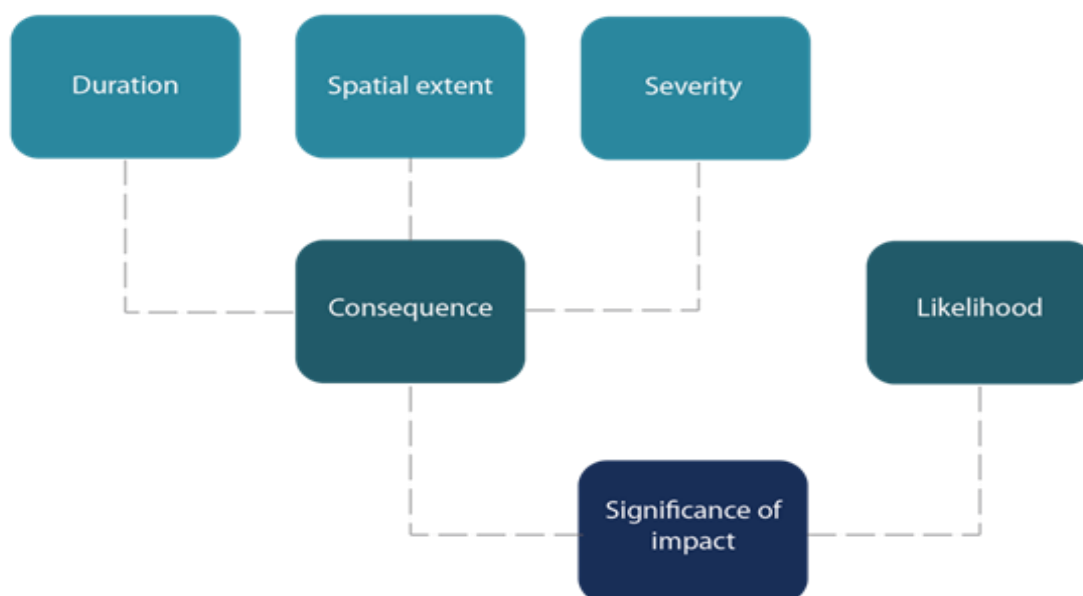


Table 3 below outlines the criteria for defining duration, spatial and severity outcomes and Table 4 identifies the overall the level of impact rating which is comprised of multiple combinations of duration, spatial and severity outcomes.

Table 3: Criteria for determining the significance of impact

|             | Duration  | Impact          | Spatial extent  | Impact     | Severity of impact  |
|-------------|---|-----------------|---|------------|---|
| Short term  | Less than one year<br>Low frequency               | Direct Property | Individual/household                                    | Negligible | No discernible positive or negative changes to baseline conditions  |
| Medium term | One to six years<br>Medium intermittent frequency | Locality        | Small number of households                              | Small      | Minimal positive or negative changes to baseline conditions         |
| Long term   | Less than six years<br>Consistent frequency       | Suburb          | Large part of/ whole community Suburb as defined by ABS | Medium     | Moderate positive or negative changes to baseline conditions        |
|             |   | Municipality    | Local Government area or greater                        | Large      | Major positive or negative change to baseline conditions Government |

**Table 4: Level of impact**

| Category   | Significance  |
|------------|---|
| Negligible | No discernible positive or negative changes to baseline condition.  |
| Slight     | Small change to baseline condition, generally short or short-medium term, confined to a locality or suburb and are able to be mitigated or enhanced.  |
| Moderate   | Medium change to baseline condition that may be short, medium, or long term. The spatial extent may vary, however impacts would usually respond to mitigation or enhancement.   |
| Major      | Large change to baseline condition usually resulting in medium to long-term effects. Spatial extent is generally at a LGA or regional level with the potential for substantial effects on the social or economic environment.<br>Negative impacts would require extensive mitigation. |

**Likelihood of impact**

The significance of which potential social impacts and benefits would occur as a result of the proposal is assessed by comparing the level of impact (low, moderate and high) against the likelihood of impact occurring. The likelihood criteria used for the assessment is identified in Table 5.

**Table 5: Likelihood of impact**

| Likelihood   | Description                          | Probability |
|--------------|--------------------------------------|-------------|
| Near certain | Expected to occur, almost frequently | 90 percent  |
| High         | Could occur in many instances        | 70 percent  |
| Possible     | Just as likely to happen as not      | 50 percent  |
| Low          | Very limited occurrence              | 30 percent  |

**Significance of impact**

Table 6 identifies the risk assessment matrix used to determine levels of risk from the likelihood (identified in) and consequence ratings.

**Table 6: Significance of impact**

| Consequence ratings |                 |            |            |          |          |
|---------------------|-----------------|------------|------------|----------|----------|
|                     |                 | Neutral    | Slight     | Moderate | Major    |
|                     | Rare            | Negligible | Negligible | Minor    | Moderate |
|                     | Low             | Negligible | Negligible | Minor    | Moderate |
|                     | Possible        | Negligible | Minor      | Moderate | Moderate |
|                     | High likelihood | Minor      | Minor      | Moderate | Major    |
|                     | Near certain    | Minor      | Moderate   | Major    | Major    |

CONTEXT

## 3.0 CONTEXT

### 3.1 Regional and local context

The subject site is located at 14-16 Hill Road, Sydney Olympic Park located within the Parramatta Local Government Area (LGA), legally described as Lot 3 in DP 859608. The Subject Site is 9.5 hectares is bound by the Parramatta River to the north, Hill Road and Homebush Bay to the east and is surrounded by open space to the south and west.

The Subject Site falls within the draft Central City District Plan. The area covered by the draft Central City District Plan is the focus of significant strategic planning and capital investment. Of particular importance are the proposed Sydney Metro West and the Parramatta Light Rail.

**Figure 3: The Subject Site**



Source: Sanctuary Master Plan, Turner 2017

The Subject Site is located within the suburb boundaries of Sydney Olympic Park, lies within the broader Sydney Olympic Park Specialised Precinct and is located within the Wentworth Point Priority Precinct 2014 (WPPP).

The WPPP was created by State Government to deliver new homes, jobs, open, space, shops and services within easy access to transit and the broader Sydney Olympic Park precinct. The WPPP lies at the northern end of Wentworth Point, and is approximately 18 hectares in size (see Figure 4). The precinct is surrounded by Sydney Olympic Park to the west, Parramatta River to the north, Homebush Bay to the east and privately owned land to the south.

Key elements of the precinct plan comprise:

- Two major residential neighbourhoods with over 2,300 new dwellings
- A 3.9-hectare peninsula park providing a range of recreational spaces while protecting native vegetation and existing mature fig and palm trees

- Three pocket parks of at least 2,000 square metres each
- A new primary school with 18 classrooms
- A new landscaped foreshore with pedestrian and cycle paths linking to Sydney Olympic Park and its parklands
- Continuation of the Homebush Bay promenade to include a new maritime plaza with shops and cafes
- A new maritime precinct with facilities to include boat storage and repair, a marina, and rowing and kayak launching facilities
- Playing fields located at the northern end of the school site designed to integrate with the peninsula park
- A series of local streets to enhance connectivity and provide view lines to the water and the Millennium Marker

The WPPP was finalised in 2014. This facilitated the rezoning of the site and introduction of the Wentworth Point Precinct Development Control Plan (WPDCP) 2014. The WPDCP outlines a vision, development principles and an indicative structure for future development within the precinct to ensure the precinct develops in a cohesive and sensitive way that is orderly, environmentally sensitive and promotes high quality built form and urban design outcomes.

**Figure 4: Wentworth Point Urban Activation Precinct**



Source: Adapted from Wentworth Point Precinct DCP

The Subject Site is zoned R4- High Density Residential and RE1 – Public Recreation under the Auburn LEP 2010.

Although the Subject Site is located in the Parramatta LGA, the Subject Site was previously located in the former Auburn LGA, and the Auburn Local Environmental Plan 2010 still applies. The Auburn LEP 2010 has the broad function of controlling development throughout the Local Government Area and provides details on

which land uses are permissible and prohibited within each zone. Table 7 provides a summary of the controls relevant to the Subject Site.

**Table 7: Planning controls**

|                                  |  |
|----------------------------------|--|
| Land Zoning                      | R4 - High Density Residential<br>RE1 - Public Recreation                                     |
| Floor Space Ratio                | 1.25:1 along the foreshore<br>2.6:1 for the remainder of the Subject Site                    |
| Height of Building               | 15m along the foreshore and the southern extent<br>88m for the remainder of the Subject Site |
| Acid Sulfate Soils               | Class 2  |
| Land Reservation and Acquisition | Land along the Foreshore has been reserved for Local Open Space                              |

### 3.2 Surrounding development

Wentworth Point’s redevelopment from an industrial area to a residential community began in 2000 at the southern end of the suburb. Earlier developments consisted of low rise, resort style, community title developments but in recent years the predominant type of development has become high rise development. Wentworth Point is currently experiencing rapid population growth and the Subject Site is one of the last remaining former industrial sites yet to be redeveloped.

### 3.3 Accessibility

The Subject Site is located approximately 1.1km from Rhodes Station, 3.5km from Olympic Park Station and is immediately adjacent to the Sydney Olympic Park ferry wharf. The Subject Site is also serviced by local bus services including:

- Route 526 – Sydney Olympic Park to Strathfield via Wentworth Point
- Route 533 – Sydney Olympic Park to Chatswood via Wentworth Point

There are seven bus stops located within 400m of the Subject Site and these services operate at a frequency of approximately 20-30 minutes during the weekday peak hour. Furthermore, both bus routes directly connect the Subject Site to Rhodes train station via Bennelong Bridge.

The Subject Site is serviced by the F3 – Parramatta River ferry, which runs between the Sydney CBD and Parramatta. The service runs approximately every 30 minutes.

Rhodes train station is located 1.1 kilometres south east of the Subject Site, and serviced by the T1 Line (North Shore, Northern and Western Line). The T1 Line services Rhodes train station every 15 minutes during the weekday morning and afternoon peaks, and connects the Site to major Sydney interchanges such as Strathfield and the Sydney CBD (Redfern, Central, Town Hall and Wynyard).

Bennelong Bridge facilitates access for pedestrians, cyclists, buses and emergency vehicles (not for cars) to the local centre of Rhodes and Rhodes train station.

The Subject Site will benefit from increased access and connectivity due to considerable future investment in the West Metro and Stage 2 of the Parramatta Light Rail (announced 18 October 2017). The Light Rail route is



anticipated to run within the Subject Site, linking with a new crossing of the Parramatta River. This will connect Wentworth Point to Parramatta via Rydalmere and to Sydney Olympic Park. A Metro Station at Olympic Park will mean that people will be able to take a short light rail trip to the station and connect to a high frequency mass transit option.

Other planned supporting road infrastructure includes the recently completed WestConnex Stage 1 from Parramatta to Strathfield and the associated M4 to Hill Road off ramp which is currently at the planning stage.

### **3.4 The Proposal**

A detailed Urban Design Study prepared by Turner Architects has examined the constraints and opportunities of the Subject Site. Through a detailed site and view analysis, the Urban Design Report demonstrates that the Subject Site has the capacity to accommodate taller tower forms in an alternative arrangement.

The fundamental purpose of the Planning Proposal is to amend the Auburn Local Environmental Plan 2010 to reflect the masterplan which provides for a redistribution of the approved gross floor area via an alternative street layout, as well as an alternative arrangement of building locations, height and open space. A key component of the Planning Proposal also involves the achievement of publicly accessible open space, to allow for some retail and commercial use and foreshore café.

Pursuant to consultation undertaken with Transport for NSW and City of Parramatta Council, the site masterplan was amended to better integrate the proposed alignment of Parramatta Light Rail Stage 2, which will traverse the site within a dedicated right of way.

The Planning Proposal seeks to:

- Amend the Auburn LEP's, 'Land Zoning Map' to increase the area of the RE1 Public Recreation zone and introduce an area of B4 Mixed Used zone, with a corresponding reduction of the R4 High Density Residential zone for the Subject Site
- Amend the 'Height of Buildings Map' to provide a maximum 146 metre height across R4 zoned area of the Subject Site
- Amend the Floor Space Ratio Map to provide a site wide FSR of 2.42:1, that is 228,800 square metres of gross floor area divided by 94,580 square metres across the Subject Site
- Amend the Acquisition Map to exclude the foreshore wharf from public acquisition so that it can be retained, refurbished and operated as a café by the community association
- to allow 'commercial premises' as a permissible use in the proposed B4 zone on the Subject Site with an approximate cap of 2,000 square metres gross floor area, and also to allow 'food and drink premises' as a permissible use in the RE1 zone on the site as an additional permitted use under Schedule 1 of Auburn LEP.

# COMMUNITY PROFILE

## 4.0 COMMUNITY PROFILE

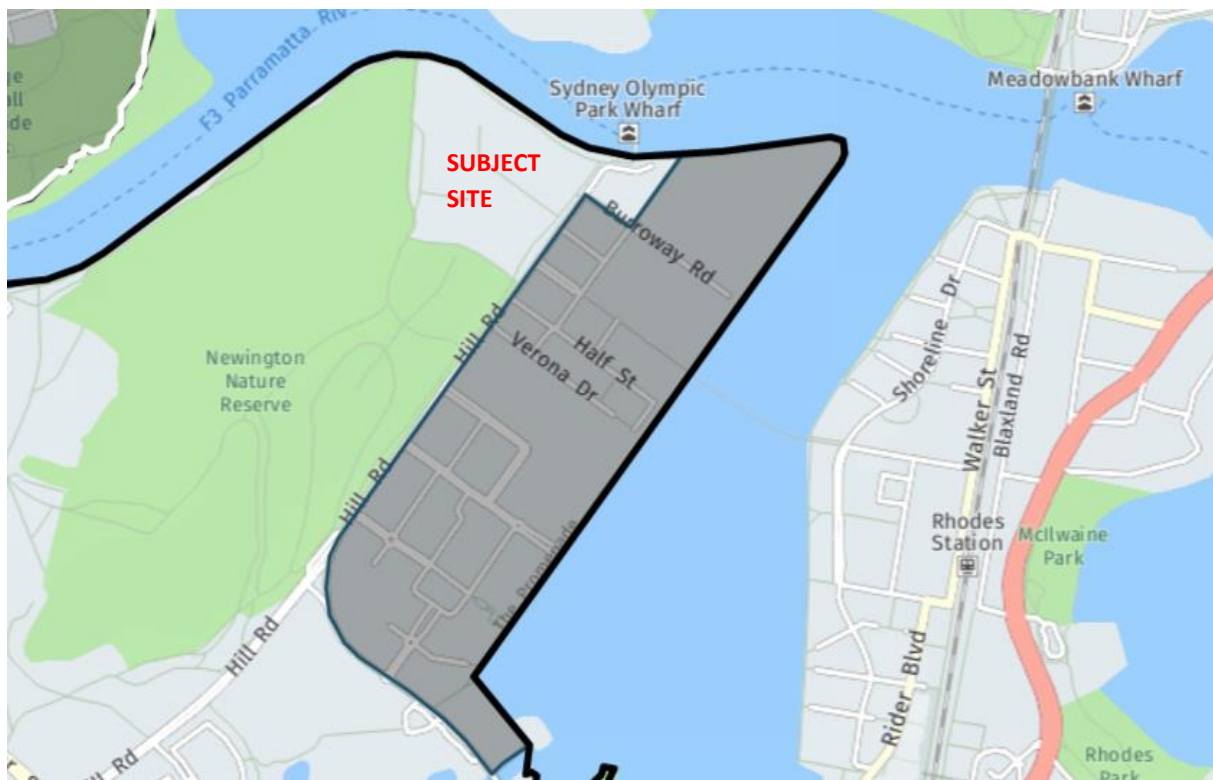
The section provides a snapshot of the socio-economic characteristics of the study area to better understand the underlying and emerging social needs of the community and potential social impacts of the proposed development.

### 4.1 Study Area

For the purpose of this analysis, the study area has been defined using Wentworth Point (suburb), as defined by the 2016 Australian Census of Housing and Population (ABS). To provide context and highlight the uniqueness of the location; comparisons are made against Greater Sydney.

While the Subject Site is part of the Wentworth Point precinct, technically it is part of Olympic Park. Wentworth Point (suburb) has been used as the study area as it is more reflective of the community that this development will be part of. As this is a rapidly growing suburb, boundaries used for the analysis below vary, but are always reflective of the population of the suburb at the time the data was collected.

**Figure 5: Wentworth Point SSC Boundary**



Source: Forecast.id

## 4.2 Key demography

Key attributes of the study area population are as follows:

- The suburb of Wentworth Point, which is adjacent to the Subject Site had a population of 6,994 in 2016 (Census 2016)
- The median age of Wentworth Point (32) was lower compared to Greater Sydney (36)
- Forty per cent of residents were aged 30-44, which is almost double the Greater Sydney average (23%)
- The total age dependency ratio measures the number of dependents (aged 0 - 14 and aged 65+), to the total population of working age (15 to 64). As the ratio increases there may be an increased burden on the working population to financially maintain the economically dependent. At 0.16, Wentworth Point has a significantly lower age dependency ratio than Greater Sydney (0.47)
- The proportion of family households in the Wentworth Point study area (64%) is less than the Greater Sydney rate (74%), with an average occupancy rate of 2.1 persons per dwelling
- One hundred per cent of dwellings in the study area are apartments, which is more than triple the Greater Sydney rate (28%)
- The median incomes in Wentworth Point (\$1,087 personal and \$1,877 per household) were high when compared to Greater Sydney (\$719 personal and \$1,750 household)
- The Homebush Bay – Silverwater SA2 area ranked high on the SEIFA index which indicates the area is relatively socioeconomically advantaged
- The top five industries of employment in 2016 were professional, scientific and technical services, health care and social assistance, wholesale trade, financial and insurance services and manufacturing.
- It has been observed that Wentworth Point has relatively high levels of break-and-enter and domestic violence crime.

## 4.3 Social Advantage and Disadvantage

The Socio-Economic Indexes for Areas (SEIFA) has been developed by the ABS to provide an overview of social and economic wellbeing and welfare of communities across a range of spatial scales. The SEIFA measures the relative level of socio-economic advantage and disadvantage based on various census characteristics, such as income, education, unemployment and occupations. In the context of this Index, a lower score indicates an area that is relatively disadvantaged and a high score indicates a relative lack of disadvantage.

The area was ranked within the top five per cent of statistical areas for all categories except 'economic resources' which had an average result when compared with other statistical areas across NSW and nationally. This indicates that residents of Wentworth Point had relatively average wealth and income compared with other areas of Sydney and Australia, even though they were among the highest ranked for advantage, education and occupation.

Given the rapid change currently occurring in this area, the SEIFA index for 2016 is expected to be different, reflecting the changing demographics of the area as the population increases. The SEIFA index data for Wentworth Point (SSC) in Table 8 below is based on 2011 data.

**Table 8: SEIFA Index (2011 Data) – Wentworth Point Suburb (SSC)**

| Wentworth Point (SSC) – SEIFA Index (2011) |           |        |         |      |        |         |
|--|-----------|--------|---------|------|--------|---------|
|  | Australia |        |         | NSW  |        |         |
|  | Rank      | Decile | Percent | Rank | Decile | Percent |
| Advantage and disadvantage                 | 7965      | 10     | 97      | 2421 | 10     | 95      |
| Disadvantage                               | 7875      | 10     | 96      | 2414 | 10     | 95      |
| Economic resources                         | 4251      | 6      | 52      | 1339 | 6      | 53      |
| Education and occupation                   | 8120      | 10     | 99      | 2487 | 10     | 97      |

Source: Australian Bureau of Statistics, 2011

#### 4.4 Crime ‘Hot Spots’

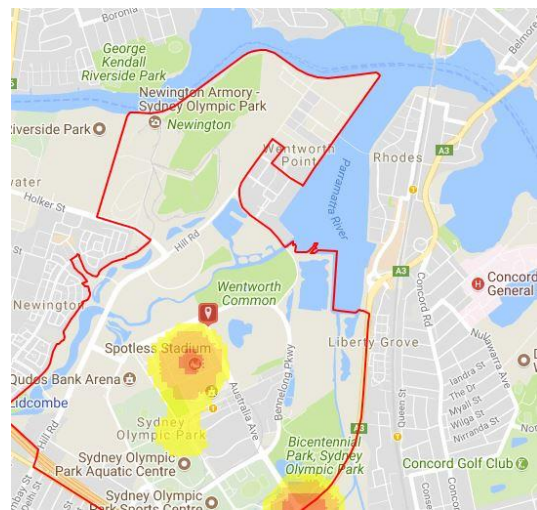
Figure 6 illustrates the ‘hot spot’ maps for Wentworth Point and surrounding suburbs. These maps are based on Bureau of Crime Statistics and Research (BOSCAR) data for six of the most prevalent crime types, and show locations where these crimes are particularly prevalent in relation to the Subject Site.

The ‘hot spot’ maps indicate that the Subject Site and its immediate surroundings are located within an area with little or no crime. The maps identify high levels of crime in the established parts of Wentworth Point to the south, for domestic violence related assault and dwelling related break-ins.

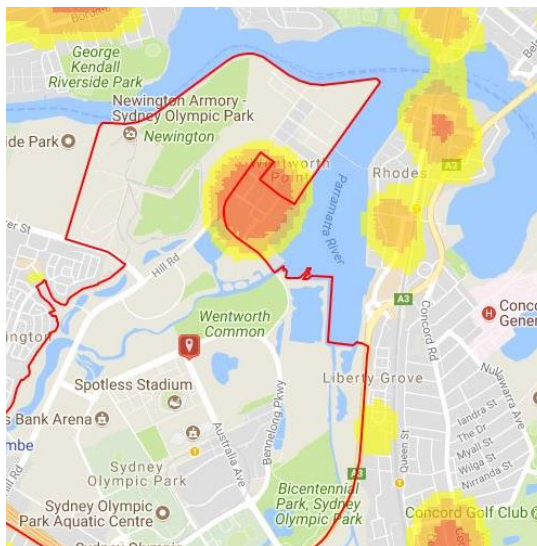
**Figure 6: Crime 'hot spot' maps**



**Alcohol Related Assault**



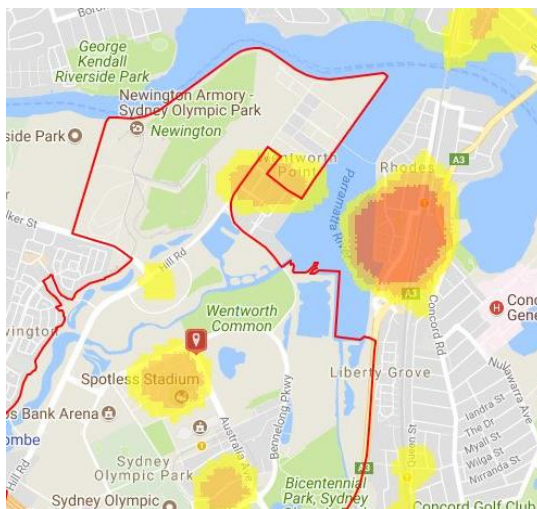
**Theft (from person)**



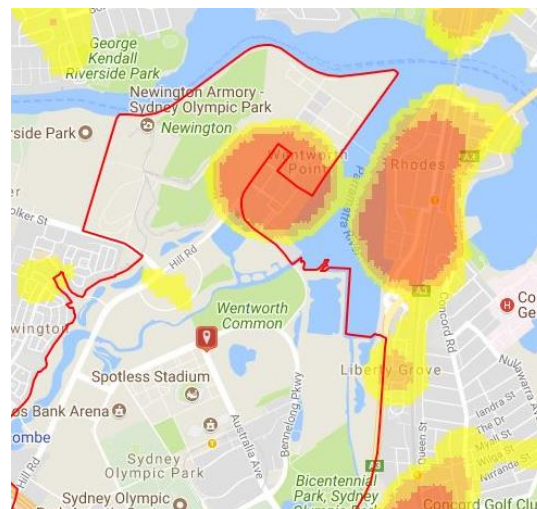
**Assault - Domestic Violence Related**



**Assault - Non-Domestic Violence Related**



**Break and Enter Non-dwelling**



**Break and Enter Dwelling**

Source: Bureau of Crime Statistics and Research

# STRATEGIC POLICY CONTEXT

## 5.0 STRATEGIC POLICY CONTEXT

This section reviews the planning and legislative context for the proposed development based on State and local government planning guidelines. The following Strategic policy documents have been reviewed:

### STATE GOVERNMENT

### LOCAL GOVERNMENT



### 5.1 State Government

#### 5.1.1 Draft Greater Sydney Region Plan 2017

The Greater Sydney Region Plan is built on a vision where the people of Greater Sydney live within 30 minutes of their jobs, education and health facilities, services and great places.

Wentworth Point is identified as being part of the Central River City. The Plan states that the Central River City, “will capitalise on its location in the centre of Greater Sydney and with enhanced radial transport links will continue developing its world-class health, education and research institutions as well as its finance, business services and administration sectors to drive the economy. High quality urban renewal and new neighbourhoods will be matched with quality public places, green spaces and infrastructure to attract skilled workers and top 100 businesses.”

Through its Objectives, Strategies and corresponding analysis, the draft Region Plan discusses a range of considerations that are particularly important to consider in a social impact assessment. These elements will be explored later in Part Six of the report.

Table 9: Greater Sydney Region Plan

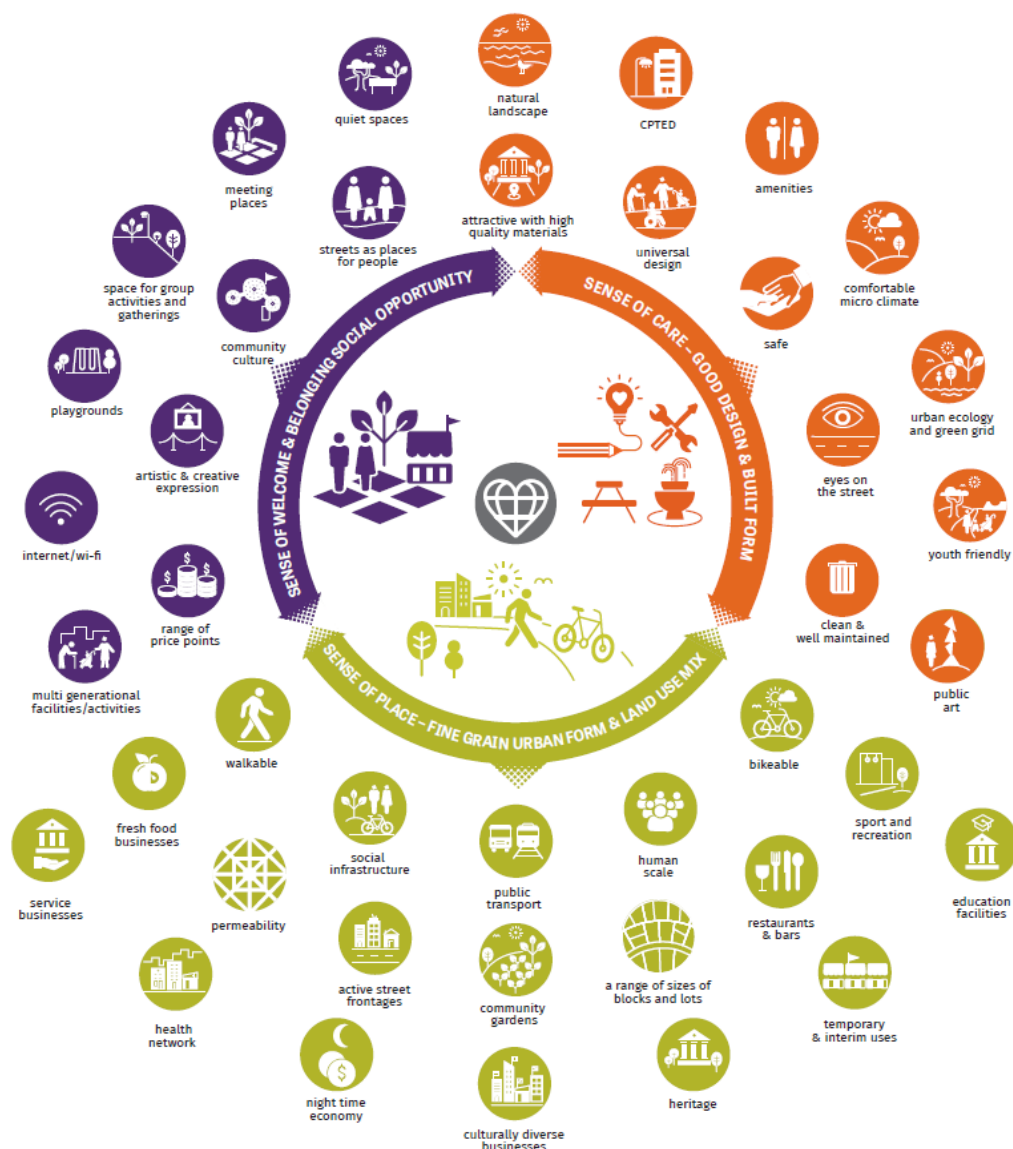
| Objective/ Strategy  | Extracts from the Plan  |
|--|---|
| <p><b>Objective 6 - Services and infrastructure meet communities’ changing needs</b></p> <p>Strategy 6.1 - Deliver social infrastructure to reflect the needs of the community now and in the future.</p> <p>Strategy 6.2 – Optimise the use of available public land for social infrastructure.</p> | <ul style="list-style-type: none"> <li>• Demand for education and health facilities</li> <li>• Physical, social and spatial accessibility</li> </ul>  |
| <p><b>Objective 7 - Communities are</b></p>  | <ul style="list-style-type: none"> <li>• Active and socially connected people are healthier and better able to adapt to change. Strong social networks help communities respond to</li> </ul> |



| Objective/ Strategy   | Extracts from the Plan  |
|---|---|
| <p>healthy, resilient and socially connected</p> <p>Strategy 7.1 - Deliver inclusive places for people of all ages and abilities that support healthy, resilient and socially connected communities by:</p> <ul style="list-style-type: none"> <li>• providing walkable places with active street life and a human scale</li> <li>• co-locating schools, social, health, sporting, cultural and shared facilities.</li> </ul> | <p>the challenges of urban life, such as housing affordability and access to work and education. They give people access to knowledge, resources and opportunities. Great places for people are shaped by healthy and connected communities that share values and trust, and can develop resilience</p> <ul style="list-style-type: none"> <li>• Street life, meeting and gathering places and emerging sharing and digital networks sustain social networks. Streets allow spontaneous social interaction and community cultural life when designed at a human scale for walkability.</li> <li>• A 20-minute walk built into a person’s daily routine reduces the risk of early death by 22 per cent and increases a person’s mental health by 33 per cent.<sup>1</sup></li> <li>• Mixed-use neighbourhoods with homes and schools close to centres and public transport improve the opportunities for people to walk and cycle to local shops and services. This has many flow-on benefits including increasing patronage of local businesses and transport, more successful centres and reduced traffic congestion.</li> </ul> |
| <p>Objective 9 - Greater Sydney celebrates the arts and supports creative industries and innovation</p>   | <ul style="list-style-type: none"> <li>• A vibrant and safe night-time economy enhances Greater Sydney’s standing as a global city, while meeting the social and recreational needs of shift workers, young people, tourists and visitors. Stimulating the night-time economy will support dynamic places and boost local economies. This can generally occur in mixed-use centres with adequate noise control, locally appropriate operating hours and safe late-night travel options.</li> </ul>  |
| <p>Objective 10 - Greater housing supply</p>  | <ul style="list-style-type: none"> <li>• The NSW Government has identified that 725,000 new homes will be needed to meet demand based on current population projections to 2036.</li> <li>• Social infrastructure and opportunity – great places are inclusive of people of all ages and abilities, with a range of authentic local experiences and opportunities for social interaction and connection</li> <li>• A range of housing types provides for the needs of the community at different stages of life and caters for diverse household types. It means that as people age they can move into smaller homes and age in their own neighbourhoods, while young adults leaving home can stay close to their families and communities.</li> </ul>  |
| <p>Objective 12 - Great places that bring people together</p>   | <ul style="list-style-type: none"> <li>• Refer to Figure 7</li> </ul>   |

<sup>1</sup> Ekelund et. al. 2015 American Journal of Clinical Nutrition ajcn.114.100065.

Figure 7: Elements of Great Places



Source: Draft Sydney Region Plan 2017 – Figure 21

### 5.1.2 Central City District Plan

In March 2018, the Greater Sydney Commission (GSC) released updated district plans for Greater Sydney. The draft District Plans support the actions and outcomes of the draft Greater Sydney Region Plan with additional ‘Planning Priorities’ that are focussed on each district. Wentworth Point is located within the Central City District, the District Planning Priorities of the Central City District Draft Plan as relevant to Wentworth Point include:

- Planning for a city supported by infrastructure
- Providing services and social infrastructure to meet people’s changing needs
- Fostering healthy, creative, culturally rich and socially connected communities
- Providing housing supply, choice and affordability, with access to jobs and services

- Delivering integrated land use and transport planning and a 30-minute city

The District Plan identifies a five year housing target for the Parramatta LGA of 21,650 dwellings.

The Sydney Region Plan and Central City District Plan are to be taken into consideration when preparing strategic planning documents including planning proposals.

### **5.1.3 Greater Parramatta and Olympic Peninsula Vision (GPOP Vision)**

The Greater Parramatta and the Olympic Peninsula vision (GPOP Vision), released by the Greater Sydney Commission (GSC) in October 2016 sets out a 2036 vision for the Greater Parramatta to Olympic Peninsula (GPOP). The strategic vision for GPOP over the next 20 years and beyond is to be:

- A central city close to Sydney's heart
- A link forging one Greater Sydney
- A jobs hub within reach of skilled workers
- An attractive place to invest
- A place of celebrated natural beauty.

### **5.1.4 Greater Parramatta Priority Growth Area**

The Subject Site is located within the Greater Parramatta Priority Growth Area. The priority growth area was declared in July 2017. A vision and land use framework is set out in the Greater Parramatta Interim Land Use and Infrastructure Implementation Plan (the interim Plan).

Wentworth Point is identified as being part of the "Olympic Park Lifestyle Super Precinct."

The plan outlines the infrastructure program that will be implemented by the State government to facilitate growth. Specifically, in relation to the Subject Site, committed infrastructure includes a new public school and open space at Wentworth Point.

## **5.2 Local Government**

On 12 May 2016 the NSW Government announced the formation of the City of Parramatta Council. Prior to this proclamation, the Subject Site was part of the former Auburn Council. As a result, some strategic documents that applied under the former Council still apply.

### **5.2.1 City of Parramatta Vision and Priorities for 2017-18**

To assist with the development of Parramatta's Community Strategic Plan (and also as a requirement of new Councils by the NSW State Government), the City of Parramatta Vision and Priorities for 2017-18 were developed in 2016 through significant community engagement. Over 9,000 people contributed their views through a number of channels, including online and telephone surveys, or in person by visiting a popup kiosk, attending a workshop or focus group.

Table 10: City of Parramatta Vision and Priorities

| Vision  |  |
|---|--|
| Council's vision is to create sustainable, liveable and productive places which are inspired by the community.  |  |
| What the community want   |  |
| <ul style="list-style-type: none"> <li>• A sense of community is very important as are our green spaces, heritage and local jobs</li> <li>• Unique cultural and sporting activities and experiences that our City offers</li> <li>• Transport, parking and traffic management.</li> <li>• Benefits from development are shared</li> <li>• More communication and engagement from your Council</li> <li>• City of Parramatta to be a vibrant, dynamic and creative place at the centre of Sydney.</li> </ul> |  |
| Key directions (of relevance to this study)   |  |
| <i><b>Building a stronger, more innovative council for our community's future</b></i>   | <ul style="list-style-type: none"> <li>• Provide high quality services and projects that meet the needs of our community</li> <li>• Engage and communicate with our community about our plans and progress</li> <li>• Provide responsive regulatory functions that address community issues</li> <li>• Be at the forefront of innovation by harnessing leading-edge technology.</li> </ul>   |
| <i><b>Managing growth and transport</b></i>   | <ul style="list-style-type: none"> <li>• Connect people to jobs and the rest of the region.</li> <li>• Managing the parking and transport needs of residents, visitors and workers.</li> <li>• Ensure that green and open spaces are created, protected and maintained in line with population growth</li> <li>• Traffic and transport solutions, schools and open space planning.</li> </ul>  |
| <i><b>Promoting green spaces and the environment</b></i>  | <ul style="list-style-type: none"> <li>• To create a green city by creating and maintaining green spaces, bushland and waterways for residents and visitors to enjoy.</li> <li>• Protect and enhance our natural bushland</li> </ul>   |
| <i><b>Providing opportunities for recreation and leisure</b></i>  | <ul style="list-style-type: none"> <li>• Create more active travel options and maintain accessible and high quality facilities to promote healthy and active lifestyles</li> <li>• Maintain the City's reputation as a premier sporting destination.</li> </ul>  |
| <i><b>Creating a strong economy with a strong city centre</b></i>   | <ul style="list-style-type: none"> <li>• Create a centre that can generate jobs for everyone, attract business and investment and provide better services in order to meet the demands of population growth</li> </ul>   |
| <i><b>Having a community focus</b></i>  | <ul style="list-style-type: none"> <li>• Foster and celebrate a sense of community that is friendly, welcoming and embraces diversity.</li> <li>• Respect, protect and celebrate the Aboriginal and European heritage, songlines, stories and history of our city.</li> <li>• Create a place that encourages social connectivity and is inclusive and accessible for all.</li> <li>• Understand the needs of the community and ensure the provision of relevant, accessible and exceptional services.</li> </ul> |
| <i><b>Supporting arts and cultural celebrations and destinations</b></i>  | <ul style="list-style-type: none"> <li>• Celebrate our cultural life and build positive perceptions of Parramatta by delivering a program of high quality festivals, local and major events and street activities</li> <li>• Provide a variety of cultural experiences and attractions unique to Parramatta which make it a destination of choice for residents and visitors.</li> </ul>   |
| <i><b>Creating vibrant neighbourhoods and precincts.</b></i>  | <ul style="list-style-type: none"> <li>• Drive renewal in key precincts in order to increase jobs, housing, development and transport options including in Epping, Camellia, Westmead, Wentworth Point, the Greater Parramatta to Olympic Park (GPOP)</li> <li>• Create welcoming and distinctive local neighbourhoods, that foster a sense of community and local identity for residents right</li> </ul>   |

A new draft community strategic plan will be developed and placed on public exhibition and adopted by 30 June 2018.

### **5.2.2 Parramatta Economic Development Plan 2017-2021**

The City of Parramatta adopted this plan on 10 July 2017. The purpose of the Economic Development Plan (EDP) is to grow the number of jobs in the City of Parramatta Local Government Area (City of Parramatta LGA). It achieves this by communicating the following:

1. Providing a clear economic direction for the City of Parramatta LGA
2. Outlining the challenges and opportunities in the local economy
3. Encouraging strategic partnerships and collaboration between key stakeholders
4. Detailing specific goals, objectives and programs
5. Guiding the appropriate expenditure of the Economic Development Special Rate (EDSR).

The plan foreshadows the development of a masterplan for Wentworth Point.

### **5.2.3 Auburn City Community Strategic Plan 2013-2023**

Whilst the Subject Site is located within the City of Parramatta LGA, the Auburn City Community Strategic Plan 2013 -2023 adopted in 2011, is applicable given the Subject Site was previously located within the Auburn LGA. The Plan is built around themes of community, place, environment and leadership.

### **5.2.4 Wentworth Point Precinct Development Control Plan 2014**

The Wentworth Point Precinct Development Control Plan 2014 applies to the Subject Site, and was finalised as part of the Wentworth Point Priority Precinct's planning documentation. The plan sets out a number of principles:

- Strengthen the role of Wentworth Point as an integral part of the broader Sydney Olympic Park Specialised Precinct
- Create a network of unique, memorable and high quality places
- Respond to and enhance its unique natural setting on the Parramatta River
- Provide a peninsula park that maximises amenity for the local community
- Create a compact, walkable urban community
- Provide high density, medium to high rise housing to increase housing choice
- Incorporate a network of publicly accessible open spaces
- Incorporate a primary school that serves the wider Wentworth Point community
- Provide public view corridors to and from the Millennium Marker, Parramatta River and Sydney Olympic Park, Parklands
- Create a complete, largely self-contained community
- Comprise a diverse and innovative built form that provides a high quality living environment
- Be resilient to climate change and sea level rise
- Incorporate sustainability measures that reduce its impact on the natural environment.

### **5.2.5 Parramatta City Council Social Impact Assessment Guidelines - August 2013**

This document provides guidelines on what should be included within a social impact assessment. Parramatta Council requires the SIA to be an effective tool to aid decision making and any assessment must therefore address the following:

- Relevant policy and legislation and integrate policy priorities in the assessment
- Acknowledgement of the makeup and values of local communities. That is, be informed by the things that are likely to impact on local community wellbeing
- Identify impacts that are directly related to the proposed development (demonstrate the connection between the intervention and likely impact).

This study has been prepared in accordance with these guidelines.

# EXISTING SOCIAL INFRASTRUCTURE

## 6.0 EXISTING SOCIAL INFRASTRUCTURE

The following section provides an overview of the social infrastructure and open space located within the study area. This audit has been informed by a desktop analysis of geographical data and resources, including;

- Parramatta City Council Website
- Core List Australia (2016)
- NSW Department of Education and Communities My School website
- ArcGIS Online.

The audit is indicative and based on the data available at the time of preparing this report. Consultation was undertaken to ensure accuracy of data and to highlight key issues and aspects relating to service provision, including specified future needs. The purpose of the social infrastructure audit is to understand strengths and weaknesses of existing social infrastructure and to determine what has potential to accommodate future population growth. A needs analysis has been undertaken in section 7.0.

### 6.1 What is social infrastructure?

Social infrastructure is an asset that accommodates social services or facilities. Social infrastructure is an important aspect of society as it provides the community with tangible or perceived benefits linked to the safety, health and wellbeing of that community. It also links to the economic growth and the sustainability of the community, therefore playing a critical role in society.

Specifically, this report has been produced to address the needs of particular infrastructure types, which include the following:

- Education – childcare, schools, tertiary facilities
- Active and passive recreation – such as parks, sporting ovals and social clubs, halls etc.
- Community and culture – libraries and community centres

For the purposes of clarity, this report excludes businesses such as retail or commercial services. While these facilities provide a valuable social function, the future provision of these businesses in any area is typically market-led and does not benefit from formal government funding.

### 6.2 A catchment approach

Social infrastructure facilities generally operate at three levels of provision. These are local, regional and district. The different scales of infrastructure service different sized catchments. Catchments refer to both geographical areas and the size of the population serviced. For example, a primary school is intended to serve the local population, usually within walking distance. However, a university will cater for a much wider population.

In conducting the audit of social infrastructure, local and district facilities have been identified. Table 11 identifies the facilities included in the audit and the catchments that they serve.



**Table 11: Social infrastructure parameters of provision**

|   | Local (generally up to 20,000 people)  | District (generally up to 50,000 people)  |
|---|--|---|
| <b>Childcare and educational facilities</b>             | <ul style="list-style-type: none"> <li>- Primary school</li> <li>- Long day care</li> <li>- Preschool</li> <li>- Out of school hours care</li> </ul> | <ul style="list-style-type: none"> <li>- Specialist school</li> <li>- Secondary school</li> <li>- Combined school</li> </ul>    |
| <b>Community and cultural facilities</b>                | <ul style="list-style-type: none"> <li>- Branch library</li> <li>- Meeting space</li> <li>- Community centre</li> <li>- Places of worship</li> </ul> | <ul style="list-style-type: none"> <li>- District library</li> <li>- Multipurpose community centre/community hub</li> </ul>     |
| <b>Community health, civic and emergency facilities</b> | <ul style="list-style-type: none"> <li>- Medical centre</li> <li>- Ambulance standby point</li> </ul>  | <ul style="list-style-type: none"> <li>- Integrated health clinic</li> <li>- Fire service</li> <li>- Police services</li> </ul> |

### 6.3 Childcare and educational facilities

There are no childcare centres within close proximity (400m) to the Subject Site. However, a number of proposed child care centres are in the planning or construction stages in Wentworth Point and Olympic Park.

**Table 12: Proposed childcare facilities**

| Category      | Address   | Number of Places | Date of Completion (estimated) | Distance to Subject Site |
|---------------|---|------------------|--------------------------------|--------------------------|
| Long Day Care | 1 Burroway Road, Wentworth Point                              | 52               | Late 2017                      | 0.1km                    |
| Long Day Care | Cnr Australia Avenue & Bennelong Parkway, Sydney Olympic Park | 80               | Late 2018                      | 3.5km                    |
| Long Day Care | Footbridge Boulevard, Wentworth Point                         | 150              | 2018                           | 0.5km                    |
| OOSH          | Wentworth Point Public School                                 | N/A              | 2018                           | 0.2km                    |

### 6.4 Primary and secondary schools

There are no primary schools located within 2km of the Subject Site. There are no secondary and no combined schools located within 5km of the Subject Site. Two primary schools are currently proposed within 2km of the Subject Site. Planning and construction of an 18 room primary school in Wentworth Point currently underway and will be due for completion by 2018.

**Table 13: Proposed primary schools**

| Category                         | Primary School Name           | Address                              | Capacity | Distance to Subject Site     | Opening Date |
|----------------------------------|-------------------------------|--------------------------------------|----------|------------------------------|--------------|
| Primary School (Public)          | Wentworth Point Public School |                                      | 400      | 0.2km                        | 2018         |
| Primary School (Public) Proposed | TBA                           | Within East Rhodes Priority Precinct | TBA      | 1.9km (via Bennelong Bridge) | TBA          |

Source: Department of Education

There are no secondary schools are proposed within 5km of the Subject Site.

## 6.5 Cultural and Community Facilities

There are currently no community centres or cultural facilities libraries located in Wentworth Point. However the new Wentworth Point community centre and library is currently under construction by the City of Parramatta. The community centre and library will be located at Footbridge Boulevard, next to the Bennelong Bridge.

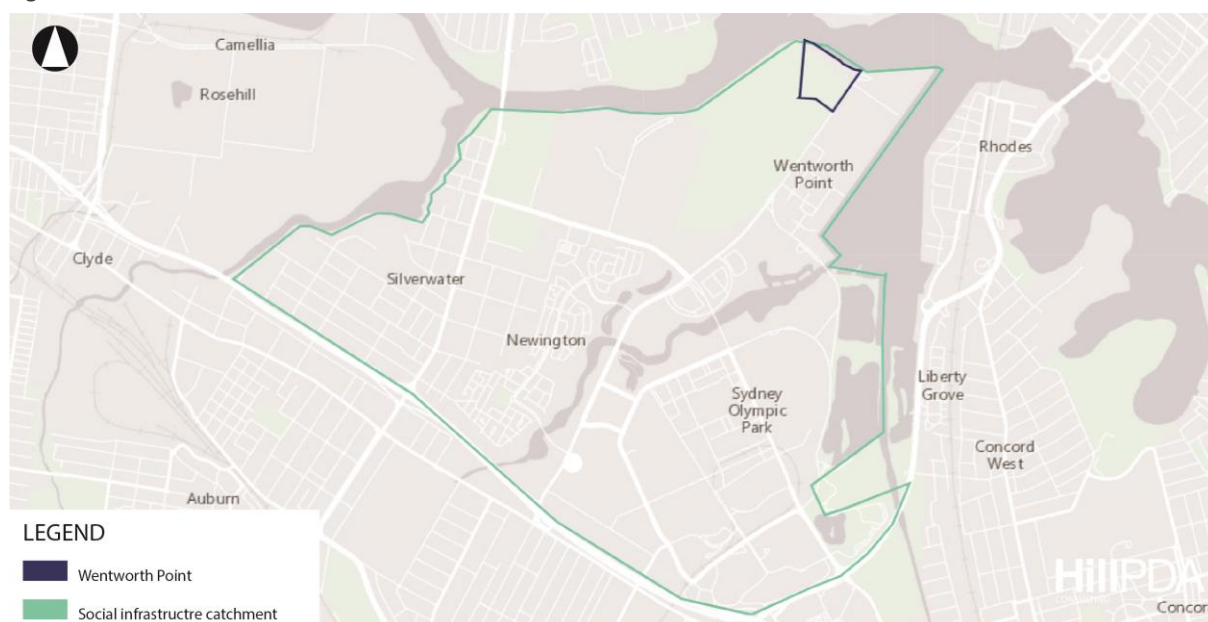
With a budget of \$9 million the library and community centre will include a children’s play and youth study space, a book vending machine, café, micro-business incubator and workshop.

## 6.6 Future social infrastructure provision

The draft Parramatta Social Infrastructure Strategy, August (2017) adopts a catchment based approach to assessing social infrastructure requirements for the Parramatta LGA. These catchments are based on key urban centres, travel patterns, community preferences and existing and future population size and distribution.

Figure 8 identifies the catchment the Subject Site is located in. This catchment includes Wentworth Point, Sydney Olympic Park, Lidcombe / Carter Street, Silverwater and Newington.

**Figure 8: Social infrastructure catchment**



The draft Parramatta Social Infrastructure Strategy identifies the following key directions and opportunities for Wentworth Point.

- Upgrades to existing sports fields nearby to Wentworth Point to increase capacity
- Increased provision of quality parks and green open space within Wentworth Point, including through shared use of school facilities, street treatments, a park of approximately 1.05 hectares spanning from the River foreshore to Wentworth Place, and development of a linear park along the foreshore, advancing the vision for the Homebush Bay Promenade
- Provision of open space and recreation facilities within new private development to support residents' needs
- Increased pedestrian and bike connections to natural assets and key parks and open spaces, and to areas outside of Wentworth Point
- Opening of the new community hub in Wentworth Point including library and multipurpose community space
- Increased access for the community to more community spaces through shared use arrangements with not-for-profits, government organisations and businesses in the precinct
- Joined up planning and coordination to support the opening of the new Wentworth Point Primary School in 2018
- Increased provision of Council-owned, private and not-for-profit long day care centres, located nearby transport nodes and the school
- Increased provision of affordable rental housing
- Advocate for improvements to public transport and connectivity aligned with population growth.

FUTURE GROWTH

## 7.0 FUTURE GROWTH

This section examines likely levels of future growth in the Wentworth Point study area, having regard to the dwelling yields for on the socio-economic profile of the existing and future population.

### 7.1.1 Study area population and employment projections

Population, employment and workforce projections by the Transport Performance and Analytics (TPA) have been identified for the Wentworth Point study area.

The forecast shows that the population of the Wentworth Point will reach approximately 22,114 persons by 2046, representing an increase of approximately 14,092 persons or 176 per cent over its 2016 base population of 8,022 residents.

Note that the base population of 8,022 residents varies greatly from the Census 2016 figure of 6,994. The reason for this is that the census is a snapshot of who was actually living there at the time of the census while the TPA figures are based on a projection formulated using Census 2011 and Department of Planning and Environment demographic projections.

Employment within the study area is forecast to increase from 1,014 jobs in 2016 to 1,440 jobs by 2046. This represents an increase of 426 jobs or 42 per cent over the period. Table 14 summarises the projected change in demographic indicators for the study area.

**Table 14: Wentworth Point study area demographic projections**

|            | 2016  | 2026   | 2036   | 2046   | Change (2016-46) | % Change (2016-46) |
|------------|-------|--------|--------|--------|------------------|--------------------|
| Population | 8,022 | 19,023 | 20,455 | 22,114 | 14,092           | 176                |
| Workforce  | 4,850 | 10,626 | 11,403 | 12,170 | 7,320            | 151                |
| Employment | 1,014 | 1,135  | 1,298  | 1,440  | 426              | 42                 |

Source: TPA Population, Workforce and Employment Projections (2016)

### 7.1.2 New development and future community

The projected population within the precinct will depend on different dwelling types and the average number of occupants within each dwelling, referred to as the “average occupancy rate”. The average occupancy rates for the different dwelling types within the Wentworth Point SSC have been derived based on the 2016 ABS Census data and identified in Table 15.

**Table 15: Average occupancy rates in Wentworth Point SSC**

| Density Type   | Percentage of dwelling lots | Number of Dwellings | Persons | Occupancy Rate |
|----------------|-----------------------------|---------------------|---------|----------------|
| High density   | 99%                         | 2,973               | 6,246   | 2.1            |
| Medium density | 0.5%                        | 11                  | 28      | 2.5            |
| Low density    | 0.2%                        | 3                   | 10      | 3.3            |

| Density Type                          | Percentage of dwelling lots | Number of Dwellings | Persons | Occupancy Rate |
|---------------------------------------|-----------------------------|---------------------|---------|----------------|
| Other/Not stated/Unoccupied           | 4%                          | 270                 | NA      | NA             |
| Average number of persons per bedroom | 1.3                         |                     |         |                |
| <b>Total</b>                          | 100%                        | 3,275               | 6,301   | 2.1            |

Source: Adapted from ABS 2016

Based on the above, HillPDA recommends a conservative average occupancy rate for the Subject Site of 2.3.

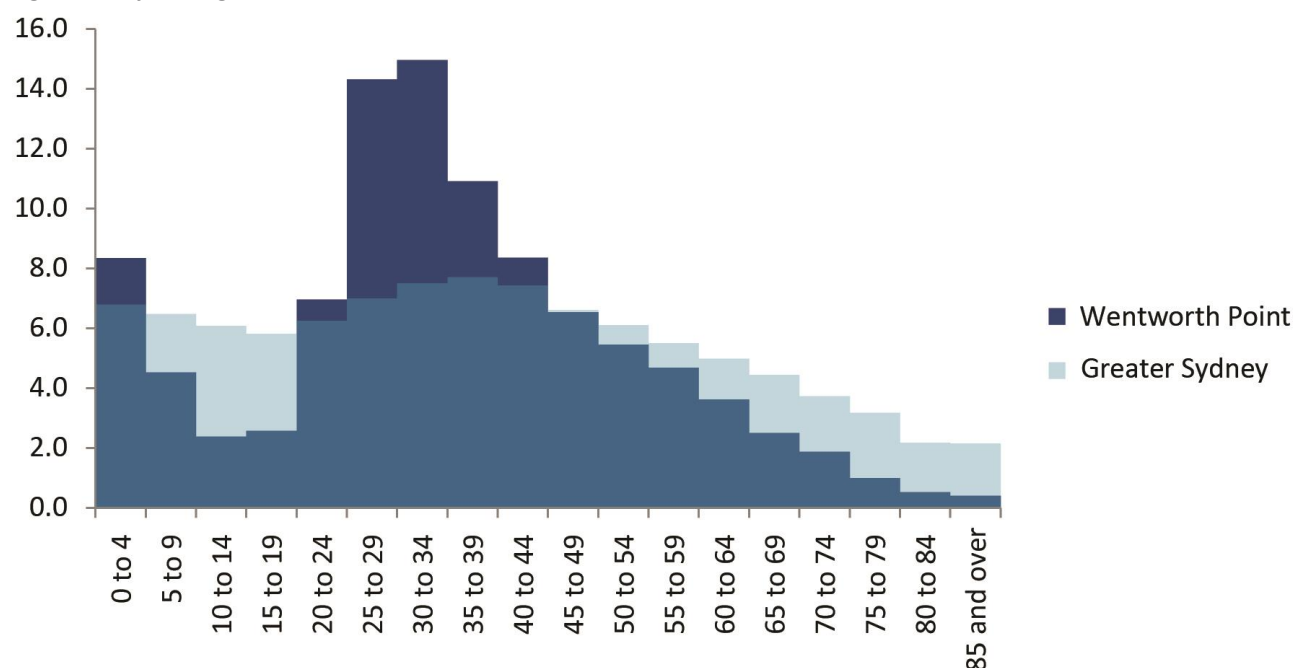
## 7.2 Forecast demographic characteristics of the precinct

Population and household projections prepared for the City of Parramatta by Forecast.id provide an indication of the likely characteristics of future population. Knowledge of the likely demographic breakdown is essential when planning for age related social infrastructure such as child care services, aged care and sport and recreation facilities.

Figure 9 identifies the projected age structure of the future population of the Wentworth Point precinct, as prepared for the City of Parramatta by Forecast.id.

This projected age structure is based on the current age of the population, migration (in and out), existing residential developments and anticipated amount and type of residential development.

Figure 9: Projected age structure in 2026



Source: Adapted form Forecast.id data and the Department of Planning and Environment

Table 16 illustrates demographic trends by service groups predicted for the Wentworth Point Precinct.

Table 16: Population projections by service groups

| Service Categories | Wentworth Point |
|--------------------|-----------------|
|--------------------|-----------------|

| Service Categories                             | Wentworth Point |
|--|-----------------|
| Babies and pre-schoolers (0 to 4)              | 8.4             |
| Primary schoolers (5 to 11)                    | 5.7             |
| Secondary schoolers (12 to 17)                 | 2.6             |
| Tertiary education and independence (18 to 24) | 8.2             |
| Young workforce (25 to 34)                     | 29.3            |
| Parents and homebuilders (35 to 49)            | 25.8            |
| Older workers and pre-retirees (50 to 59)      | 10.1            |
| Empty nesters and retirees (60 to 69)          | 6.1             |
| Seniors (70 to 84)                             | 3.4             |
| Elderly aged (85 and over)                     | 0.4             |
| Total persons                                  | 100             |

Source: Adapted from Forecast.id data

The population projections suggest:

- Wentworth Point is forecast to have substantial population growth 176 per cent over the next 20 years with the vast majority of this growth forecast within the next ten years
- Wentworth Point is forecast to have employment growth of 42 per cent over the next 20 years, which is significantly lower rate compared with the rate of population growth
- The dominant age structure predicted for the precinct is ages 25-34, which accounts for almost 30% of the total persons which is twice as high as the Greater Sydney average (about 15%)
- The redevelopment would trigger a high proportion of young adults aged 20-39 years (47%) when compared to Greater Sydney average (about 22%); this is likely to cause an increase in demand for active and passive recreation facilities
- The proportion of children under 4 years (about 8%) would be slightly higher than Greater Sydney (7%), likely increasing demand for childcare in the locality
- There will be a growth (about 8%) among children of school going age (5-17) which would increase demand for primary and secondary schooling
- The proportion of people aged 65 years and older (about 6%) would be significantly low compared to Greater Sydney (16%)

# SOCIAL IMPACT ASSESSMENT



## 8.0 SOCIAL IMPACT ASSESSMENT

This Chapter details the potential social impacts of the proposed development and mitigation measures designed to minimise negative impacts and maximise positive impacts. This is based on the analysis from the previous chapters.

### 8.1 Potential Social Impact Review

An extensive issue scoping was undertaken. The impacts identified in Table 17 have been reviewed in accordance with Parramatta City’s Social Impact Assessment Guidelines (2013).

**Table 17: Categories of impact**

| Section | Criteria                        |
|---------|---------------------------------|
| 7.2     | Access and Connectivity         |
| 7.3     | Amenity                         |
| 7.4     | Community cohesion              |
| 7.5     | Social infrastructure           |
| 7.6     | Community health and well-being |
| 7.7     | Neighbourhood characteristics   |
| 7.8     | The economy                     |

### 8.2 Access and connectivity

Access and connectivity is one of biggest disadvantages of the Subject Site and the Wentworth Point neighbourhood. However, the recent construction of the Bennelong Bridge in 2016 has now brought direct pedestrian and cycling access from the area into neighbouring Rhodes.

#### 8.2.1 Potential positive impacts

##### *Density in sustainable locations*

The NSW Government is working towards better integrating land use and transport. The Greater Sydney Region Plan has been prepared to integrate with the -Future Transport Strategy 2056. The Greater Sydney Region Plan recognises the importance of meeting the growing demand for housing in suitable locations to minimise the impacts of travel on the environment, contribute to affordable housing, reduce congestion and improve quality of life for residents and workers.

The State Government is encouraging a mix of housing types across the districts that have easy access to public transport. Housing with good accessibility is able to support higher density forms, especially those with connections to local centres and other employment areas.

The State Environmental Planning Policy (Affordable Rental Housing) 2009 (SEPP) identifies accessible areas as land that is within:

- 800m walking distance of a railway station or a wharf from which a Sydney Ferries ferry service operates,

- 400m walking distance of a public entrance to a light rail service
- 400m walking distance of a bus stop used by a regular bus service

In accordance with the above, the Subject Site is considered to be in an accessible location as it is within walking distance of Rhodes Station which provides an array of facilities and services. The Planning Proposal is consistent with the Government's transport plan by facilitating an improved urban design outcome with substantial residential density close to a ferry terminal, Rhodes train station, extensive cycling routes, a new school, a supermarket and convenience shopping opportunities. This will promote the use of public transport and reduce reliance on private motor vehicles.

Low car dependency can lower overall household costs (the average weekly cost of running a car in Sydney is \$419 per week<sup>2</sup>), reduce congestion, improve travel times, improve air quality and reduce noise and health impacts for individuals and the community.

The Subject Site will benefit from increased access and connectivity due to considerable future investment in the West Metro and Stage 2 of the Parramatta Light Rail (announced 18 October 2017). The proposed Metro Station at Olympic Park will mean that people will be able to take a short light rail trip to the station and connect to a high frequency mass transit option. This will connect Wentworth Point to Parramatta via Rydalmere and to Sydney Olympic Park.

The amendments to the masterplan incorporate the proposed alignment for Parramatta Light Rail Stage 2 into the Proposed Development, including allowance for a light rail stop within the Subject Site itself. This means that, when Stage 2 is completed, the Proposed Development will have frequent direct links with Olympic Park to the South, as well as suburbs to the north and west, including Parramatta CBD itself.

#### ***Retail reduces car dependency***

The provision of retail floorspace in Wentworth Point would primarily serve the immediate catchment and in turn would reduce the need for these residents to travel to other shopping destinations to meet their retail needs. As a result, this would reduce the number of private motor vehicle trips, the number of kilometres travelled, vehicle operating costs and vehicle emissions, resulting in significant improvements in transport and environmental sustainability.

#### ***Congestion and parking requirements***

High density residential developments often result in concerns among the local community in regards to parking requirements and additional traffic congestion due to population growth within the locality.

The Planning Proposal includes proposed amendments to the WPDPC 2014 in relation to car parking. The amendments seek a reduction to the minimum car parking requirements in the WPDPC.

As identified in section 4.0 the median number of motor vehicle per household is 0.9 which is already significantly lower than Greater Sydney (1.7). The reduction in parking requirements is considered appropriate for the location of the subject site. The anticipation of the new light rail network and West Metro being implemented supports the reduction in car parking provision for residents.

These low car ownership rates and the good accessibility to public transport indicate that the development would be likely to result in a decrease in local traffic and parking demand.

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<sup>2</sup> Australian Automobile Association, March to June 2016

## 8.3 Amenity

Amenity has its meaning of pleasantness, but also has a physical (or tangible) component. This includes the character and appearance of buildings, proximity to commercial or recreational facilities, quality of infrastructure and absence of noise, unsightliness or offensive odours. It also has a psychological or social component.

Amenity is what makes one location feel different from another, but it also contributes to people's identity and can be what makes our physical surroundings worth caring about. Amenity can affect the ability of a resident, a visitor or the community to enjoy or undertake activities within the local area. The construction and operation of the development has the potential to alter the local amenity and Wentworth Points' sense of place.

### 8.3.1 Potential negative impacts

#### *Reduced amenity during construction*

The construction process has the potential to affect the amenity of sensitive receivers within the surrounding area. Sensitive receivers generally relate to residents but may also include child care centres, community and recreational facilities or businesses (such as cafes and restaurants) that rely on the amenity of a locality to attract customers.

During construction, the following may affect local amenity:

- The removal of established vegetation
- The introduction of construction facilities to the environment
- Noise and dust arising from construction activities
- Unpleasant odours
- Increased traffic volumes and/or congestion.

Short term reduction in amenity may impact the existing residential properties within Wentworth Point and adjacent to the Subject Site. However, construction impacts on local amenity are generally contained within close proximity of construction sites and the Subject Site is not within close proximity of social infrastructure or other key sensitive receivers.

A range of mechanisms can be applied to minimise any potential construction impacts on amenity. Such mechanisms are employed by most building contractors and implemented through a Construction Management Plan. Such plans tend to focus on issues such as demolition and construction staging, noise, air and water quality, construction traffic management, pedestrian safety and site management. They include simple but effective measures such as screening, noise mitigation at source and varying work hours.

These mechanisms can be as simple as avoiding noisy or disruptive construction activities during the hours when residents are likely to want to enjoy surrounding open space or rest, for example on evenings and weekends.

### 8.3.2 Potential positive impacts

#### *Maximising amenity*

The proposed development is in keeping with the vision of WPDCP and aims to ensure the precinct is redeveloped for high density living in a cohesive and sensitive way that is orderly, environmentally sensitive whilst promoting high quality built form and urban design outcomes.

The Planning Proposal does not seek any additional density beyond the controls of the DCP, however it intends to provide the delivery of this density with improved amenity.

The increased public open space, ground floor retail opportunities, community space, reduced overshadowing and increased access to the foreshore are likely to create a vibrant precinct that encourages visitation as well reflecting and nourishing the existing identity of Wentworth Point.

The proposed community facility, increased open space and improved foreshore access enables improved access to the water.

Consultation with the City of Parramatta is recommended to identify future opportunities to enhance the amenity of the Subject Site through the use of community facilities, public art, community events, market places and other creative and cultural opportunities.

#### ***Improved residential amenity***

The Planning Proposal has been designed to create positive living environments and contribute to resident well-being. The Planning Proposal has been designed to achieve increased sunlight, ventilation and improved views.

Increasing the building heights provides the opportunity to increase the number of residents that benefit from skyline and waterfront views.

#### ***Improved access to the foreshore***

The character and experience of a waterfront is often dramatically improved when it is easily reached in ways other than driving. Access by foot and bike are a crucial element of the transportation mix, people often feel more at ease when not overwhelmed by traffic and parking lots, creating a climate that fosters a full breadth of waterfront activity<sup>3</sup>.

The Planning Proposal includes the introduction of a foreshore road which continues the road alignment established by the eastern adjacent site and significant embellishments to the foreshore park providing increase access and connectivity to the foreshore.

Retention and refurbishment of the existing wharf along the foreshore for use as a food and drink premises, which will provide a destination for residents and the public using the cycleway along the foreshore.

## **8.4 Social Infrastructure**

Social infrastructure is an asset that accommodates social services or facilities. Social Infrastructure is an important aspect of society as it provides the community with tangible or perceived benefits linked to the safety, health and wellbeing of that community.

The Planning Proposal has the potential to alter the population and demographic characteristics of the area and thus, changing the demand for a range of community facilities including community centres, schools, open space and sports and recreation facilities.

The City of Parramatta's draft Social Infrastructure Strategy outlines the Council's long term direction for social infrastructure provision. The Draft Strategy identifies Wentworth Point as a High Growth Area and identifies key priorities for future social infrastructure, funding and delivery mechanisms.

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<sup>3</sup> Project for Public Spaces, 10 Qualities of a Great Waterfront Destination  
<[https://www.pps.org/reference/10\\_qualities\\_of\\_a\\_great\\_waterfront/](https://www.pps.org/reference/10_qualities_of_a_great_waterfront/)>

#### **8.4.1 Potential Negative Impacts**

##### ***Community facilities demand***

The Planning Proposal seeks to enhance amenity and the level of community services available. The Proposal includes community space for the increased population that will occupy this development, which has been in shortage in the area historically. The City of Parramatta has recognised the growth in the precinct and is currently in the process of constructing the Wentworth Point Community Centre and Library, which is expected to open in mid-2019.

The Planning Proposal includes additional public open space and community facilities which would encourage informal interaction and create opportunities for new and existing residents of Wentworth Point to come together and build networks, both at a local neighbourhood and whole of community level, thereby providing additional social benefit as part of the development.

The masterplan recognises that public open spaces are designed to be safe, accessible to all, responsive to local cultural context as well as aesthetically pleasing. These design elements will also need to be considered during the detailed design and development application stage for the Subject Site.

##### ***Meeting child care demand***

The population projections for the Subject Site indicate that the proportion of children under four years old (about 8%) would be slightly higher than Greater Sydney (7%), likely increasing demand for childcare in the locality. As identified in section 5.0 there are currently no childcare facilities within close proximity of the Subject Site.

In accordance with City of Parramatta's draft Social Infrastructure Strategy, there is a need for a significant increase in early childhood education and care facilities to meet the needs of a larger residential population by 2036. Council identifies the need to consider options for a Council owned and managed long day care and out of school hours care within Wentworth Point. The City of Parramatta supports the provision of a mix of private and not-for-profit childcare centres within Wentworth Point by 2036.

Community consultation undertaken by the City of Parramatta identified that residents appreciate the childcare facilities located in the suburbs and community settings such as parks, which deliver access to natural open space for children in accordance with best practice. The Subject Site provides the opportunity to locate childcare within close proximity of schools, playgrounds and public open space.

#### **8.5 Community cohesion**

Community cohesion refers to the connections and relationships between individuals and their neighbourhoods. A socially cohesive society is one which works towards the wellbeing of all its members, fights exclusion and marginalisation, creates a sense of belonging, promotes trust and offers its members the opportunity of upward mobility.<sup>4</sup>

The inverse of this concept is community severance, which refers to physical or psychological barriers between communities. The Planning Proposal has the potential to create and alleviate both of these effects.

Wentworth Point has a diverse mix of cultures and lifestyles with a higher proportion of people from non-English speaking backgrounds (49%) and people born overseas (49%) than Greater Sydney (36% and 37%

<sup>4</sup> OECD (2011). Perspectives on Global Development 2012: Social Cohesion in a Shifting World: Executive Summary.

respectfully). Cultural diversity is increasing with the arrival of new overseas-born residents, workers and students.

As identified in section 4, the City of Parramatta’s vision is to create welcoming and distinctive local neighbourhoods that foster a sense of community and local identity for residents and ensure places encourage social connectivity and are inclusive and accessible for all.<sup>5</sup>

### 8.5.1 Potential positive impacts

#### *Integration with surrounding communities*

Rapid social change, particularly in growth areas, can result in disharmony between newly arrived groups and established communities. Social tensions in the wider community can also play out at the local level. The Planning Proposal’s development will be located adjacent to vibrant and active existing communities in Wentworth Point. The exchange and interaction between the new and existing communities is critical to the authenticity of a place and the ultimate success of the proposed development.

Social cohesion is generally including three elements:

- **Shared vision:** Social cohesion requires mutual respect and common aspirations, with a sense of shared identity enjoyed by members
- **Belonging to a group or community:** Social cohesion is an element of a well-functioning group or community in which there are shared goals and responsibilities and a readiness to cooperate with different members
- **A process:** Social cohesion is generally viewed not simply as an outcome but as a continuous process of achieving social harmony.<sup>8</sup>

Proactive, meaningful, and ongoing community engagement is an effective tool for creating integrated communities. The experience of engagement to date in the planning of Wentworth Point demonstrated the strong interest, and expectations of the existing and surrounding communities to be engaged and informed throughout the development process.

Local governments are known and understand their communities better than any other level of government. They deliver economic, environmental and social outcomes across a range of areas which affect community cohesion. As such, they are well placed to implement initiatives to reap the benefits of stronger, more resilient and productive communities.

Sekisui House Australia is committed to working with the Wentworth Point community and the City of Parramatta to ensure the community remains informed and engaged throughout the development process and creating a shared sense of ownership.

#### *Creating socially cohesive communities*

Community cohesion and sense of belonging are said to be good where communities have access to a diverse range of local and regional infrastructure, barriers to movement are minimised and there are a variety of meeting places, which encourage strong support networks.

There is significant research that indicates that better social outcomes are achieved within socially connected and cohesive communities<sup>6</sup>. Social cohesion requires places and spaces for safe social interaction. The Planning

<sup>5</sup> Our Vision and Priorities, City of Parramatta 2016

<sup>6</sup> Principles and guidelines, best practice open space in higher density developments project, City of Charles Sturt, South Australia

Proposal includes a foreshore park, increased public open space and a community centre that can be accessed by future residents, visitors and surrounding residents.

**Table 18: Community facilities and open space**

| Scenario                        | Community facilities   | Open Space   |
|---------------------------------|--|--|
| Redevelop under the current DCP | <ul style="list-style-type: none"> <li>• NA</li> </ul>   | <ul style="list-style-type: none"> <li>• RE1 foreshore zone: 12,880 sqm</li> <li>• Other open space (e.g. Pocket parks): 6,000 sqm</li> <li>• TOTAL: 18,800 sqm</li> </ul> |
| Planning Proposal               | <ul style="list-style-type: none"> <li>• Community facility building adjacent to the foreshore park</li> </ul> | <ul style="list-style-type: none"> <li>• RE1 foreshore zone: 16,450 sqm</li> <li>• Other open space (e.g. pocket parks): 7,865 sqm</li> <li>• TOTAL: 24,315 sqm</li> </ul> |

As identified in Table 18 the proposed development includes additional public open space and community facilities, which may act as a place for social interaction. As such, it could increase the opportunities for residents to interact, which subsequently would be beneficial for community cohesion within the study area.

### 8.5.2 Potential negative impacts

#### *Creating 'gated' communities*

The proposal has the potential to exacerbate the perception of Wentworth Point being isolated and perceived as a 'gated' community. The inclusion of additional internal facilities also has the potential to increase the self-sufficient nature of Wentworth Point and appear exclusive and 'unwelcoming' to surrounding residential communities. This has the potential to create community severance and social segregation impacts.

The proposed development would include community facilities, a foreshore park, public open space and the potential for convenience retail. These facilities have the potential to attract visitors from across Wentworth Point and beyond. As such, this would increase the opportunities for residents within the Subject Site, Wentworth Point and surrounding developments to interact and reduce any perceived barrier effect.

## 8.6 Community health and safety

Developments can increase or decrease perceived and actual safety. Safety is a fundamental aspect of a liveable community. The Planning Proposal applies Crime Prevention through Environmental Design (CPTED) principles to the Subject Site, ensuring the area is safe and appealing to all members of the community.

### 8.6.1 Potential positive impacts

#### *Safety by design*

The design of the Planning Proposal optimises safety and security within the development and the public domain. It provides for quality public and private spaces that are clearly defined and fit for the intended purpose. The design has capitalised on opportunities to maximise passive surveillance of public and communal areas and promote safety. A positive relationship between public and private spaces is achieved through clearly defined secure access points and visible areas that are appropriate to the location and purpose.

### ***Diverse and quality public open spaces***

The provision of open space in high density developments is essential in ensuring the physical and social health of its residents. The amount of open space provided and the quality, location, design and diversity of this critical community asset, directly impacts the liveability of an environment. Studies indicate that people are twice as likely to engage in physical activity if they have good access to large and attractive parks and links to destinations<sup>7</sup>.

Residents living in high density developments are generally more reliant on public open space as they are required to undertake activities within the public domain that would generally be undertaken in backyards in more suburban settings.

The Best Practice Open Space in Higher Density Developments Project suggests that:<sup>8</sup>

- Higher density areas should be within a 3-5 minute walk or 250m – 300m from a park
- Open space should provide links to community facilities and surrounding open space and neighbourhoods
- Successful higher density developments have around 25-50% of open space, including public, private and communal open space
- Open space should be located and designed to have balanced access to sun and shade. This includes considering appropriate amenity, aspect, prospect, surrounding building height, street setback and management of overlooking and overshadowing
- Designing open space to make the most of views and vistas is important. Good design should respond and contribute to the natural and built context.

In accordance with the above, the Planning Proposal provides an improved open space outcome for the Subject Site. The Planning Proposal provides 5,515sqm of additional open space. The amenity of the open space is considered to be superior to that proposed in the WPDCP due to reduced overshadowing, improved water views and improved accessibility.

## **8.7 Demographic characteristics**

The Planning Proposal has the potential to lead to demographic change if new people move into the area as a result of new properties.

### **8.7.1 Potential negative impacts**

The changes to demographic characteristics are considered to be small. The surrounding area is currently undergoing significant population growth and redevelopment for urban living. Any new people who move to the area are likely to have similar socio-economic characteristics to the existing population and projected populations. This would also minimise any adverse social impacts. Changes to demographic characteristics are predicted to be small and consequently have a low social impact.

<sup>7</sup>Principles and guidelines, best practice open space in higher density developments project, City of Charles Sturt, South Australia

<sup>8</sup>Principles and guidelines, best practice open space in higher density developments project, City of Charles Sturt, South Australia



## 8.8 Local and regional economy

### 8.8.1 Potential positive impacts

#### *Construction related expenditure*

The construction of the development is expected to have short and long-term benefits with respect to construction employment and the purchase of materials. During construction, the proposed development would generate additional construction jobs. Local centres are also likely to benefit from increased construction related trade.

The current controls on the site allow for building forms comprising of low scale buildings of 5 to 7 storeys and five 25 storey towers. The Planning Proposal aims to create a significantly greater variety of built form and a distinct character for the Subject Site with a range of tower heights from 28 storeys to 45 storeys.

**Table 19: Construction costs**

| Multi Storey units | Over 10 and up to 20 storeys |      | Over 20 and up to 40 storeys |       | Over 40 and up to 80 storeys |       |
|--------------------|------------------------------|------|------------------------------|-------|------------------------------|-------|
|                    | Low                          | High | Low                          | High  | Low                          | High  |
| 60 – 70 m2         | 682                          | 919  | 728                          | 1,048 | 958                          | 1,257 |
| 90 – 120 m2        | 650                          | 843  | 716                          | 985   | 934                          | 1,247 |

Source: Rider Levett Bucknall, Australian Construction Building Services Cost Ranges 2017

The construction industry is a significant component of the economy, accounting for 6.7% of Gross Domestic Product (GDP) and employing almost one million workers across Australia.<sup>9</sup> The industry has strong linkages with other sectors, so its impacts on the economy go further than the direct contribution of construction. Multipliers refer to the level of additional economic activity generated by a source industry.

There are two types of multipliers:

- **Production induced:** which is made up of:
  - first round effect: which is all outputs and employment required to produce the inputs for construction; and
  - an industrial support effect: which is the induced extra output and employment from all industries to support the production of the first round effect; and
- **Consumption induced:** which relates to the demand for additional goods and services due to increased spending by the wage and salary earners across all industries arising from employment.

From the ABS Australian National Accounts: Input-Output Tables 2014-15 HillPDA has identified employment multipliers for first round, industrial support and consumption induced effects of 0.74, 0.82 and 1.42 respectively for every job year in direct construction. Including the multiplier impacts, the increase the number of job years both directly and indirectly.

The source of the multipliers adopted in this report is ABS Australian National Accounts: Input-Output Tables 2012-13 (ABS Pub: 5209.0). These tables identify first round effects, industrial support effects and consumption induced multiplier effects at rates of \$0.62, \$0.65 and \$0.95 respectively to every dollar of construction.

<sup>9</sup> Source: IBIS World Construction Industry Report 2015

Therefore the increase in construction costs would significantly increase the demand for goods and services due to spending of wage and salary earnings arising from increased employment.

The Planning Proposal would provide a higher employment outcome and a higher contribution in terms of salary contribution than what could be achieved under the current planning controls. The Planning Proposal would result in positive socio-economic benefits for the surrounding area including increased employment and economic activity during the construction phase.

### **Supporting the local and regional economy**

The new residents on the Subject Site will generate demand for retail goods and services. Much of their expenditure is expected to be directed to the new shopping centre on the Footbridge Boulevard some 300m to 600m to the southeast. This 15,000sqm centre is currently under construction and will include a full line supermarket, an Asian grocery mini-major and around 5,000sqm of specialty shops. Some resident expenditure is also likely to be captured by Rhodes Waterside Shopping Centre and the proposed Rhodes Station Precinct, 1.2km to the east.

Notwithstanding the presence of the Wentworth Point Shopping Centre there is an opportunity to provide some retail space on the Subject Site. Assuming the development was to house up to 5,000 new residents these shops would need to capture only a small proportion of total retail spend to trade sustainably.

Forecast demand for retail space was based on likely spending levels and capture rates. Residents on the Subject Site will have income levels than higher Greater Sydney average. Residents in Wentworth Point had individual income levels 50% higher than Greater Sydney in 2016 and median household income was 7% higher. Greater Sydney residents had an average spend in 2016-17 of \$15,082<sup>10</sup>. Assuming a spend level 5% above Greater Sydney and assuming growth in real retail spend per capita of 1% per annum<sup>11</sup> then total retail spend generated by the 5,000 residents on site by 2031 will amount to \$84m. This is shown in Table 20 below.

**Table 20: Retail Spend Generated by On-site Residents by Retail Store Type (\$m 2016)**

| YEAR                           | 2021  | 2026  | 2031  |
|--------------------------------|-------|-------|-------|
| Population                     | 1,000 | 3,500 | 5,000 |
| <b>Retail Store Type</b>       |       |       |       |
| Supermarkets & Grocery Stores  | 4.7   | 17.2  | 25.6  |
| Take-away Liquor Stores        | 0.6   | 2.0   | 3.0   |
| Specialty Food Stores          | 0.5   | 2.0   | 2.9   |
| Fast-Food Stores               | 0.9   | 3.1   | 4.6   |
| Restaurants, Hotels and Clubs* | 1.8   | 6.4   | 9.5   |
| Department Stores              | 1.2   | 4.2   | 6.3   |
| Apparel Stores                 | 1.5   | 5.5   | 8.2   |
| Bulky Goods Stores             | 2.3   | 8.3   | 12.4  |

<sup>10</sup> Pitney Bowes Anysite 2017

<sup>11</sup> 'Real' means adjusted for inflation (or removing inflation). One percent per annum is slightly lower than the long term trend in real expenditure per capita from 1986 to 2016 in Australia based on ABS data (population, CPI and total retail sales)

| YEAR                                       | 2021        | 2026        | 2031        |
|--|-------------|-------------|-------------|
| Other Personal & Household Goods Retailing | 2.3         | 8.4         | 12.5        |
| Selected Personal Services**               | 0.6         | 2.3         | 3.4         |
| <b>TOTAL</b>                               | <b>16.3</b> | <b>59.5</b> | <b>88.5</b> |

\* Drink and meals revenue only. Excludes other sources of spend such as gaming and accommodation

\*\* As per ANZSIC (includes hair and beauty, optometry, alterations, video hire and photo processing)

HillPDA has applied reasonable levels of capture rates to the above expenditure forecasts to quantify the potential levels of revenue for businesses on the subject site. The results are shown in Table 21.

**Table 21: Potential Capture of Expenditure on the Subject Site by Store Type (\$m 2016)**

| Store Type                                 |             | 2021       | 2026       | 2031       |
|--|-------------|------------|------------|------------|
| Supermarkets & Specialty Foods             | 12.5%       | 0.7        | 2.7        | 3.9        |
| Fast-Food Stores                           | 10.0%       | 0.1        | 0.3        | 0.5        |
| Restaurants                                | 10.0%       | 0.2        | 0.6        | 1.0        |
| Department Stores, Bulky Goods & Apparel   | 0.0%        | 0.0        | 0.0        | 0.0        |
| Other Personal & Household Goods Retailing | 10.0%       | 0.2        | 0.8        | 1.3        |
| Selected Personal Services                 | 15.0%       | 0.1        | 0.3        | 0.5        |
| <b>TOTAL</b>                               | <b>8.0%</b> | <b>1.3</b> | <b>4.8</b> | <b>7.1</b> |

Demand for retail floorspace is forecast by applying target turnover rates (or industry benchmarks<sup>12</sup>) to captured expenditure. An allowance of 0.5% per annum is made for increases in real turnover<sup>13</sup>. The results are shown Table 22.

**Table 22: Demand for Floor Space by Retail Store Type (sqm)**

| Store Type                                 | Target \$/sqm | 2021 | 2026  | 2031  |
|--|---------------|------|-------|-------|
| Supermarkets & Specialty Foods             | 10,500        | 68.0 | 241.6 | 350.4 |
| Fast-Food Stores                           | 7,500         | 11.2 | 39.7  | 57.6  |
| Restaurants                                | 5,000         | 34.6 | 122.8 | 178.1 |
| Department Stores, Bulky Goods & Apparel   | 4,500         | -    | -     | -     |
| Other Personal & Household Goods Retailing | 4,900         | 46.3 | 164.5 | 238.5 |
| Selected Personal Services                 | 3,500         | 26.1 | 92.6  | 134.3 |

<sup>12</sup>Note: Derived from various sources including Urbis Retail Averages, ABS Retail Survey 1998-99 escalated at CPI to \$2016, Shopping Centre News, HillPDA and various consultancy studies.

<sup>13</sup>Note: This is in line with historic trends. Expenditure per capita has increased at around 1.1% to 1.2% above CPI every year since 1986 although HillPDA is currently using an assumption of 1.0% growth per annum. Around half of this increase has translated into an increase in retail floorspace per capita (from 1.8sqm in the 1980s to around 2.2-2.4sqm today). The balance of the increase in expenditure has translated into a real increase in turnover per square metre rates.

| Store Type               | Target \$/sqm | 2021  | 2026  | 2031    |
|--------------------------|---------------|-------|-------|---------|
| Non-retailers (say 20%)* |               | 37.2  | 132.3 | 191.8   |
| <b>TOTAL</b>             |               | 223.4 | 793.6 | 1,150.7 |

\* Includes medical, financial, travel, real estate, legal services and the like.

As summarised above there will be a demand for 1,150sqm of shop front space by 2031 on the Subject Site. This level of space could increase to say 1,400sqm if we were to allow for expenditure (say 15% to 20% of turnover) being captured from other residents in Wentworth Point just beyond the Subject Site.

The impacts on other centres will not be negative, largely due to the benefits of additional residents living on the peninsula. The majority of expenditure generated by the residents on the subject site will be directed to the new centre on the Footbridge Boulevard as well as other centres in the locality. Given that the subject site under the planning proposal will generate \$88m in annual expenditure by 2031 and yet capture only \$7m means that more than \$80m is expected to be captured by other centres.

# SIGNIFICANCE OF IMPACTS

## 9.0 SIGNIFICANCE OF IMPACTS

Table 23 provides the assessment of the level and significance of the social benefits and impacts which are likely to result from the proposed development. This includes an assessment of the duration, extent, severity, consequence rating, likelihood, overall significance. Management measures and benefit enhancements have been provided. This is based on the criteria and methodology identified in section 1.

**Table 23: Significance of impacts**

|  | STAKEHOLDER  | DURATION    | EXTENT       | SEVERITY | CONSEQUENCE | LIKELIHOOD | MITIGATION/ ENHANCEMENT   | SIGNIFICANCE OF IMPACT |
|--|--|-------------|--------------|----------|-------------|------------|---|------------------------|
| <b>Impacts</b>   |  |             |              |          |             |            |   |                        |
| <i>High car dependency</i>                                 | <ul style="list-style-type: none"> <li>Future residents and visitors to the Subject Site</li> </ul>  | Short Term  | Locality     | Small    | Slight      | Possible   |   | Minor Negative         |
| <i>Reduced amenity during construction</i>                 | <ul style="list-style-type: none"> <li>Residents in close proximity to the Subject Site</li> </ul>   | Short Term  | Locality     | Small    | Slight      | Possible   | <ul style="list-style-type: none"> <li>Construction Management Plan</li> </ul>                                    | Minor Negative         |
| <i>Social infrastructure demand</i>                        | <ul style="list-style-type: none"> <li>Future residents and visitors to the Subject Site</li> <li>Residents in close proximity to the Subject Site</li> <li>Residents in the Wentworth Point area</li> </ul> | Medium Term | Municipality | Small    | Slight      | Low        |   | Negligible             |
| <i>Rural living</i>  | <ul style="list-style-type: none"> <li>Residential areas in close proximity to the Subject Site</li> </ul>   | Long Term   | Suburb       | Medium   | Major       | Long Term  |   | Minor Negative         |
| <i>Changing the demographic characteristic of the area</i> | <ul style="list-style-type: none"> <li>Residential areas in close proximity to the Subject Site</li> </ul>   | Long Term   | Suburb       | Small    | Slight      | Low        |   | Negligible             |
| <b>Benefits</b>  |  |             |              |          |             |            |   |                        |
| <i>Social infrastructure provision</i>                     | <ul style="list-style-type: none"> <li>Future residents and visitors to the Subject Site</li> </ul>  | Long Term   | Suburb       | Medium   | Major       | High       | <ul style="list-style-type: none"> <li>Raise awareness of the public facilities and services available</li> </ul> | Major Positive         |

|   | STAKEHOLDER  | DURATION   | EXTENT       | SEVERITY | CONSEQUENCE | LIKELIHOOD | MITIGATION/ ENHANCEMENT   | SIGNIFICANCE OF IMPACT |
|---|--|------------|--------------|----------|-------------|------------|---|------------------------|
| <b>Creating socially cohesive communities</b>   | <ul style="list-style-type: none"> <li>Future residents and visitors to the Subject Site</li> <li>Residents in close proximity to the Subject Site</li> </ul>    | Long Term  | Suburb       | Medium   | Major       | Possible   | <ul style="list-style-type: none"> <li>Raise awareness of the public open space available</li> <li>Encourage surrounding residents to walk to the facilities on Subject Site, reducing private vehicle use and increase opportunities for social interaction</li> </ul> | Moderate Positive      |
| <b>Integration with surrounding communities</b> | <ul style="list-style-type: none"> <li>Future residents and visitors to the Subject Site</li> <li>Residents in close proximity to the Subject Site</li> </ul>    | Long Term  | Suburb       | Medium   | Major       | Possible   |   | Moderate Positive      |
| <b>Supporting population growth</b>             | <ul style="list-style-type: none"> <li>The Central City District</li> <li>The Greater Sydney Region</li> </ul>   | Long Term  | Municipality | Large    | Major       | High       |   | Major Positive         |
| <b>Housing supply and diversity</b>             | <ul style="list-style-type: none"> <li>The Central City District</li> <li>The Greater Sydney Region</li> </ul>   | Long Term  | Municipality | Large    | Major       | High       |   | Major Positive         |
| <b>Investment stimulus</b>                      | <ul style="list-style-type: none"> <li>Local businesses</li> <li>Parramatta LGA</li> <li>The Central City District</li> <li>The Greater Sydney Region</li> </ul> | Long Term  | Municipality | Large    | Major       | High       |   | Major Positive         |
| <b>Construction related expenditure</b>         | <ul style="list-style-type: none"> <li>Local businesses</li> <li>Parramatta LGA</li> <li>The Greater Sydney Region</li> </ul>                                    | Short Term | Municipality | Medium   | Slight      | High       |   | Moderate Positive      |



|   | STAKEHOLDER   | DURATION  | EXTENT       | SEVERITY | CONSEQUENCE | LIKELIHOOD | MITIGATION/ ENHANCEMENT | SIGNIFICANCE OF IMPACT |
|---|---|-----------|--------------|----------|-------------|------------|-------------------------|------------------------|
| <i>Supporting economic development</i>          | <ul style="list-style-type: none"> <li>The Greater Sydney Regions</li> </ul>  | Long Term | Municipality | Large    | Major       | High       |                         | Major Positive         |
| <i>Improving the local and regional economy</i> | <ul style="list-style-type: none"> <li>The Greater Sydney Region</li> <li>Local businesses</li> </ul>   | Long Term | Municipality | Large    | Major       | High       |                         | Major Positive         |
| <i>Salary generation and employment</i>         | <ul style="list-style-type: none"> <li>Local businesses</li> <li>Parramatta LGA</li> <li>The Greater Sydney</li> </ul>  | Long Term | Municipality | Large    | Major       | High       |                         | Major Positive         |
| <i>Improved access to employment</i>            | <ul style="list-style-type: none"> <li>The Greater Sydney Region</li> <li>Future residents within the Subject Site</li> <li>Residents within the surrounding suburbs</li> <li>Local businesses</li> </ul> | Long Term | Municipality | Large    | Major       | High       |                         | Major Positive         |
| <i>Supporting the local economy</i>             | <ul style="list-style-type: none"> <li>Local businesses</li> <li>The future local centre at Wentworth Point</li> </ul>  |           |              |          |             |            |                         |                        |

CONCLUSION

## 10.0 CONCLUSION

This report has assessed the potential social and economic impacts arising from the Planning Proposal for 14-16 Hill Road, Wentworth Point for consideration by the City of Parramatta. The following provides a summary of the positive and negative impacts and mitigation measures recommended for the proposed development.

Potential benefits arising from the development include:

- Alignment with the State Vision for the redevelopment of the site for a high density residential purpose in a sustainable well serviced location
- Well-designed buildings
- Increased open space which will support the health and wellbeing of future residents and the existing community
- Improved opportunity for social integration and community cohesion
- Job creation and employment diversity
- Significant contribution to the local and regional economy
- Improving local and residential amenity and sense of place
- Improved access to the foreshore
- Providing diverse, safe and high quality open spaces

Potential negative impacts arising from the development include:

- Adverse amenity impacts during construction of the project

The following mitigation measures are recommended to reduce the potential negative impacts and maximise the potential benefits of the proposed development:

- Developing a Construction Management Plan
- Raise awareness of the public open space and community facilities
- Consultation with the City of Parramatta, Sydney Olympic Park Authority (SOPA) and Transport NSW regarding opportunities to incorporate proposed light rail close to the Subject Site . The proponent has undertaken consultation with both the City of Parramatta and Transport for NSW. Subsequently, the Proposed Development has been amended to integrate the proposed alignment for Stage 2 of Parramatta Light Rail on a dedicated right-of-way within the Subject Site itself
- Consultation with the City of Canada Bay and other key stakeholders to determine future community uses
- Consultation with the surrounding community to ensure community cohesion
- Encourage surrounding residents to walk to the facilities on Subject Site, reducing private vehicle use and increase opportunities for social interaction.

Overall, the negative impacts of the Planning Proposal can be successfully managed with the implementation of the above mitigation measures such that it is anticipated that the Planning Proposal would have an overall benefit to the socio-economic environment.

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