

## **ORDINARY COUNCIL MEETING**

### **Item 9.3 - Attachments Book - Part 4**

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## **Under Separate Cover**

**Tuesday, 5 December 2023**

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ATTACHMENT M

1 KING ST, REDEVELOPMENT  
HYDRAULIC & ELECTRICAL SERVICES ENGINEERING  
INFRASTRUCTURE MANAGEMENT PLAN

ATTACHMENT M



## DOCUMENT CONTROL SHEET

Title	Infrastructure Management Report
Project	1 King Street, Development
Description	Hydraulic and Electrical Services
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## 1. EXECUTIVE SUMMARY

Concord West Pty Ltd is seeking a proposal to redevelop the existing 1 King St, Concord West site. This report has been prepared in accordance with attachment F – LEP Making Guideline December 2021 – Supporting Technical Information, as outlined by the City of Canada Bay

This report has been prepared by JHA Consulting Engineers to identify and summarise the proposed utility infrastructure requirements which will be incorporated into the design of the proposed 1 King St Redevelopment.

This report demonstrates that the existing authority's infrastructure has adequate capacity to support the proposed redevelopment. This report should be read in conjunction with the Architectural design drawings and other consultant design reports submitted as part of the application.

## 2. INTRODUCTION

This Infrastructure Management Report is submitted to the Council of the City of Canada Bay (Council) to support a request for a Planning Proposal relating to land at 1 King Street, Concord West. The Planning Proposal prepared by Ethos Urban outlines the proposed amendments to the Canada Bay Local Environmental Plan (CBLEP) 2013. The Planning Proposal is supported by a concept master plan prepared by Group GSA which will facilitate the following:

- 10 buildings, ranging from 6-12 storeys accommodating approximately 716 dwellings in a range of 1, 2, 3 and 4 bedroom apartments and townhouses.
- New loop road through the site connecting King Street and George Street.
- A total of approximately 83,050m<sup>2</sup> of gross floor area which equates to a floor space ratio of 2.65:1. The gross floor area comprises approximately:
  - 75,461m<sup>2</sup> residential floor area
  - 7,589m<sup>2</sup> non-residential floor area
- A green connection of approximately 2,500m<sup>2</sup> to provide pedestrian and cycle access north-south through the site. The green connection is proposed to include a neighbourhood park.
- A new civic precinct – the 'station precinct' – focused along the active spine and community plaza accommodating a range of non-residential uses (i.e.: retail, food and beverage, gym, health and childcare) at street level.

### 2.1 THE SITE

The site is located at 1 King Street, Concord West. It is legally described as Lot 101 DP791908, approximately 31,390m<sup>2</sup> in area and is the largest landholding in Concord West under single ownership. It is irregular in shape and has frontages to King Street to the north and George Street to the west. The site is currently accessed from King Street at its southern termination point and is primarily occupied by a large footprint office building, previously used as a call centre facility by Westpac. It also accommodates a multistorey carpark, a childcare centre and tennis court.

An aerial photo of the site is shown at Figure 1.



The Site

Figure 1 Site aerial

Source: Nearmap / Ethos Urban

## 2.2 REPORT QUALIFICATIONS

All analysis and investigation undertaken has been done so with an understanding that a high level of seamless integration with the development is achieved.

Information on existing infrastructure as detailed within this report has been obtained from Dial-Before-You-Dig (DBYD), Ausgrid GIS, site investigations, provided survey documents and discussions with utility companies, which include:

- Water Authority – Sydney Water
- Gas Authority - Jemena
- Electrical Authority – Ausgrid

Any potential works on existing authority infrastructure services is subject to negotiation and approvals by each affected authority. Liaison with each authority will be undertaken as part of the detailed design phase works for the site.

JHA

223473\_RP-001\_CJ\_Infrastructure Management Report 3 of 14

### 3. EXISTING INFRASTRUCTURE

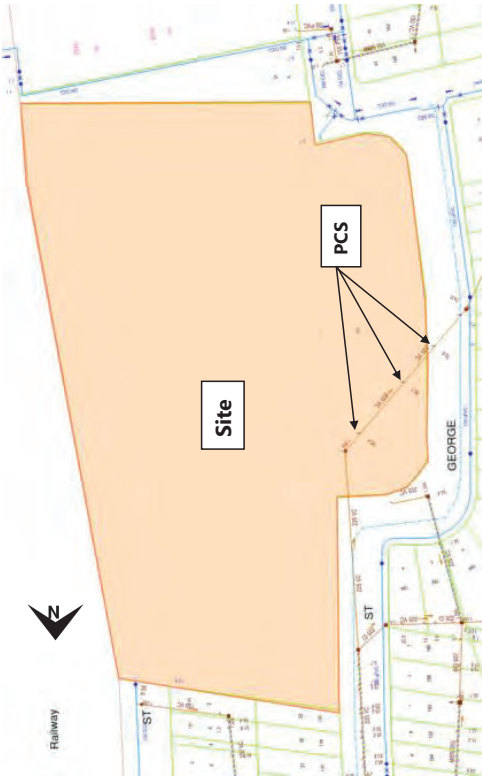
#### 3.1 HYDRAULIC INFRASTRUCTURE

##### 3.1.1 SEWER DRAINAGE

The existing 1 King St site is gravity drained by a single Ø225mm authority sewer main, extending through along George St and the western boundary of the site.

It is also noted that there are 3 x Property Connection Services (PCS) provided to the 1 King St site from the existing authority sewer main

Diagram 3.1.1 below, illustrates the surrounding authority sewer mains.

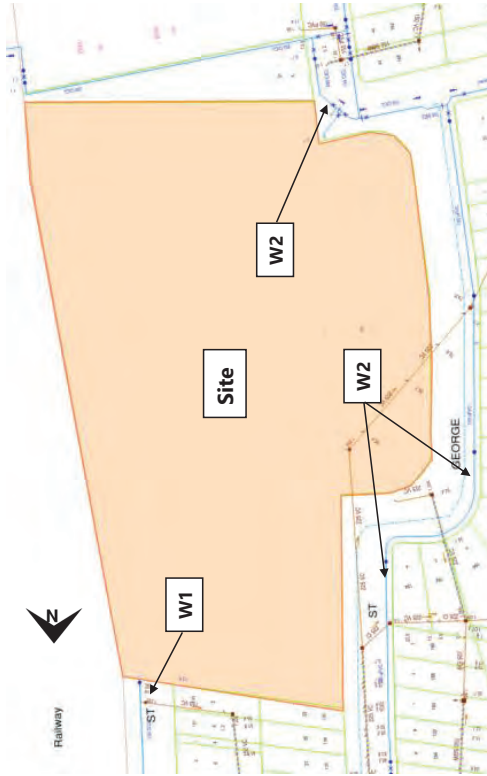


##### 3.1.2 POTABLE WATER

The existing 1 King St site has frontage to the following authority water mains:

- Ø100mm CCL main in King St (W1)
- Ø100mm uPVC main in George St (W2)
- Ø200mm CCL main in George St (W3)

Diagram 3.1.2 below, illustrates the surrounding authority water mains.





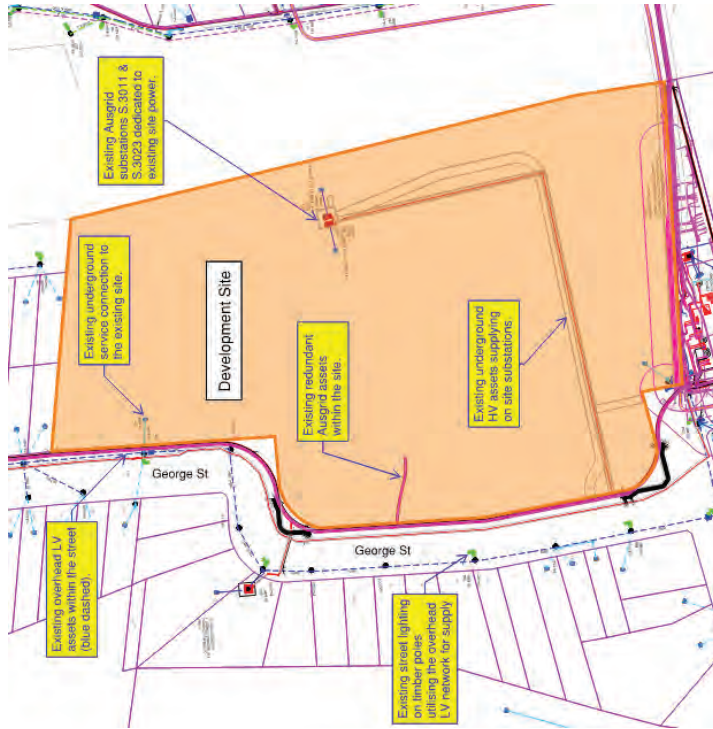
3.1.3 GAS SERVICES

The existing King St site has frontage to the following authority natural gas mains:

- Ø32mm Nylon, 210kPa main in King St (G1)
- Ø1100mm Nylon, 210kPa main in George St (G2)
- Ø1500mm Steel, 10500kPa trunk main in George St (G3)

Diagram 3.1.3 illustrates the location of the existing authority gas mains.





Existing Ausgrid Network Assets (Ausgrid GIS Extract 13/09/2022)

**3.2 ELECTRICAL INFRASTRUCTURE**

**3.2.1 HIGH VOLTAGE INFRASTRUCTURE**

The subject site is currently encumbered by existing Ausgrid infrastructure assets in the form of two (2) kiosk substations and associated underground cabling, located along the western side of the site (S.3011 George Rothwell No.1 and S.3023 George Rothwell No.2).

These existing kiosk substations are understood to be dedicated to the site providing Low Voltage (LV) power. High Voltage (HV) supply connections to these substations from the existing Ausgrid network is provided from George Street via underground cables and ducts located under an Electrical easement in favour of Ausgrid.

Existing High Voltage Ausgrid assets reticulate below ground along the George Street frontage of the site, outside of the development boundary within public footpath.

There is also an existing Ausgrid Zone Substation located directly to the south of the site for overall reference of infrastructure. Zone Substations typically have several HV feeders reticulating in the area surrounding and, in this instance, amalgamate within George Street.

As part of the proposed redevelopment works, existing substations S.3011 and S.3023 will require decommissioning and removal from site.

**3.2.2 LOW VOLTAGE INFRASTRUCTURE**

The subject development site is currently a single large lot and is supplied LV power from existing substations on site.

There is also an existing underground service connection towards the north of the site extending from an existing timber pole in George Street which will require removal as part of the new development works.

Existing low voltage Ausgrid assets reticulate around the perimeter of the site within George Street outside of the development boundary within public footpath and roadways as overhead assets utilising timber poles.

**3.2.3 MISCELLANEOUS INFRASTRUCTURE**

The site also is encumbered by a small section of existing redundant Ausgrid HV cables, Aux communication cables, and ducts, likely from Ausgrid infrastructure that has since been removed from the site. These redundant assets will also require removal from the site.

**3.2.4 STREET LIGHTING INFRASTRUCTURE**

Existing Ausgrid street lighting assets currently provide illuminance to the area surrounding the development site. These includes and street lighting luminaires attached to timber poles along George Street supplied by existing overhead LV aerial cables.

#### 4. PROPOSED INFRASTRUCTURE SERVICES

##### 4.1 HYDRAULIC INFRASTRUCTURE

##### 4.1.1 SEWER DRAINAGE

##### 4.1.1.1 Connection Point

Sewer drainage for the mixed-use development will utilise the existing 3 x Ø225mm connections to authority sewer mains. No additional connections to authority lines will be required.

It is anticipated that all sanitary fixtures located on ground level and above, can gravity drain to the sewer main in George St, as this is the lowest point of the existing site.

##### 4.1.1.2 Load Estimation

A preliminary load analysis has been undertaken and the following sewer discharges have been calculated:

Calculated EP's Residential	Calculated EP's Retail	Sub – Total EP's
1,830	379	2,209
<b>Total</b>		<b>2,209</b>

##### 4.1.1.3 Adequacy of Authorities Infrastructure

Sydney Water As- Built documentation indicates that the existing Ø225 sewermain running along George St, has laid at 1:200, or 0.5% fall

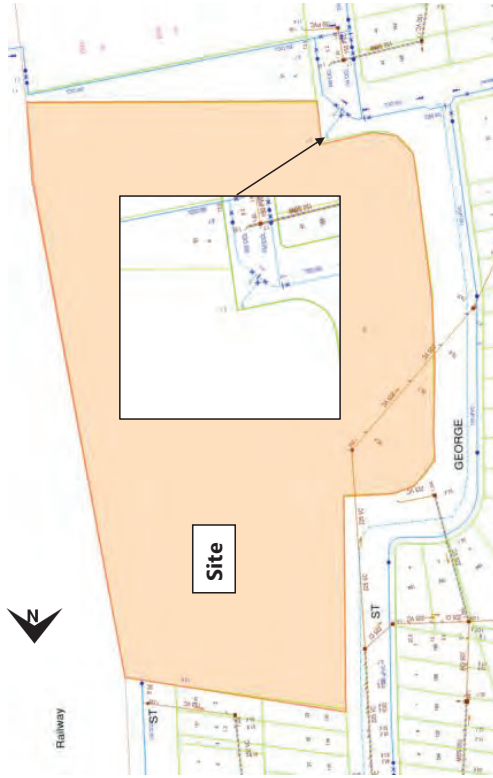
Based on the above load estimates, and in accordance with Water Supply Code of Australia (WSA 02), Sydney Water Edition, the existing Ø225 sewer mains are not adequate to serve the development, without the need for amplification. Refer to below extract

DN 225	1 in 270	0.37%	1,600
	1 in 250	0.40%	1,700
	1 in 200	0.50%	1,950
	1 in 150	0.67%	2,350
	1 in 125	0.80%	2,650
	1 in 100	1.00%	3,025
	1 in 80	1.25%	3,450
	1 in 60	1.67%	4,100

Further investigations with Sydney Water are required to determine the extent of amplification, or extension

**JHA**

The below snapshot illustrates the existing connection from the existing Ø200mm watermain, which are proposed to be utilised



4.1.2 WATER SUPPLY

4.1.2.1 Connection Points

Potable water is proposed to be provided from the Sydney Water potable watermain in George St, by utilising the existing connection points

The need for amplification will be confirmed with Sydney Water via the Section 73 application; after receiving development approval; however as per current Sydney Water codes, it is anticipated that the existing Ø200mm C/C watermain in George St is adequate to satisfy the potable demands of the project

4.1.2.2 Load Estimation

A preliminary cold water usage analysis has been undertaken and the following estimated loads have been calculated:

- Average daily demand – 353KL
- Average flow – 4.09 l/s
- Peak flow – 20.45 l/s

4.1.2.3 Adequacy of Authorities' Infrastructure

Based on the size of the supply watermain it is anticipated that flows can be achieved. Pressure boosting pumps will be required to boost low towns mains pressures and ensure adequate pressure are received at the upper most floors of the proposed residential towers.

In accordance with the Water Supply Code of Australia (WSA 03), Sydney Water Edition, amplification is not anticipated. Refer to extract below

Multiple developments of high density residential (≥ 8 storeys)	200 or 225 (2) If a 100 or 150 mm main currently fronts a proposed development and the hydraulic capacity is sufficient to serve the property's domestic future demand, then the existing main will be deemed acceptable until the main requires renewal. The developer might upgrade the existing pipe size for other reasons – this is subject to Water Agency agreement.	250 or 280 (2) If a 125 or 180 mm main currently fronts a proposed development and the hydraulic capacity is sufficient to serve the property's domestic future demand, then the existing main will be deemed acceptable until the main requires renewal. The developer might upgrade the existing pipe size for other reasons – this is subject to Water Agency agreement.
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#### 4.1.3 GAS SUPPLY

##### 4.1.3.1 Connection Points

It is noted that natural gas is to the development shall only be provided to the retail portion of the development, from the existing Ø110mm Nylon, 210kPa main in King St. Full electrification of the residential buildings is proposed

##### 4.1.3.2 Load Estimation

A preliminary gas load analysis has been undertaken and the following estimated usages have been calculated:

- Supermarket – 40m<sup>3</sup>/hr
- Retail Tenancies x 12 – 16m<sup>3</sup>/hr (each)
- Childcare Centre – 16m<sup>3</sup>/hr

The total diversified (50%) peak gas load is estimated to be 124m<sup>3</sup>/hr

#### 4.1.4 ADEQUACY OF AUTHORITIES INFRASTRUCTURE

Given the relatively low gas demand and the calculated capacity of the Ø110mm, 210kPa gas main (more than 2,000m<sup>3</sup>/hr), the surrounding main are appropriate to meet the gas needs of the proposed development. The adequacy of the supply main will be formally confirmed with Jemena prior to construction certificate.

## 4.2 ELECTRICAL INFRASTRUCTURE

### 4.2.1 ELECTRICAL DEMAND LOADINGS

A site-specific preliminary maximum demand was calculated to determine the potential anticipated demand for the proposed development. From this it was determined the optimum demand for the site is anticipated to be approximately 7.0 MVA.

The development will operate as an LV customer, with 400V connections being made from newly proposed Ausgrid substations located within the building footprint.

On the strength of the above, the constraints set by Ausgrid regarding their chamber substation firm ratings, and consideration towards futureproofing the installation, the following authority electrical infrastructure will be required for the Eden Street development:

Eden Street Development	Approx. Amp Rating	Approx. Firm KVA Rating
Ausgrid 3 TX Custom Chamber	5,500A Firm	3.8MVA
Ausgrid 3 TX Custom Chamber	5,500A Firm	3.8MVA
<b>Total Capacity</b>	<b>11,000A Firm</b>	<b>7.6MVA</b>
<b>Required Capacity</b>		<b>~7.0MVA</b>
<b>Spare Capacity</b>		<b>~0.6MVA</b>

These substations are standard fixed sizes from Ausgrid and are the only available in discrete step sizes. These discrete step sizes are quite large, which yields the spare capacity noted above.

The buildings power distribution system can be summarised as follows:

- Two (2) Ausgrid custom surface / basement chamber substations within the building envelopes
- Each substation shall be firm rated in accordance with NS109 with a rating of 5500A
- Connected LV Main Switchboards to service the building will be documented by others.

Formal load demand calculations are advised to be undertaken by a qualified Electrical Consultant to confirm the above load arrangements and requirements for infrastructure.

### 4.2.2 HV FEEDER CONNECTIONS & RETICULATION

To provide electrical supply connections to the Eden Street development, it is proposed the existing Ausgrid High Voltage (HV) feeders located within George Street will be utilised to connect the new Ausgrid chamber substations proposed along the George Street frontage of the site. This arrangement is subject to suitable spare capacity in the existing HV feeder and Ausgrid design acceptance.

High voltage joints will be installed within George Street footpath to the existing high voltage feeders and new cabling installed underground to the new substation infrastructure.

Should Ausgrid determine new HV feeder infrastructure is required to be installed to the site for the indicated load demands, this will likely be from the existing Zone Substation ZN.874 Concord located directly adjacent and

to the south of the development site. The location of the existing zone substation will minimise the length of any new HV feeder works including trenching and costs.

A formal application will be required for submission to Ausgrid to determine the available capacity in the existing HV network and to confirm viability of the proposed substation infrastructure for the development site.

### 4.2.3 AUSGRID SUBSTATION ARRANGEMENTS

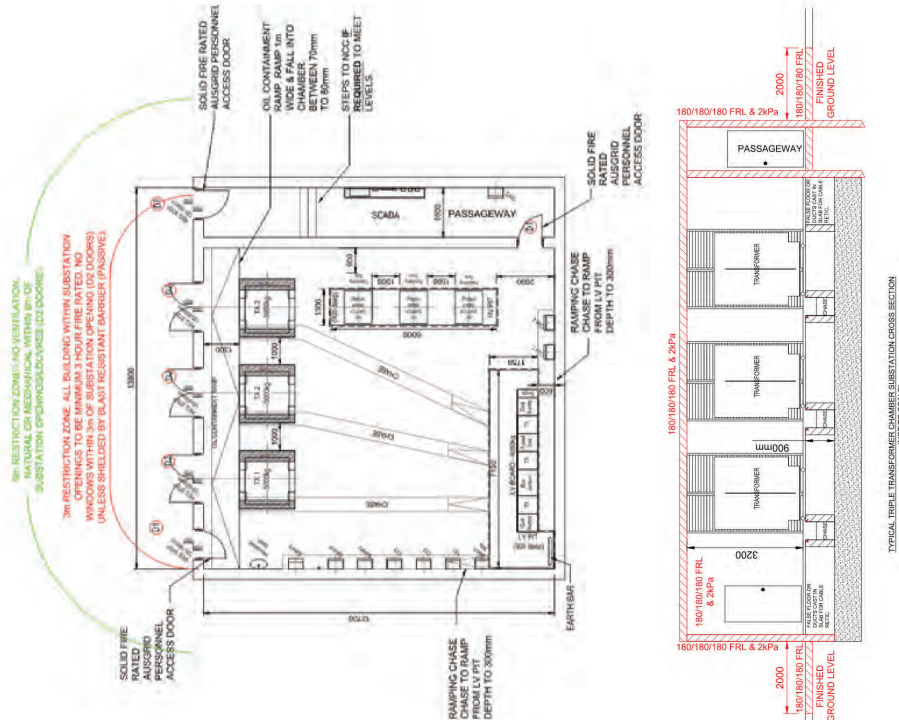
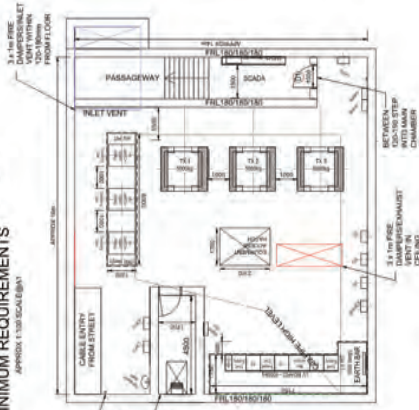
The design team has considered several options for substation locations and have determined the new Ausgrid substation infrastructure will be in the form of either two (2) customer surface or basement chamber substations along the George Street frontage.

The following are general spatial requirements/principles adopted for the proposed basement and surface chamber substations:

- Surface Chamber Substation (3 x 1000kVA Transformers)**
  - Chamber rooms (160m<sup>2</sup> each) to be established at Ground Level, within the building envelope facing a public roadway
  - All substation structural and architectural elements will require a fire rating of minimum FRL 180/180/180 and a blast rating of 2kPa
  - A transformer handling area in front of the chambers is to be provided to Ausgrid's requirements. Ausgrid generally use a Franna crane for moving large equipment in and out of the substation using and require a minimum 4.0m head height clearance for the full width of the chamber room from the boundary
  - Where the substations are not located directly on the property boundary, a minimum 4.0m wide x 4.0m high clear right-of-way will be required from the public road to the substation façade
  - The substations will be naturally ventilated using louvers for the entire façade of the substation. All building elements within 3m of the substation are to be 3hr fire rated, and all other building ventilation openings (natural or forced) is to be at least 6m from the substation louvers.
  - 24hr/7day week access is to be provided from George Street to the substation from the boundary for heavy vehicle movement and personnel access to the substation
  - All works are to be in accordance with the site specific Ausgrid Design Information Package, Ausgrid Network Standards, and a certified Level 3 design

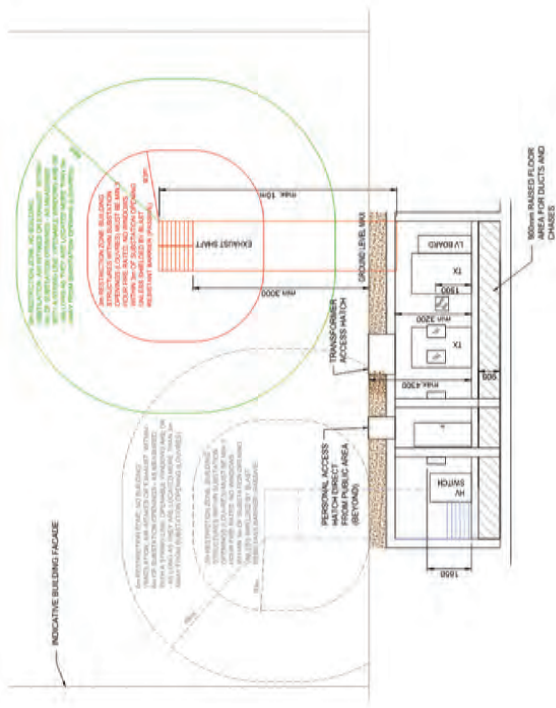
- Basement Chamber Substation (3 x 1500kVA Transformers)**
  - Chamber room is to be established on Level B1, within the building envelope close to a public road
  - All substation structural and architectural elements will require a fire rating of minimum FRL 180/180/180 and a blast rating of 2kPa
  - Equipment and personnel access will be through dedicated hatches/shafts at Ground Level to be access using a Franna Crane and Ausgrid vehicles
  - A transformer handling area in front of the equipment hatches is to be provided to Ausgrid's requirements. Ausgrid generally use a Franna crane for moving large equipment in and out of the substation using these hatches and require a minimum 4.0m head height clearance
  - A dedicated access door will be required via dedicated stairwell providing free Ausgrid access from Ground Level. These accessways are dedicated to the substation and are not to lead to any other portion of the building
  - The substation will be naturally ventilated through dedicated ventilation shafts at a minimum 3m above the ground. The substation will have a dedicated intake shaft and exhaust shaft (2 vent shafts in total). Shaft discharges are to be spaced a minimum 6m apart. All building elements within 3m of a ventilation shaft's discharge are to be 3hr fire rated and all other building ventilation is to be at least 6m from a vent shaft's discharge.
  - 24hr/7day week access is to be provided from Eden Street to the hatches and doorways at Ground Level for heavy vehicle movement to the substation hatches
  - A dedicated CO2 injection system shall be installed for fire suppression to Ausgrid requirements. The injection point shall be in an accessible location from the Ground Level area
  - All works are to be in accordance with the site specific Ausgrid Design Information Package, Ausgrid Network Standards, and a certified Level 3 design

**TRIPLE TRANSFORMER BASEMENT CHAMBER MINIMUM REQUIREMENTS**  
APPROX 1:100 SCALE PLAN



Typical 3 x Transformer Surface Chamber Layout





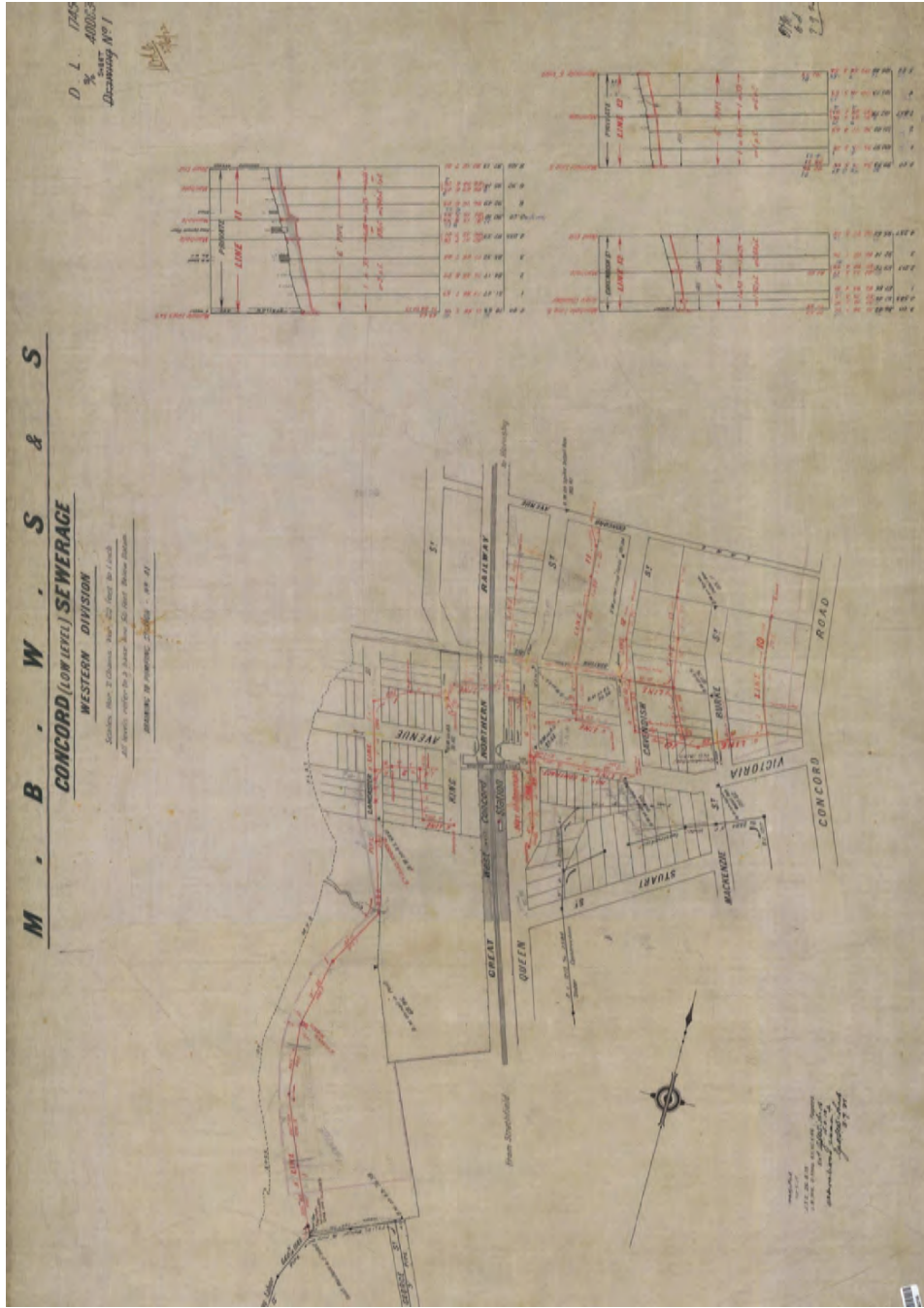
Typical 3 x 1500kVA Transformer Basement Chamber Layouts

4.2.4 AUSGRID OVERHEAD ASSET RELOCATIONS

As is typical with most new high-rise developments, the local Council can request for any existing Electrical overhead conductors along the site frontage to be relocated underground. This requirement will also be accompanied with the requirement to upgrade lighting around the local streets to a Council requested AS/NZS1158 compliance level. These lighting level category requirements will dictate the number and spacing of any new street lighting infrastructure. To achieve the underground asset arrangement, all street light poles will be of the standard Ausgrid steel column arrangement. All street lighting works will be in accordance with the City of Canada Bay Council requirements.

5. APPENDIX A – SYDNEY WATER ASSET DRAWINGS

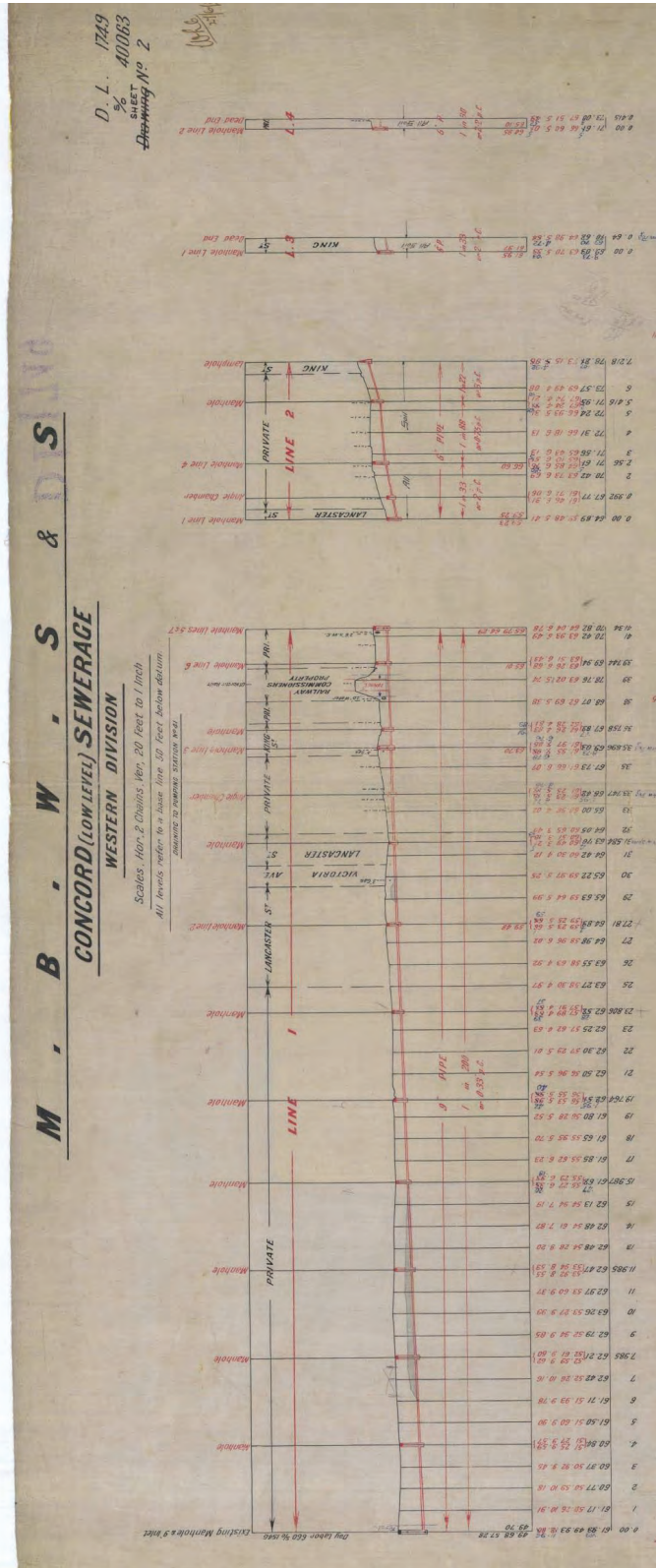
5.1 OVERALL PLAN



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5.2 LONG SECTION OF LINE 1



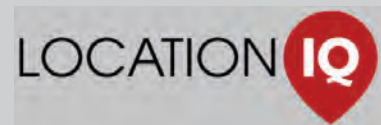
**ATTACHMENT N**



**1 KING STREET CONCORD WEST,  
SYDNEY**

**Market Potential Assessment**

Prepared for Bilbergia  
November 2022



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1 King Street Concord West, Sydney  
Market Potential Assessment  
November 2022

1



## INTRODUCTION

This report presents an independent assessment of the market potential for retail and complementary non-retail uses in a new mixed-use development at 1 King Street in Concord West, in inner-western Sydney.

This report has been prepared in accordance with instructions received from Bilbergia and is presented in five sections as follows:

- **Section 1** provides a review of the regional and local context of the Concord West site, and an overview of the proposed development.
- **Section 2** assesses the resident and worker catchments likely to be served by the proposed development, including current and projected population and retail spending projections over the period to 2041. A review of the current socio-economic profile of the main trade area population is also provided.
- **Section 3** outlines the current and future competitive retail environment.
- **Section 4** reviews key attributes and composition of comparable mixed-use developments in across Australia.
- **Section 5** assesses the opportunity for future retail and destination non-retail facilities at the Concord West site and presents recommendations in relation to the supportable quantum and mix of floorspace.



1 King Street Concord West, Sydney  
Market Potential Assessment  
November 2022

2

## COVID-19 DISCLAIMER

COVID-19 is a respiratory illness caused by a new form of coronavirus. It was first reported in December 2019 in Wuhan City in China, with the virus able to be spread easily from person to person. The first Australian cases were recorded on 25 January 2020.

Since the outbreak of COVID-19 in Australia, the Federal and State governments have taken a precautionary approach to implementing strategies to minimise disease transmission through strong border measures, social distancing legislation and communication activities. Each of the States and Territories are enforcing restrictions at different levels, depending on the numbers of cases and rate of transmission of the virus.

Unprecedented world events such as the COVID-19 pandemic will take time for the market to absorb and be reflected in the data used to assess its impact. As such, it is difficult to predict the scale and duration of its impact on the Australian economy, and more specifically, on the property market. On this basis, changes in market conditions as at the date of this report may not be reflected in the data and information.

Location IQ will continue to monitor the impact of the pandemic on the retail landscape, sales, and consumer preferences with a view to implementing findings in future reports and forecasts. The information and recommendations in this report are current as at the date of this report and (unless otherwise specifically stated) necessarily assume that the Australian economy and the subject site to which the report relates, have not been significantly impacted by the COVID-19 pandemic. However, it is important to note that the COVID-19 pandemic is an important risk factor which must be taken into consideration when relying on the data and recommendations in this report.

Location IQ disclaim all liability and responsibility in respect of any loss suffered or incurred as a result of the COVID-19 pandemic materially impacting the findings of this report, but only to the extent that such impact is not reflected in the data and information used to support the recommendations.

# 1 SITE LOCATION & PROPOSED DEVELOPMENT

This section of the report reviews the regional and local context of the Concord West site. An overview of the proposed development is also provided.

## 1.1. Regional and Local Context

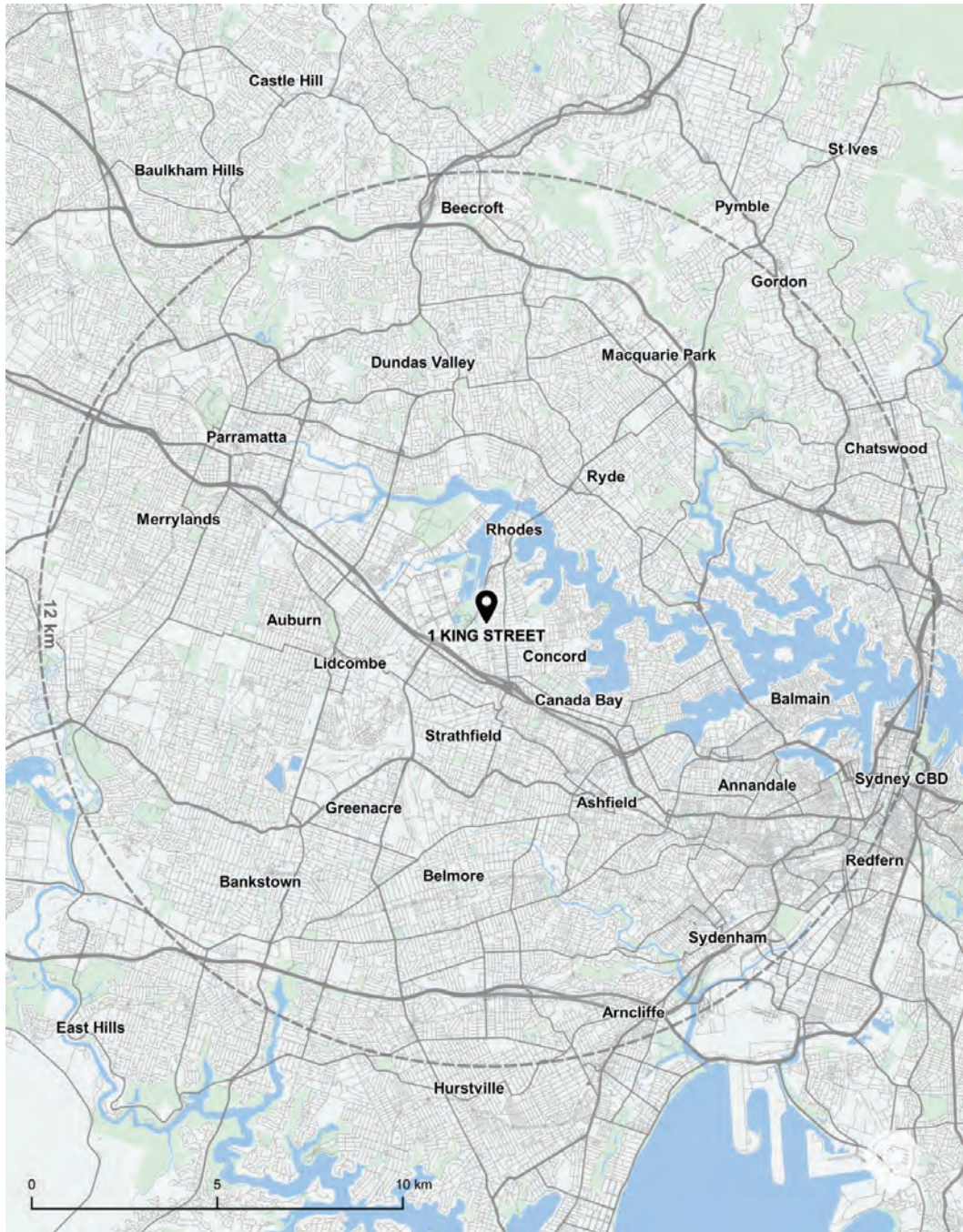
- i. The suburb of Concord West is situated in inner-western Sydney, 12 km west of the Sydney Central Business District (CBD) (refer Map 1.1).
- ii. Concord West falls within the City of Canada Bay Local Government Area (LGA). The City of Canada Bay is bounded by the Parramatta River in the north and east, the Inner West Council area, the Burwood Council area and the Strathfield Council area in the south, and the City of Parramatta in the west. Over the past decade, the Canada Bay LGA population has increased significantly from 80,000 in 2011 to 96,000 in 2021, reflecting an average annual growth rate of 1.8% per annum.
- iii. Sydney Metro West is a new 24-kilometre metro line connecting Greater Parramatta to Sydney CBD with stations confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont, and Hunter Street in the Sydney CBD (refer Figure 1.1). This once-in-a-century infrastructure investment will double rail capacity between the two CBDs, linking new communities to rail services and supporting employment growth and housing supply. The project is expected to create about 10,000 direct and 70,000 indirect jobs during construction.
- iv. The subject site is located at 1 King Street in Concord West in the block bounded by Concord West Station to the east, and George Street to the west. George Street is an arterial north-south route through the locality. To some extent, the Railway line limits access to the site from the east, with Pomeroy Street (900 metres to the south) being the east-west access route facilitating access to site.
- v. The North Strathfield Metro Station will be located 1 km south of the subject site, adjacent to the existing train station (refer Figure 1.1). The metro station will help to service the growing Homebush precinct and complement local strategies to revitalise public areas and retain and attract new businesses and residents, building on the vibrancy of this growing hub. The Sydney Metro West is on track to be completed in 2030.




- vi. Map 1.2 illustrates the local context of the subject site, with key points to note including:
- A range of educational facilities including:
    - **Childcare centres:** namely Only About Children Concord (64 places – which forms part of the subject site) and Papilio Early Learning North Strathfield (73 places), are situated immediately north-west and south along George Street (respectively).
    - Two **primary schools;** namely Victoria Avenue Primary School (which also includes a 47-place childcare centre), and St Ambrose Catholic Primary School.
  - Concord West Rail Station is located 130 metres north-west (walking distance) from the site. This station is located along the T9 line which travels from North Shore to Hornsby via the City. In 2021, there were 578,900 passenger movements at the station, which equates to ~1,600 movements each day.
  - A provision of strip retail is provided to the south along George Street as part of a mixed-use precinct. A FoodWorks (200 sq.m) anchors this precinct. Retail uses are also provided to the north along Victoria Avenue and Queen Street on the eastern side of the train line.
- vii. Overall, the proposed Concord West mixed-use development will service the growing population in the local area, as well as commuters using the station. There are limited relevant competing retail facilities provided within the immediate area.



**MAP 1.1. CONCORD WEST REGIONAL CONTEXT**



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**MAP 1.2. CONCORD WEST LOCAL CONTEXT**



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**FIGURE 1.1. PROPOSED SYDNEY METRO WEST LINE**



## 1.2. Proposed Development

- i. Figures 1.2 – 1.4 illustrates the proposed 1 King Street, Concord West Town Centre master plan. Key points to note are as follows:
  - The development is planned across 10 buildings, encompassing a total gross floor area (GFA) of over 83,000 sq.m.
  - A total of 698 residential units across 75,540 sq.m is proposed on the upper levels of the development.
  - The proposed retail component is ~3,700 sq.m (GFA), provided at the bottom of blocks A, B, C, and D.
  - A range of uses are being considered including retail and complimentary non-retail uses (e.g., medical centre, childcare centre, gym).
- ii. The first dwellings are forecasted to be completed by 2024 over a five-year period to 2028.





**FIGURE 1.2. PROPOSED CONCORD WEST DEVELOPMENT: OVERALL MASTERPLAN**



**FIGURE 1.3. PROPOSED DEVELOPMENT – GROUND LEVEL**



**FIGURE 1.4. PROPOSED DEVELOPMENT – LEVEL ONE**





## 2 MAIN TRADE AREA ANALYSIS

This section outlines the key customer segments which would be served by the proposed development, namely:

- Local residents
- Local workers

The main trade area for each customer segment has been defined as well as current and projected population and retail spending levels within these catchments over the period to 2041. The socio-economic profile of the main trade area for each customer segment is also reviewed.

### 2.1. Resident Trade Area Definition

- i. The resident main trade area for Concord West has been defined considering the following:
  - The scale of the proposed development.
  - The provision of retail facilities throughout the region.
  - Regional and local accessibility.
  - The pattern of urban development.
  - Significant physical barriers.
- ii. Map 2.1 illustrates the resident main trade area for Concord West mixed-use development. The main trade area is defined as follows:
  - The **primary sector** encompasses the suburbs of Concord West and North Strathfield and is bounded by the train line to the east and Powell's Creek to the west. The primary sector is limited by the train line to the east and restricted access from Concord Avenue to the north.
  - The **secondary north-east** sector incorporates part of Concord West and is bounded by Concord Road to the east.
  - The **secondary east sector** incorporates residential land to the east of the train line and is limited by Concord Golf Club.



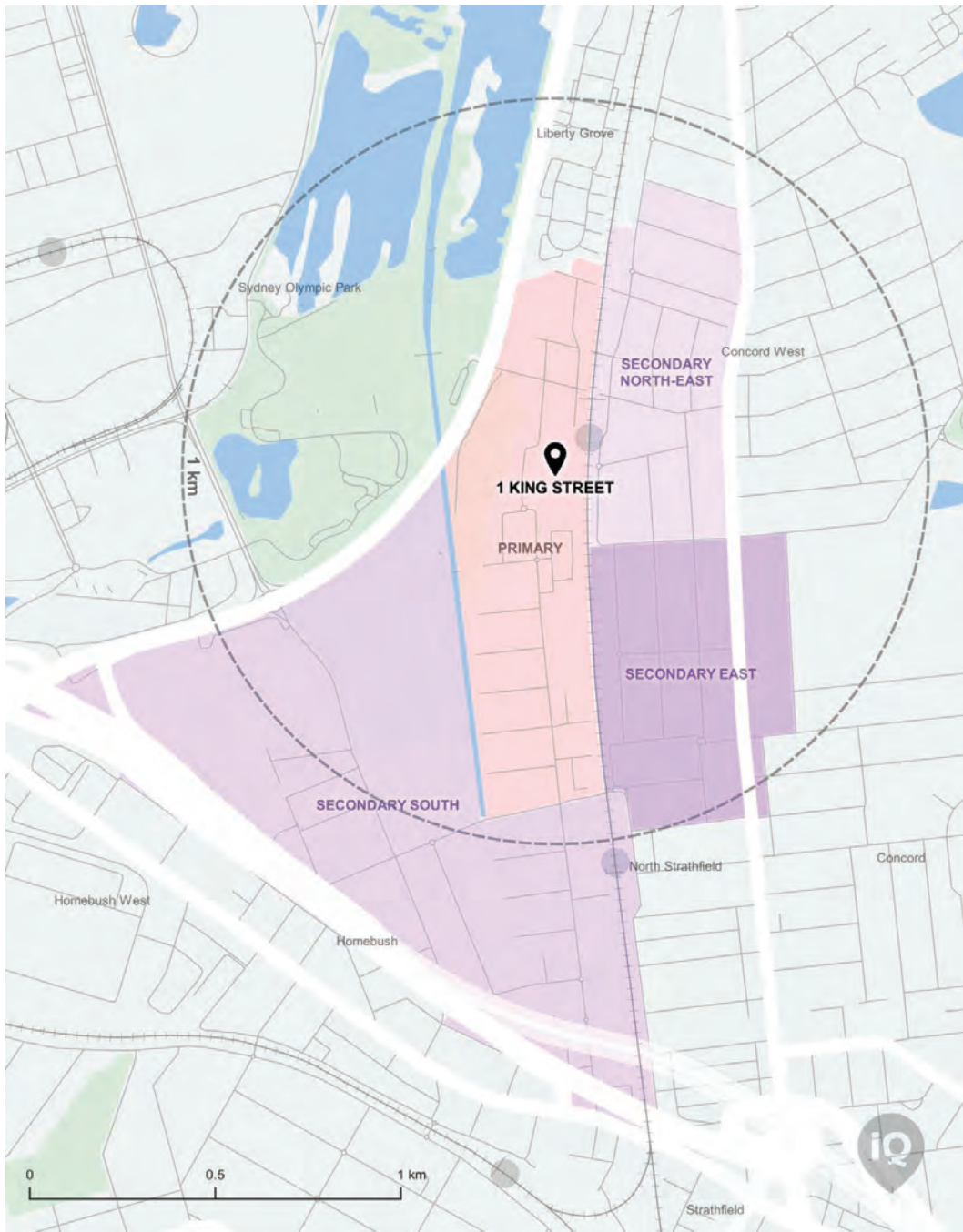
- The **secondary south** sector extends 1.4 km south-west and is limited by the Western Motorway, Homebush Bay Drive, and the train line. This sector incorporates the Sydney Olympic Park precinct.
- iii. The combination of the primary and secondary sectors is referred to as the Concord West main trade area throughout the remainder of this report. The main trade area generally extends between 0.5 – 1.5 km around the site.



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**MAP 2.1. CONCORD WEST RESIDENT MAIN TRADE AREA**

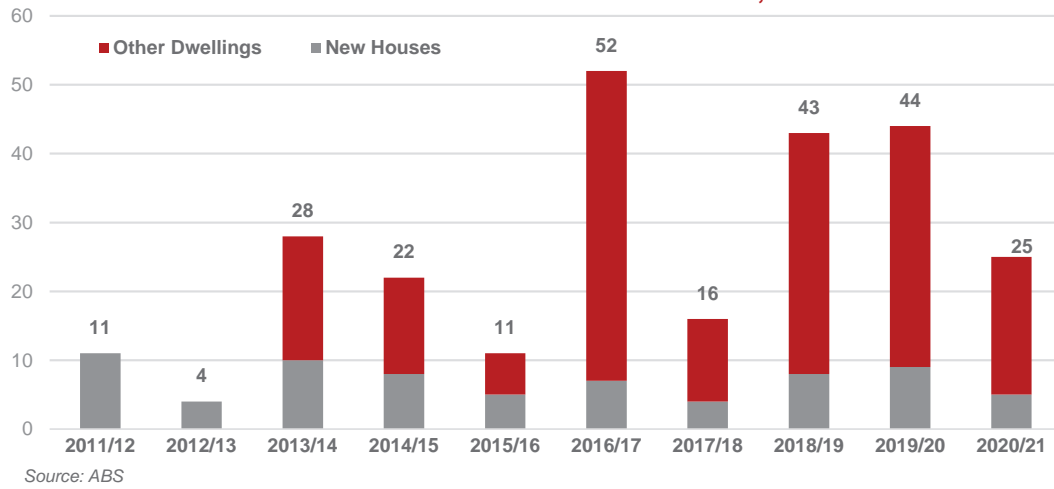


## 2.2. Resident Main Trade Area Population

- i. Tables 2.1 and 2.2 detail the main trade area current and projected population levels by sector over the period to 2041. This information is sourced from the following:
  - The 2011 and 2016 Census of Population and Housing undertaken by the Australian Bureau of Statistics (ABS).
  - New dwelling approvals sourced from the ABS over the period from 2011/12 to 2020/21 (refer Chart 2.1), which indicates an average of 256 new dwellings were approved across the main trade area over this timeframe.
  - Population projections produced by the New South Wales Department of Planning and Environment.
  - Investigations by this office into new residential developments in the region.
  - Dwelling targets for the 1 King Street, Concord West development, provided by Bilbergia.
- ii. The main trade area population is currently estimated at 8,180, including 3,110 persons in the primary sector. Over the period to 2041, the main trade area population is projected to reach 14,080 persons, reflecting an average annual growth rate of 2.8% per annum. Total primary sector population levels are projected to increase by 4,000 to reach 7,110 in 2041.
- iii. Key drivers of future population growth within the resident main trade area, include:
  - **1 King Street, Concord West** (subject site, primary sector): 1,123 apartments (2,500 persons) are assumed at the subject site. The first dwellings are forecasted to be completed by 2024 over a five-year period to 2028.
  - **The Shed** (primary sector): Located immediately west of the subject site, this development is assumed to include 200 units (500 persons) to be developed in 2025.
  - The **R2 Low Density land** in Concord West (primary sector) and North Strathfield (secondary south sector), west of the rail line, is suitable to be rezoned for High Density Residential given the proximity of this area to railway stations, a future metro station, employment precincts, the metropolitan road network, and cultural and recreation amenities. This has been considered in the population projections over the longer-term (i.e., post-2031).



**CHART 2.1. MAIN TRADE AREA NEW DWELLING APPROVALS, 2011/12 – 2020/21**





**TABLE 2.1. MAIN TRADE AREA POPULATION, 2011 – 2041**

Population	Actual				Forecast		
	2011	2016	2021	2026	2031	2036	2041
Primary Sector	2,910	3,010	3,110	5,110	6,610	6,860	7,110
<b>Secondary Sectors</b>							
• East	1,260	1,370	1,470	1,520	1,570	1,620	1,670
• North-east	1,450	1,460	1,510	1,560	1,610	1,660	1,710
• South	<u>1,630</u>	<u>1,840</u>	<u>2,090</u>	<u>2,340</u>	<u>2,590</u>	<u>3,090</u>	3,590
Total Secondary	4,340	4,670	5,070	5,420	5,770	6,370	6,970
<b>Main Trade Area</b>	<b>7,250</b>	<b>7,680</b>	<b>8,180</b>	<b>10,530</b>	<b>12,380</b>	<b>13,230</b>	<b>14,080</b>

Average Annual Change (No.)	Actual			Forecast		
	2011-16	2016-21	2021-26	2026-31	2031-36	2036-41
Primary Sector	20	20	400	300	50	50
<b>Secondary Sectors</b>						
• East	22	20	10	10	10	10
• North-east	2	10	10	10	10	10
• South	<u>42</u>	<u>50</u>	<u>50</u>	<u>50</u>	<u>100</u>	100
Total Secondary	66	80	70	70	120	120
<b>Main Trade Area</b>	<b>86</b>	<b>100</b>	<b>470</b>	<b>370</b>	<b>170</b>	<b>170</b>

Average Annual Change (%)	Actual			Forecast		
	2011-16	2016-21	2021-26	2026-31	2031-36	2036-41
Primary Sector	0.7%	0.7%	10.4%	5.3%	0.7%	0.7%
<b>Secondary Sectors</b>						
• East	1.7%	1.4%	0.7%	0.6%	0.6%	0.6%
• North-east	0.1%	0.7%	0.7%	0.6%	0.6%	0.6%
• South	<u>2.5%</u>	<u>2.6%</u>	<u>2.3%</u>	<u>2.1%</u>	<u>3.6%</u>	3.0%
Total Secondary	1.5%	1.7%	1.3%	1.3%	2.0%	1.8%
<b>Main Trade Area</b>	<b>1.2%</b>	<b>1.3%</b>	<b>5.2%</b>	<b>3.3%</b>	<b>1.3%</b>	<b>1.3%</b>
<i>Syd Metro</i>	1.9%	1.8%	1.6%	1.6%	1.5%	1.3%
<i>Australian Average</i>	1.7%	1.4%	1.3%	1.3%	1.2%	1.1%

All figures as at June and based on 2016 SA1 boundary definition.  
Sources : ABS; NSW DPIE

### 2.3. Resident Main Trade Area Socio-economic Profile

- i. Table 2.2 summarises the socio-economic profile of the Concord West main trade area population, compared with the Sydney metropolitan and Australian benchmarks. This information is based on the 2016 Census of Population and Housing (noting that the results of the 2021 Census are not available until mid-late 2022), with key points to note including:
  - Main trade area average per capita and household income levels are slightly higher than the benchmarks. It is noted that average per capita incomes of residents in the primary sector are 10.5% higher than the benchmark.
  - The average age of main trade area residents is significantly younger than the benchmarks, particularly in the primary and secondary south sectors.
  - The main trade area comprises of an ethnically-diverse population, with significant variation between trade area sectors. All trade area sectors (with the exception of the secondary west sector) include a high proportion of Asian-born residents as compared with the benchmark. The secondary east and north-east sectors are predominantly Australian born.
  - Home ownership levels across the main trade area, at 59.4% are lower than the Sydney benchmark (64.7%).
  - The household structure of the main trade area comprises a higher than average proportion of couples without children and shared households (other family), as compared with the benchmark.
- ii. Overall, the main trade area population is characterised by a young, Asian-born population who typically rent their homes.
- iii. Table 2.3 shows the change in the socio-economic profile of the main trade area population over the 2011 and 2016 Census periods.



**TABLE 2.4. RESIDENT MAIN TRADE AREA SOCIO-ECONOMIC PROFILE, 2016 CENSUS**

Characteristic	Primary Sector	Secondary Sectors			Main TA	Syd Metro Average	Aust Average
		East	North-east	South			
<b>Income Levels</b>							
Average Per Capita Income	\$46,450	\$41,882	\$43,046	\$39,931	\$43,382	\$42,036	\$38,500
Per Capita Income Variation	10.5%	-0.4%	2.4%	-5.0%	3.2%	n.a.	n.a.
Average Household Income	\$117,565	\$118,414	\$119,305	\$121,952	\$118,900	\$115,062	\$98,486
Household Income Variation	2.2%	2.9%	3.7%	6.0%	3.3%	n.a.	n.a.
Average Household Size	2.5	2.8	2.8	3.1	2.7	2.7	2.6
<b>Age Distribution (% of Pop'n)</b>							
Aged 0-14	16.1%	19.3%	16.3%	17.5%	17.0%	18.1%	18.0%
Aged 15-19	3.9%	4.9%	5.9%	6.3%	5.1%	6.0%	6.1%
Aged 20-29	25.0%	13.2%	15.3%	20.3%	19.9%	15.1%	13.9%
Aged 30-39	24.2%	13.8%	13.4%	16.8%	18.5%	15.7%	14.1%
Aged 40-49	13.0%	13.9%	15.1%	13.9%	13.8%	13.9%	13.7%
Aged 50-59	8.6%	12.3%	13.6%	11.6%	10.9%	12.3%	12.9%
Aged 60+	9.3%	22.7%	20.4%	13.5%	14.8%	19.0%	21.3%
Average Age	33.0	39.6	38.9	35.1	35.8	37.8	38.9
<b>Housing Status (% of H'holds)</b>							
Owner/Purchaser	48.7%	70.2%	65.1%	65.7%	59.4%	64.7%	67.9%
Renter	51.3%	29.8%	34.9%	34.3%	40.6%	35.3%	32.1%
<b>Birthplace (% of Pop'n)</b>							
Australian Born	43.2%	61.2%	58.5%	45.3%	49.9%	61.9%	72.9%
Overseas Born	56.8%	38.8%	41.5%	54.7%	50.1%	38.1%	27.1%
• Asia	43.8%	18.9%	25.5%	43.4%	35.7%	18.6%	10.7%
• Europe	5.9%	14.3%	8.9%	4.6%	7.7%	7.7%	8.0%
• Other	7.1%	5.6%	7.1%	6.7%	6.7%	11.8%	8.4%
<b>Family Type (% of Pop'n)</b>							
Couple with dep't children	48.4%	49.3%	49.5%	52.6%	49.8%	48.8%	45.2%
Couple with non-dep't child.	5.1%	11.4%	12.2%	10.6%	9.1%	9.2%	7.8%
Couple without children	24.9%	18.2%	17.6%	21.1%	21.2%	20.2%	23.0%
Single with dep't child.	7.0%	6.1%	6.2%	5.1%	6.2%	8.0%	8.9%
Single with non-dep't child.	3.8%	5.9%	4.4%	4.1%	4.4%	4.1%	3.7%
Other family	2.8%	0.9%	1.3%	2.0%	1.9%	1.2%	1.1%
Lone person	8.0%	8.2%	8.7%	4.5%	7.4%	8.5%	10.2%

Sources: ABS Census of Population and Housing 2016



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**TABLE 2.2. SOCIO-ECONOMIC PROFILE COMPARISON, 2011- 2016 CENSUS**

Characteristic	Concord West MTA			Syd Metro		
	2011	2016	Change (%)	2011	2016	Change (%)
<b>Income Levels</b>						
Average Per Capita Income	\$38,639	\$43,382	12.3%	\$36,941	\$42,036	13.8%
Average Household Income	\$104,924	\$118,900	13.3%	\$99,586	\$115,062	15.5%
<b>Age</b>						
Average Age	35.4	35.8	1.2%	37.2	37.8	1.8%
<b>Birthplace (% of Pop'n)</b>						
Australian Born	52.8%	49.9%	-2.8%	63.7%	61.9%	-1.7%
Overseas Born	47.2%	50.1%	2.8%	36.3%	38.1%	1.7%
<b>Household Size &amp; Structure</b>						
Average Household Size	2.7	2.7	0.9%	2.7	2.7	1.5%
Couple with dep't children	50.1%	49.8%	-0.3%	48.2%	48.8%	0.6%
<b>Housing Status (% of H'holds)</b>						
Owner/Purchaser	63.5%	59.4%	-4.0%	67.4%	64.7%	-2.7%
Renter	36.5%	40.6%	4.0%	32.6%	35.3%	2.7%
<b>Labour Force (%of Pop'n)</b>						
Labour Force Participation	70.7%	69.5%	-1.2%	66.6%	65.6%	-1.0%
% Unemployed	3.0%	5.6%	2.6%	3.3%	6.0%	2.7%
% White Collar Occupations	78.5%	79.4%	0.9%	74.3%	74.7%	0.4%
% Blue Collar Occupations	21.5%	20.6%	-0.9%	25.7%	25.3%	-0.4%

Source: ABS Census of Population and Housing 2011 & 2016

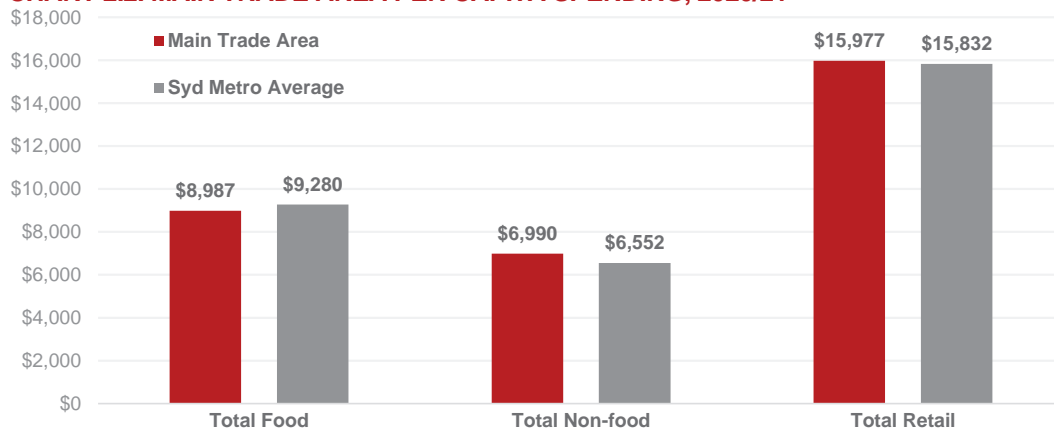
## 2.4. Main Trade Area Retail Expenditure Capacity

- i. The estimated retail expenditure capacity of the main trade area population is based on information sourced from Market Data Systems (MDS). MDS utilises a detailed micro-simulation model of household expenditure behaviour for all residents of Australia.
- ii. The MDS model considers information from a wide variety of sources, including the regular ABS Household Expenditure Survey, the National Accounts Data, Census Data, and other information. MarketInfo estimates used in this analysis are based on the 2016 release, benchmarked against the latest National Accounts Data, released by the ABS. Throughout Australia, the MarketInfo estimates of retail spending that are prepared independently by MDS are commonly used by all parties in economic assessments.



- iii. Chart 2.2 illustrates the 2020/21 retail spending levels per person across the main trade area, as compared with the Sydney metropolitan average. As shown, retail spending levels across the main trade area are comparable with the Sydney metropolitan benchmark.
- iv. Table 2.3 details the retail expenditure levels generated by the main trade area population. Main trade area retail spending is currently estimated at \$126.3 million and is projected to increase to \$342.0 million by 2041, reflecting an average rate of 5.1% per annum (inflated dollars and including GST).
- v. Location IQ apply long term averages for retail price inflation (RPI) and real growth in retail spending, avoiding year to year volatility which distorts spending patterns. The projected growth rate in retail spending for the main trade area is based on the following assumptions:
  - **Retail Price Inflation:** Food category inflation of 1.0% per annum in 2021, increasing to 1.5% over the 2022 - 2023 period. From 2024, food category inflation is assumed to increase to 2.0% per annum. Non-food category inflation of 0.5% per annum in 2021, increasing to 0.75% over the 2022 - 2023 period. From 2024, food category inflation is assumed to increase to 1.0% per annum.
  - **Real Growth** in retail spending per capita of 0.0% is assumed over the period to 2023, reflecting the impact of the COVID-19 pandemic on the economy. From 2024 real growth per capita is assumed at 0.5% annually for food retail and 1.0% for non-food retail over the period to 2041.
  - Main trade area **population growth**, which is projected to average 2.8% per annum over the period to 2041.
- vi. Table 2.4 details the main trade area retail expenditure generated by key commodity group. The largest spending market is food and liquor at \$52.0 million, or 41.1% of the total spending market.

**CHART 2.2. MAIN TRADE AREA PER CAPITA SPENDING, 2020/21**



Source: Marketinfo





**TABLE 2.3. MAIN TRADE AREA RETAIL EXPENDITURE, 2021 – 2041**

Y/E June	Primary Sector	Secondary Sectors			Main Trade Area
		East	North-east	South	
2021	49.5	21.2	25.0	30.6	126.3
2022	52.8	21.7	25.4	31.7	131.7
2023	59.0	22.1	25.9	32.8	139.9
2024	66.8	22.8	26.7	34.4	150.6
2025	75.5	23.5	27.5	36.0	162.5
2026	85.4	24.2	28.3	37.7	175.6
2027	94.2	24.9	29.2	39.5	187.8
2028	101.6	25.7	30.1	41.2	198.6
2029	109.5	26.5	31.0	43.1	210.1
2030	118.1	27.3	32.0	45.0	222.3
2031	127.3	28.1	32.9	47.0	235.4
2032	134.2	29.0	33.9	49.5	246.7
2033	138.5	29.8	34.9	52.5	255.8
2034	142.9	30.7	36.0	55.7	265.3
2035	147.4	31.7	37.1	59.1	275.3
2036	152.1	32.6	38.2	62.7	285.6
2037	156.9	33.6	39.4	66.3	296.2
2038	161.8	34.6	40.5	70.0	307.0
2039	166.9	35.7	41.8	73.9	318.2
2040	172.1	36.8	43.0	78.0	329.9
2041	177.6	37.9	44.3	82.3	342.0
<b>Expenditure Growth</b>					
2021-26	35.8	3.0	3.4	7.1	49.3
2026-31	41.9	3.9	4.6	9.3	59.8
2031-36	24.8	4.5	5.3	15.7	50.3
2036-41	25.5	5.2	6.1	19.6	56.4
2021-41	128.0	16.7	19.3	51.6	215.7
<b>Average Annual Growth Rate</b>					
2021-26	11.5%	2.7%	2.6%	4.3%	6.8%
2026-31	8.3%	3.1%	3.0%	4.5%	6.0%
2031-36	3.6%	3.0%	3.0%	5.9%	3.9%
2036-41	3.1%	3.0%	3.0%	5.6%	3.7%
2021-41	6.6%	2.9%	2.9%	5.1%	5.1%

*\*Inflated dollars & including GST  
Source : MarketInfo*



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**TABLE 2.4. MTA RETAIL EXPENDITURE BY KEY COMMODITY GROUP, 2021 – 2041**

Y/E June	Food & Liquor	Food Catering	Apparel	H'hold Goods	Leisure	General Retail	Retail Services
2021	52.0	20.7	15.3	21.0	5.4	8.1	3.7
2022	54.3	21.7	16.0	21.8	5.7	8.4	3.8
2023	57.7	23.3	17.0	23.1	6.0	8.8	4.1
2024	62.0	25.3	18.3	24.7	6.5	9.4	4.3
2025	66.8	27.6	19.8	26.5	7.0	10.1	4.7
2026	72.0	30.2	21.5	28.5	7.6	10.8	5.0
2027	77.0	32.6	23.0	30.4	8.1	11.5	5.3
2028	81.4	34.7	24.3	32.0	8.6	12.1	5.6
2029	86.0	37.0	25.7	33.7	9.1	12.7	5.9
2030	91.0	39.5	27.2	35.5	9.6	13.4	6.2
2031	96.4	42.2	28.7	37.4	10.1	14.1	6.5
2032	101.0	44.5	30.0	39.0	10.6	14.7	6.8
2033	104.9	46.4	31.0	40.3	10.9	15.2	7.0
2034	109.0	48.4	32.0	41.7	11.3	15.7	7.3
2035	113.2	50.5	33.1	43.1	11.6	16.2	7.5
2036	117.7	52.7	34.1	44.5	12.0	16.8	7.8
2037	122.2	55.0	35.2	46.0	12.4	17.3	8.1
2038	126.8	57.3	36.4	47.5	12.8	17.9	8.3
2039	131.6	59.7	37.5	49.1	13.2	18.5	8.6
2040	136.6	62.2	38.7	50.7	13.6	19.1	8.9
2041	141.8	64.9	40.0	52.4	14.1	19.7	9.2
<b>Expenditure Growth</b>							
2021-26	20.1	9.4	6.2	7.5	2.2	2.7	1.3
2026-31	24.3	12.0	7.2	8.9	2.5	3.3	1.5
2031-36	21.3	10.5	5.4	7.2	1.9	2.7	1.3
2036-41	24.2	12.2	5.8	7.8	2.0	3.0	1.4
2021-41	89.8	44.2	24.6	31.3	8.6	11.7	5.5
<b>Average Annual Growth Rate</b>							
2021-26	6.7%	7.8%	7.0%	6.3%	6.9%	6.0%	6.1%
2026-31	6.0%	6.9%	6.0%	5.6%	5.9%	5.4%	5.5%
2031-36	4.1%	4.6%	3.5%	3.6%	3.5%	3.6%	3.6%
2036-41	3.8%	4.3%	3.2%	3.3%	3.2%	3.3%	3.3%
2021-41	5.1%	5.9%	4.9%	4.7%	4.9%	4.6%	4.6%

*\*Inflated dollars & including GST  
Source : MarketInfo*



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## 2.5. Worker Market

- i. Workers typically spend around 15% - 20% of their total retail expenditure at or near their place of work and as such generate a substantial amount of spending at local facilities.
- ii. Map 2.2 illustrates the defined worker trade area for the Concord West mixed-use development. The worker main trade area extends 1 – 1.5 km around the site.
- iii. Table 2.5 details the current and projected worker population in the worker trade area over the period to 2041. As shown, an estimated 6,180 workers are currently employed within the worker trade area, with this figure projected to grow to almost 7,180 workers by 2041, reflecting an average annual growth rate of 0.8%.
- iv. This assumes a reduction in workers in the primary sector in the 2021-26 period following the conversion of commercial/industrial land for residential/mixed-uses as follows:
  - Westpac building is redeveloped to accommodate the subject development, resulting in the loss of ~680 workers in the 2021-26 period.
  - The Shed site (immediately west of the site) redevelopment will result in a loss of ~100 workers in the 2021-2026 period.
  - Following the development of the subject proposal and The Shed, however, it is assumed that these losses in workers will be offset in the 2026-31 period by residents of the new developments working from home.
- v. Table 2.6 provides a snapshot of worker trade area characteristics, with key points to note including:
  - The average age of 38.1 years is slightly younger than the Sydney Metropolitan average (40.4 years).
  - Some 79% of workers within the worker trade area are white collar workers; slightly lower than the Sydney benchmark (89.0%). This reflects the location of the light industrial precinct in the secondary sector, north of the railway line.
- vi. The worker trade area retail spend market near place of work is currently estimated at \$14 - \$19 million. It is important to note that a small proportion of this market is a sub-set of the residential spending market, as a portion of workers would live within the defined resident main trade area. Residents who work within the worker main trade area would have the opportunity to use the proposed facilities at the site more regularly than if they worked elsewhere.



**MAP 2.2. WORKER TRADE AREA**



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**TABLE 2.7. WORKER TRADE AREA POPULATION, 2011-41**

Population	Actual				Forecast		
	2011	2016	2021	2026	2031	2036	2041
Primary Sector	1,150	1,440	1,490	740	1,490	1,540	1,590
Secondary Sector	<u>2,810</u>	<u>4,290</u>	<u>4,690</u>	<u>4,940</u>	<u>5,190</u>	<u>5,440</u>	<u>5,590</u>
<b>Main Trade Area</b>	<b>3,960</b>	<b>5,730</b>	<b>6,180</b>	<b>5,680</b>	<b>6,680</b>	<b>6,980</b>	<b>7,180</b>

Average Annual Change (No.)	Actual			Forecast		
	2011-16	2016-21	2021-26	2026-31	2031-36	2036-41
Primary Sector	58	10	-150	150	10	10
Secondary Sector	<u>296</u>	<u>80</u>	<u>50</u>	<u>50</u>	<u>50</u>	<u>30</u>
<b>Main Trade Area</b>	<b>354</b>	<b>90</b>	<b>-100</b>	<b>200</b>	<b>60</b>	<b>40</b>

Average Annual Change (%)	Actual			Forecast		
	2011-16	2016-21	2021-26	2026-31	2031-36	2036-41
Primary Sector	4.6%	0.7%	-13.1%	15.0%	0.7%	0.6%
Secondary Sector	<u>8.8%</u>	<u>1.8%</u>	<u>1.0%</u>	<u>1.0%</u>	<u>0.9%</u>	<u>0.5%</u>
<b>Main Trade Area</b>	<b>7.7%</b>	<b>1.5%</b>	<b>-1.7%</b>	<b>3.3%</b>	<b>0.9%</b>	<b>0.6%</b>

All figures as at June and based on 2016 Journey To Work Travel Zones.  
Sources : ABS; Transport for NSW

**TABLE 2.8. WORKER TRADE AREA CHARACTERISTICS**

Characteristics	Main TA	Syd Metro* Average
<b>Socio-economic Profile</b>		
Population (2021)	6,180	2,209,136
Average Age	38.1	40.4
Average Income	\$68,544	\$69,192
<b>Industry Split</b>		
White Collar Workers (%)	79.0%	74.8%
Blue Collar Workers (%)	19.1%	23.3%
Other (%)	1.9%	1.9%
<b>Retail Expenditure (2021)</b>		
Est Retail Expenditure Per Capita (\$)	\$15,701.1	n.a.
Total Worker Retail Expenditure (\$M)	\$96.3	n.a.
Retail Expenditure Near Place of Work (15%-20%)	\$14.4M - \$19.3M	n.a.

\*Based on 2016 Census

\*Source : MarketInfo & based on 10 km resident spend market as a proxy  
Sources: ABS Census of Population and Housing 2016 & MarketInfo



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# 3 COMPETITIVE CONTEXT

This section of the report provides a summary of the existing and future competitive developments within the area. Map 3.1 and Table 3.1 detail the location and composition of these developments.

**TABLE 3.1. COMPETITIVE CENTRES**

Centre	Shopfront GLA (sq.m)	Anchor Tenants	Dist. From Site* (km)
<b>Within the Main Trade Area</b>			
<u>North Strathfield</u>	<u>36,500</u>		
• Cnr George St & Conway Ave	400	Foodworks (200)	0.3
• The Bakehouse Quarter	36,100	Aldi (1,400)	1.8
<u>Concord West</u>	<u>1,700</u>		<u>2.3</u>
• Queen Street	700		
• Victoria Avenue	1,000		
<b>Beyond the Main Trade Area</b>			
North Strathfield (East Retail Strip)	10,000	Woolworths (1,300)	1.7
<u>Homebush</u>	<u>33,100</u>		
• DFO Homebush	28,100		2.1
• Cnr The Crescent & Rochester St	5,000	IGA (100)	2.5
<u>Rhodes</u>	<u>46,300</u>		<u>4.7</u>
• Rhodes Waterside	34,800	Kmart (3,800), Coles (3,500), Aldi (1,600)	
• Rhodes Central	11,500	Woolworths (3,900)	

Source: Australian Shopping Centre Council Database

\* By road



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**MAP 3.1. MAIN TRADE AREA AND COMPETITION**



### 3.1. Within Main Trade Area

- i. The **Concord West** retail strip (700 sq.m) is provided along Queen Street to the south of Station Avenue (2.3 km by car) and includes two cafes, a massage therapist, a hair salon, and other non-retail tenants. Additional strip retail comprising of ~1,000 sq.m is provided along Victoria Avenue, immediately west of Queen Street including Snap Fitness, a range of food catering and retail service tenants, a pharmacy, Bottlemart, a small foodstore and a real estate agent.
- ii. **North Strathfield** provides ~36,500 sq.m of retail floorspace as follows:
  - A small provision of shops is located on the corner of George Street and Conway Avenue (300 metres south) as part of a mixed-use precinct, which includes a small FoodWorks foodstore of 200 sq.m.
  - The Bakehouse Quarter (1.8 km south) totals 36,100 sq.m and is an Aldi-anchored supermarket-based shopping centre which is provided across multiple old industrial-style buildings in a town-centre format divided by George Street in the centre. This centre provides the only supermarket (defined as >500 sq.m) within the main trade area. This centre incorporates a broad range of non-retail uses including Wotso Workspace (commercial), Kingpin Bowling and ED5 International (part time school).

### 3.2. Beyond Main Trade Area

- i. Other supermarket-based facilities provided beyond the main trade area include:

#### North Strathfield

- A provision of strip retail is situated along Concord Road between Station Street and Correys Avenue, 1.7 km to the south-east of the site. A small Woolworths supermarket (1,300 sq.m) anchors the southern portion of the precinct and is serviced by an at-grade car park.

#### Homebush

- DFO Homebush (33,100 sq.m) is a hybrid factory outlet centre, situated 2.1 km south-west of the subject site on the corner of the intersection of Homebush Bay Drive, Underwood Road, and the Western Motorway. The centre is provided over two levels and includes major brands such as JB Hi-Fi Home, Nike, Bed Bath 'N, Table, Koala Living, Snooze, Tommy Hilfiger, Calvin Klein, and Coach.



- Strip retail is provided on the corner of Rochester Street and the Crescent to the south-west of Homebush Station (2.5 km south). A small IGA (100 sq.m) is provided within the precinct and would mainly service the immediate local population.

#### Rhodes

- Rhodes Shopping Centre (34,800 sq.m) is the sub-regional shopping centre serving the broader area and is located 4.7 km to the north. This centre is anchored by IKEA, Kmart, Coles, and Aldi. According to the Shopping Centre News Little Guns 2021 publication the centre records an MAT of \$191 million.
- Rhodes Central (immediately north of Rhodes Waterside) totals 11,500 sq.m and is anchored by a Woolworths supermarket of 3,900 sq.m. The centre has a range of specialty shops as well as a dining precinct.

### 3.3. Supermarket Floorspace Provision

- i. Table 3.2 details the current provision of supermarket floorspace across the main trade area by sector. As shown, the main trade area supermarket floorspace provision at 165 sq.m per 1,000 persons is well below the Sydney Metropolitan benchmark of 260 sq.m per 1,000 persons.
- ii. There are currently no full-line (i.e., larger than 3,000 sq.m) supermarkets provided within the main trade area.
- iii. One full-line supermarket is typically provided for every 8,000 – 10,000 persons, indicating the resident main trade area can currently only support one full-line supermarket (based on a current population of 8,180). By 2041, when the main trade area population is projected to reach over 14,000, a second full-line supermarket could theoretically be supported.



**TABLE 3.2. SUPERMARKET FLOORSPACE PROVISION**

Trade Area Sector	No. of Supermarkets*	GLA (sq.m)	2021 Population	GLA per 1,000 persons
Primary Sector	0	0	3,110	0
<b>Secondary Sectors</b>				
• East	0	0	1,470	0
• North-east	0	0	1,510	0
• South	<u>1</u>	<u>1,350</u>	<u>2,090</u>	<u>646</u>
Total Secondary	1	1,350	5,070	266
<b>Main Trade Area</b>	<b>1</b>	<b>1,350</b>	<b>8,180</b>	<b>165</b>
<i>Sydney Metro Average</i>				260
<i>Australian Average</i>				346

\* Defined as 500 sq.m or larger

### 3.4. Proposed Developments

- i. Table 3.3 details future retail developments of competitive relevance to the proposed development at Concord West. Key points to note are as follows:

#### Within the Main Trade Area

- A development application has been submitted for a full-line Woolworths (3,500 sq.m including BWS) to be developed on an existing car park at Bakehouse Quarter (secondary south sector). If this application proceeds, this site will be the first full-line supermarket within the main trade area.

#### Beyond the Main Trade Area

- Olympic Park Town Centre is a State Significant Development (SSD) which proposes 95,050 sq.m of retail by 2031. The retail vision and strategy indicate a possible supermarket, food and beverage precinct, wellness hub, a microbrewery, as well as a range of other entertainment facilities. This development is of limited relevance to the proposed facilities at Concord West.
- A development application has been submitted for a 16-storey mixed-use development at the Rhodes Station Precinct to include 3,652 sq.m of retail floorspace. The format of the retail component is unclear at this stage but would likely be of limited relevance to the proposed development, being located almost 5 km to the north.





**TABLE 3.3. PROPOSED COMPETITION**

Name	Additional Retail GLA (sq.m)	Components	Status	First Full Year
<b>Within Main Trade Area</b>				
<b>Secondary South</b>				
Bakehouse Quarter	3,500	Full-line Woolworths supermarket of 3,500 sq.m (including BWS) on the existing hardstand car park area with adjacent at-grade parking	DA Submitted	n.a.
<b>Beyond the Main Trade Area</b>				
Olympic Park Town Centre	95,050	May include a supermarket, microbrewery, wellness hub, food and beverage precinct, and other entertainment facilities	Planning	n.a.
Rhodes Station Precinct	3,652	16-storey mixed-use development to include 3,652 sq.m of retail premises	DA Submitted	n.a.

Source: Location IQ Database



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# 4 COMPARABLE DEVELOPMENTS

This section reviews a range of comparable mixed-use developments across Australia to examine the retail and complementary floorspace that can form part of the proposed development at Concord West. A review of key design considerations that are essential to the success of the development is also detailed.

## 4.1. Comparable Developments

- i. Table 4.1 details 10 comparable mixed-use developments, across the New South Wales, Victoria, Queensland, and ACT. Key points to note including the following:
  - The sample average of residential units is 344. Around 1,100 units are planned at the Concord West mixed-use development — significantly larger than the sample average, however, the resident population within an 800 metres radius of the Concord West site at just over 5,000 in 2016, increasing to ~9,900 by 2036, is smaller than the sample average of ~11,000 in 2016, increasing to almost 20,000 by 2036. In other words, the subject development will have a larger number of residents on site, but a comparatively lower density of residents beyond the immediate development.
  - The average height of the residential component across the sample is around 24 storeys, while the proposed Concord West development will range from 4 – 14 storeys across a number of buildings. As such, the ground floor retail component in many of the sample developments would likely be more compact (i.e., across fewer buildings) than the Concord West development.
  - The average provision of retail floorspace across the sample is ~2,300 sq.m (although ranging from 1,500 – 5,100 sq.m), across 1 – 2 levels.
  - The retail and non-retail composition of each of these developments varies by size, customer segments served, and location. However, the value proposition of all of the centres in the example is convenience-focused, serving the needs of the immediately surrounding residents (i.e., within a 0.5 – 1 km radius).
  - Only half of the sample developments include a supermarket. Of these, the supermarket offer is generally small-format i.e., >2,000 sq.m. Asian supermarkets/food stores are provided at both Infinity Square (at Green Square in Sydney) and Lachlans Village (in Macquarie Park in



Sydney), which (similar to the subject development) cater to the local population, comprising a high proportion of Asian-born residents. Supermarket brands in the sample developments include Coles, Woolworths Metro, IGA, QE Foods, and Miracle Supermarket.

- Car parking provision is limited across the sample, with many developments not including any car parking facilities given that they cater to the local market.
  - A range of complementary non-retail uses are often included in mixed-use developments including gyms, medical centres, wellness uses, and taverns.
- ii. In summary, the provision and mix of retail and complementary non-retail tenants provided in the sample varies. This is a function of the varying site attributes of each development. The Concord West site is more limited in terms of accessibility, compared with many of the centres in the sample, but benefits from having a significant resident population on-site and proximity to a train station. The amount of floorspace that can be supported at the subject site will be highly dependent on the anchor tenant secured.



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**TABLE 4.1. COMPARABLE MIXED-USED DEVELOPMENTS**

Metric	Concord West (p)	Palko	Infinity Square	Capitol Grand	ARC Sydney	Lonsdale St Traders (Or)	Newmarket Randwick	St Leonards Square	Parramatta Square	Southpoint TOD	Pierside	Lachlans Square Village	Sample Average
Suburb	Concord West	Braaddon ACT	Green Square NSW	South Yarra VIC	Sydney NSW	Braaddon ACT	Randwick NSW	St Leonards NSW	Parramatta NSW	South Bank QLD	Wentw. Pt NSW	Maqg. Park NSW	n.a.
State	NSW	ACT	NSW	VIC	NSW	ACT	NSW	NSW	NSW	QLD	NSW	NSW	n.a.
Dist to CBD (km)	12.0	0.5	5.0	5.6	-	0.5	7.0	6.0	24.0	2.0	17.0	15.0	8.3
Storeys	14	7	20	50	30	6	8	36	56	21	16	18	24
Retail GLA (sq.m)	tbc	1,500	1,800	2,000	2,000	2,000	2,300	2,400	4,310	3,000	3,250	5,104	2,697
Retail Levels	tbc	2	2	2	2	2	1	2	2	1	2	1	1.7
<b>Dwellings</b>													
Upper Level Residential Total (no.)	✓ -1,100	✓ 47	✓ 326	✓ 377	✓ 73	✓ 52	✓ 124	✓ 527	✓ 700	✓ 400	✓ 256	✓ 900	n.a. 344
<b>Resident Pop. (800 metre radius)</b>													
• 2016	5,274	7,175	12,826	16,731	12,409	7,175	16,953	16,605	16,248	5,249	2,914	3,515	10,709
• 2031 (SAFI)	9,903	8,680	25,946	25,732	15,467	8,680	17,000	25,351	41,425	14,100	30,725	3,777	19,717
• Ave. Ann. Growth (%)	4.3%	1.3%	4.8%	2.9%	1.5%	1.3%	0.0%	2.9%	6.4%	6.8%	17.0%	0.5%	
<b>Retail Car Parking</b>													
Car Bays (no.)	tbc	0	0	0	0	0	-	527	0	✓	0	229	84
Bays per 100 sq.m GLA	tbc	0	0	0	0	0	-	22.0	0	unk.	0	4.5	2.9
<b>Key Anchors</b>													
Supermarket	tbc	-	Miracle	-	-	-	-	OE Foods	-	WOW Metro	IGA	Coles	n.a.
Second Supermarket	tbc	-	Good 2 Go Conv.	-	-	-	-	-	-	Sunlit	-	-	n.a.
<b>Retail Specialty Shops</b>													
Food & Liquor	tbc	1	1	-	-	1	-	-	1	3	1	1	1.3
Food Catering	tbc	1	8	2	4	3	8	1	6	5	3	5	4.2
Apparel	tbc	2	-	1	-	3	-	-	-	-	-	-	2.0
Household Goods	tbc	-	-	-	-	1	-	-	-	-	-	-	1.0
Leisure	tbc	1	-	-	-	1	-	-	-	-	-	-	1.0
General Retail	tbc	-	-	-	-	-	-	-	-	1	1	1	1.0
Retail Services	tbc	1	1	-	1	4	1	1	-	-	2	3	1.8
<b>Total</b>	tbc	<b>6</b>	<b>10</b>	<b>3</b>	<b>5</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>7</b>	<b>9</b>	<b>7</b>	<b>10</b>	<b>7.4</b>
<b>Other Non-retail Uses</b>													
Non-retail shopfronts	tbc	-	1	-	1	-	-	1	-	2	1	1	1.2
Gym & Wellness	tbc	-	-	-	-	2	-	1	1	-	-	1	1.3
Childcare	tbc	-	-	-	-	-	-	-	-	-	-	-	0.0
Medical	tbc	-	1	-	-	1	-	-	-	1	1	-	1.0
Tavern	tbc	-	-	-	1	-	-	-	1	-	-	-	1.0

Source: Location IQ Database



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## 4.2. Design Considerations

- i. The development of mixed-use sites throughout Australia have often been driven from a planning perspective, seeking a more holistic solution than an enclosed retail component or traditional shopping centre.
- ii. Developments are generally aimed at providing a range of facilities which can complement each other and operate extended hours.
- iii. Key terms often used to describe the ultimate objective or goal of a town or village centre include:
  - Village environment
  - Walkable
  - Public domain
  - Mixed use
  - Main street
  - Vibrant
  - Extended hours of activation
  - Well planned
  - Density
- iv. There is some overlap between a range of the factors identified from both a planning perspective and a consumer perspective, however, the planning description terms are mainly focused around the built environment and the overall outcome, whereas from a customer perspective, critical factors all relate back to the shopping experience.
- v. A balancing act between the best built-form outcome and consumer expectations must be at the forefront of retail development in Australia. Ultimately, the developments that are likely to be successful in the longer term will be those that are able to provide a balance between built form, public space, mix of uses and meeting the needs of customers in an efficient manner.
- vi. Based on a review of the comparable developments, key factors to consider in the design of retail and complementary non-retail floorspace at Concord West include:
  - **Pedestrian Connectivity:** pedestrian access and connectivity is generally of a high standard in order to facilitate customer flows around the site and past specialty shops – including those fronting main streets. This would be critical for Concord West Town Centre, is planned across a number of discrete buildings, with retail provided at ground level.
  - **Single-level Retailing** is preferable to maximise convenience and customer flows around the site. Retailing over two to three levels can be difficult, and generally requires major tenants to





be located on upper or lower levels (driving foot traffic), or car parking at a decked/rooftop or basement level.

- **Strong Anchors:** the anchor tenant at Concord West should provide a high level of customer amenity and resonate strongly with the local market, given that the success of these tenants is critical to the overall success of the development. The location of loading docks should be carefully considered to minimise the impacts on site activation and residents.
  - **Integrated development:** it is important that the broader retail components of the development are designed/structured to optimise from customer flows and generally complement one another. Precincting and synergy of uses is crucial, with similar tenants co-locating.
  - **Orientation & Shape:** likewise, operators have variable tenancy preferences when considering the depth, orientation, and frontage of each box. For example, slow dining tenants often prefer external frontage allowing for after-hours activation and external seating. The direction of the sun and wind is also critical.
  - **Location & Position** uses that are destinational in nature such as mini-majors, hero tenants of non-retail type operators can often anchor lower pedestrian-flow portions of the centre or malls.
  - **Destinational Non-Retail Uses:** Non-retail destination uses such as the gym, medical centre, offices, and the like should be provided at secondary locations in the development as these will attract uses regardless. Upper level space/basement level space could be considered if space is limited.
  - **Future Proofing:** Click and collect pick up areas should be provided for the supermarket(s) and possible also the inclusion of 'dark kitchens' for food catering pick-ups. Small spaces that can adapt and evolve are also important to cultivate concepts.
  - **Car parking:** Multiple ingress/egress points to car parking.
  - **Centre amenity and access** must be of a high standard — at least comparable with competitors — to ensure a successful development.
  - **Placemaking** will also be important in providing a point of difference and attraction for the various customers segments the site would serve. A contemporary, high-level of quality in terms of the built design and fitout will ensure the local population has a strong affinity with the site and the retail component can function optimally.
- vii. Given that the proposed development at Concord West will be provided across a number of separate buildings, activity generation and funnelling of customer and commuter foot traffic will be critical. The



development should be provided in a compact form and key tenants should be strategically distributed across the site to prevent any 'dead space' areas and to drive traffic to all parts of the development.



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# 5 CENTRE POTENTIAL

This section of the report reviews the retail and complementary non-retail facilities that could be provided at the planned Concord West development.

## 5.1. Anchor Tenant

### Full-Line Supermarkets

- i. Supermarkets are typically defined in planning documents and Courts as:

*“Grocery and dry goods stores of at least 500 sq.m, with smaller stores classified as foodstores.”*

- ii. A major full-line supermarket is at least 3,000 sq.m in size, however modern major full-line supermarkets are typically larger, at 3,500 sq.m. These large format stores are generally operated by major chains such as Woolworths or Coles.
- iii. Typically, one major full-line supermarket is provided for every 8,000 - 10,000 persons in metropolitan areas of Australia and will locate across a wide variety of centres including neighbourhood, sub-regional and regional centres as well as (less commonly) free-standing locations. Currently, no full-line supermarkets are provided within the main trade area. This is largely a function of the lack of available large sites in the area and the peninsula location which is limited to the north by the Parramatta River and the south by the M4 motorway.
- iv. As outlined in sub-section 3.3 (previously) the provision of supermarket (500 sq.m or larger) floorspace within the main trade area at 165 sq.m per 1,000 persons is well below both the Sydney and Australian benchmarks (of 260 and 346 sq.m per 1,000 persons, respectively). However, if the full-line Woolworths store is approved at The Bakehouse Quarter, this will absorb this undersupply over floorspace for the foreseeable future.
- v. Given the location of the site which is somewhat constrained in terms of accessibility from the north and east, and the size of the population immediately surrounding the site, a full-line supermarket would be unlikely to be supportable at the site.



### Smaller Format Supermarkets/Large Format Grocery Stores

- i. The major brands Woolworths and Coles are increasingly looking for small-store opportunities throughout densely populated or worker-focused areas. Smaller, convenience type supermarkets rely on significant passing pedestrian/commuter traffic, as well as a substantial worker population.
- ii. The smaller format concept of both brands is designed to meet the most basic everyday needs of customers in a compact and accessible store format suited to quick purchases. Given the smaller store format, the product range is specifically curated to the needs of local residents and the community.
- iii. The small format concept offers the convenience of a small-format supermarket close to home (in areas with high levels of activity throughout the day), or on key transit routes (i.e. to or from work). This format minimises the impacts that can be associated with a typical large-format supermarket such as noise, traffic, significant parking requirements and frequent large truck deliveries.
- iv. Key points to note in relation to individual Woolworths Metro and Coles Local store networks include:

#### Woolworths Metro

- Woolworths launched Woolworths Metro in 2014. First launching in Sydney, the chain now has over 60 stores across Australia, mainly in Central Business District (CBD) locations that are densely populated with a low provision of supermarket floorspace, or suburbs with a village type feel.
- Woolworths Metro stores are around 250 – 1,500 sq.m in size (GLA) which is significantly smaller than typical Woolworths full-line supermarkets that are generally 3,600 – 4,000 sq.m in size.

#### Coles Local

- Coles launched their equivalent small format spin-off brand Coles Local in 2018 at Surrey Hills Village in Melbourne. The brand now operates 15 stores across New South Wales, Victoria, and Queensland, primarily focused in densely populated metropolitan areas and tourist locations.
- Coles Local store sizes typically range from ~800 sq.m to 2,500 sq.m.

Based on the network of stores in the area, specifically: a full-line Coles at Rhodes Waterside to the north and proposed full-line Woolworths at The Bakehouse Quarter to the south of the site, in addition to smaller format Woolworths store at North Strathfield — Coles and Woolworths may be unlikely to seek a store in this location, even in a small format concept such as Coles Local or Woolworths Metro.



- v. **Aldi** operate a smaller format offer of ~1,800 sq.m in size but typically target a catchment population of 15,000 – 20,000 persons. The resident main trade area currently accommodates only ~10,000 residents, increasing to ~14,000 by 2041. Further, Aldi are already located at The Bakehouse Quarter in the secondary south sector, as well as Rhodes Waterside, ~1 km north of the site. On this basis, Aldi would be unlikely to locate at the Concord West site.
- vi. **Romeo's IGA** operate high quality stores in Sydney and Adelaide, typically in CBD or fringe locations. The supermarkets are generally 700 - 1,500 sq.m in size or larger with a mix of traditional grocers and food catering options. Alternatively other IGA operators could be targeted.
- vii. **Harris Farm Markets** is an Australian grocery chain with 24 different locations in New South Wales and Queensland with most stores existing within the Sydney metropolitan area. Key points to note in relation to the store network include:
- Stores are generally 500 – 2,500 sq.m in size, with newer stores generally being at the upper end of this range with sub-leases to specialist operators. It is understood that the preferred store size for the brand is currently around 1,350 sq.m.
  - Harris Farm Markets stores serve a larger catchment to the major supermarkets, targeting an affluent, traditional family demographic of at least 60,000 persons. Given that the resident main trade area population is ~10,000 – 15,000 persons, Harris Farm Markets would be unlikely to consider a store in this location.
- viii. **Asian Supermarket/Grocery Store:** based on the high proportion of Asian-born residents within the local area, an Asian supermarket brand could be targeted. Quality chains operating in the Sydney market include:
- Tong Li Supermarket: closest stores are provided at Rhodes Waterside, Burwood Plaza, and Auburn Central. Tong Li typically occupies boxes of 400 – 800 sq.m.
  - Miracle Supermarket: closest stores are located at Marrickville Metro and North Ryde.
  - Other examples of strong trading Asian grocers around Sydney including Jarem Chai, Nikkis Asian Grocer, Unity, Tokyo Mart, and Jasmine Asia Market (refer Figure 5.1). These brands operate from both mini-major (>400 sq.m) and specialty-sized (<400 sq.m) tenancies.
- ix. In our view, the most likely anchor tenant that could be secured at the site would be a quality Asian supermarket or IGA supermarket. In terms of store size, a maximum of 1,500 – 2,000 sq.m could be supported.



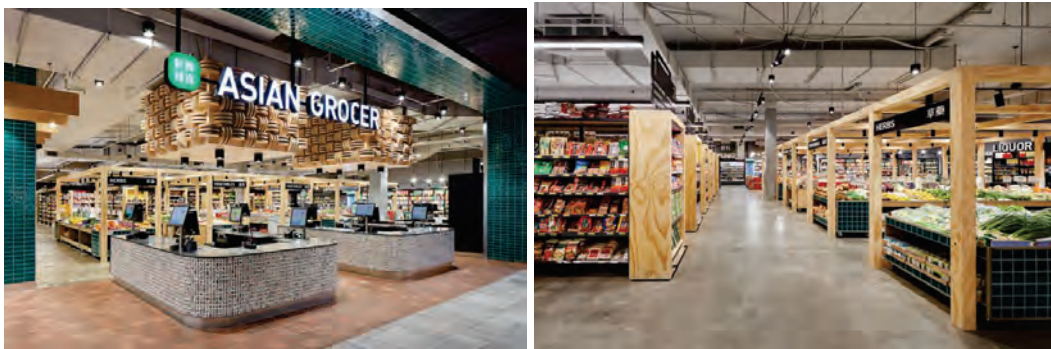


**FIGURE 5.1. ASIAN GROCER EXAMPLES**

JARERN CHAI (HAYMARKET)



THE ASIAN GROCER (THE GLEN, MELBOURNE)



NIKKIS ASIAN GROCER (RANDWICK)



## 5.2. Mini-major Potential

- i. Mini-major tenants are retail tenants with a floorspace greater than 400 sq.m. The provision of mini-major tenants provided at shopping centres in Australia has increased over the past decade, reflecting new tenants in the category, changing consumer preferences and shopping centre owners looking to provide these types of tenants to increase customer flows.
- ii. Map 5.1 illustrates chain brand mini-majors which are provided in shopping centres throughout the surrounding area. As shown, the main trade area currently has a limited provision of mini-major brands, limited to:
  - **DFO Homebush** in the secondary south sector including Cotton On, Kathmandu, Chemist Warehouse and JB Hi-Fi.
  - **Rhodes Waterside**, 4.7 km to the north including Cotton On, Priceline and Rhodes Phoenix Yum Cha restaurant.
- iii. The average provision of mini-major tenants in supermarket-based centres in Australia is around one store of approximately 400 - 500 sq.m. It is noted, however, that attracting quality national brands to new, smaller-scale neighbourhood centres in internalised metropolitan locations can be difficult.
- iv. Mini-majors typically provided in neighbourhood generally include a pharmacy if this is not provided as a specialty shop.
- v. The following mini-major types/brands could potentially be targeted to located at the proposed Concord West development:
  - **Food Catering:** A yum cha or similar themed restaurant. Any prospective tenant within the food catering space would look to maximise frontages to major pedestrian thoroughfares at street level, although an upper level could be considered if a destination tenant is secured.
  - **General Retail/Leisure:** Daiso which appeals to the Asian market, or a pharmacy such as Chemist Warehouse, Terry White Chemist or Priceline.



**MAP 5.1. MINI-MAJOR COMPETITION**



### 5.3. Retail Specialty Potential

- i. The provision of specialty floorspace that is supportable at any retail centre is typically determined by the amount and sales of major tenant floorspace. These major tenants act as the key customer generators to a centre, with specialty floorspace drawing business from the customer flows.
- ii. Assuming a small format supermarket of 1,500 – 2,000 sq.m is secured as the anchor tenant, a total of ~800 – 1,000 sq.m of retail specialty floorspace could be supported.
- iii. Key points to note in relation to the location and recommended distribution of retail specialty floorspace by category include:
  - **Food Retail** (100 – 200 sq.m): a liquor store or bakery could be targeted. It is important to note that food tenancies usually prefer to co-locate in a precinct outside a supermarket, to create destination appeal and benefit from flow-one foot traffic.
  - **Food Catering**: (300 – 500 sq.m): potentially comprising a café/restaurant and/or 1 – 2 takeaway operators.
  - **General Retail** (100 – 250 sq.m): a pharmacy (if not secured as a mini-major tenant) and/or discount variety store or florist.
  - **Retail Services** (100 – 200 sq.m): a hairdresser, beauty salon, dry cleaner or massage operator could be targeted to reinforce the convenience offer.

### 5.4. Non-retail Shopfronts

- i. Non-retail tenants add to the destination appeal of the centre and reinforce the location for the local and surrounding population, with possible tenants for the proposed development, including:
  - **Lottery**: potentially as part of a newsagent, or as a standalone kiosk.
  - **Travel Agent**: formerly very prolific tenants in retail developments, the industry has recently experienced significant hardship as a result of the COVID-19 pandemic but is expected to recover as both domestic and international travel restrictions are lifted. This is a tenant to monitor into the future as to how the networks of and the like recover post the COVID-19 pandemic. Potential brands to target include Helloworld and Flight Centre.
  - **Post Office or Parcel Lockers** and/or a post box could be provided.





- ii. A mix of these tenants could be considered but would not add significantly to the overall attraction of the development.

## 5.5. Destinal Non-retail Tenants

- i. The provision of destinal non-retail floorspace is typically determined by the level of retail floorspace planned, as well as the ability to serve various customer segments at a location and the attributes of the site itself.
- ii. Destinal non-retail uses add to the broader appeal of the centre or development and reinforce the location for the local and surrounding population. The size of these tenants is highly dependent on operator requirements. For the purposes of this assessment, Location IQ has adopted benchmark sizes. Key uses are considered as follows:

### 5.5.1. Gym

- i. There are many sizes and forms of gyms provided throughout Australia as follows:
  - The well-known brands and health clubs such as Fitness First and Virgin Active typically operate large sized gyms of around 1,000 sq.m and serve a catchment of approximately 50,000 – 70,000 persons. Local gyms are typically around 200 sq.m in size and serve a catchment of around 10,000 persons.
  - Memberships generally accounts for around half of a gym's total revenue stream. Based on a 2015 survey conducted by Fitness Australia, 60% of gyms had less than 1,000 members, while the largest gyms (with over 5,000 memberships) made up just 6%.
- ii. Map 5.2 illustrates the existing provision of gyms throughout the main trade area and surrounds. As shown, there are currently three gyms provided within the main trade area, all of which are national brand operators (Fitness First, Anytime Fitness and Snap Fitness).
- iii. National operators not currently represented in the area who could be targeted to locate at the site include F45 Training, Curves, Goodlife Health Club, and Fernwood Fitness.





**MAP 5.2. GYM COMPETITION**



### 5.5.2. Medical Centre

- i. Medical centre is a term used for a collection of medical services provided at the same site, typically including General Practitioners (GPs) and other services such as a pharmacist, pathology, and the like.
- ii. Typically, successful medical centres are situated within high profile locations, either along main roads or within proximity to a retail/commercial centre or transport node. Thereby facilities receive maximum exposure to passing traffic, but more importantly, are easily recognisable and accessible for the surrounding population.
- iii. Map 5.3 illustrates the location and size of surrounding medical centres within the region. As shown, there are three medical centres currently operating within the main trade area, primarily focused within the south-eastern part of the main trade area.
- iv. In Australia, as a rule, 12.8 GPs are provided for every 10,000 persons. At this level, the main trade area population could support 10 GPs currently, increasing to 18 doctors by 2041. There are eight GPs currently operating within the main trade area, indicating a slight undersupply. With significant population growth going forward, additional GP and medical services will be required over time.
- v. Medical centres can range in size from 250 sq.m – 1,000 sq.m (depending on the number of doctors and services offered) and often co-locate with other medical uses enabling a one-stop medical destination and serving a wide region. Other potential uses that could be targeted include:
  - Dentist
  - Physiotherapist
  - Gynaecologist
  - Cosmetic Surgery
  - Cryotherapy
  - Naturopath/Herbalist
  - Speech therapy
  - Medical equipment suppliers



**MAP 5.3. MEDICAL CENTRES**



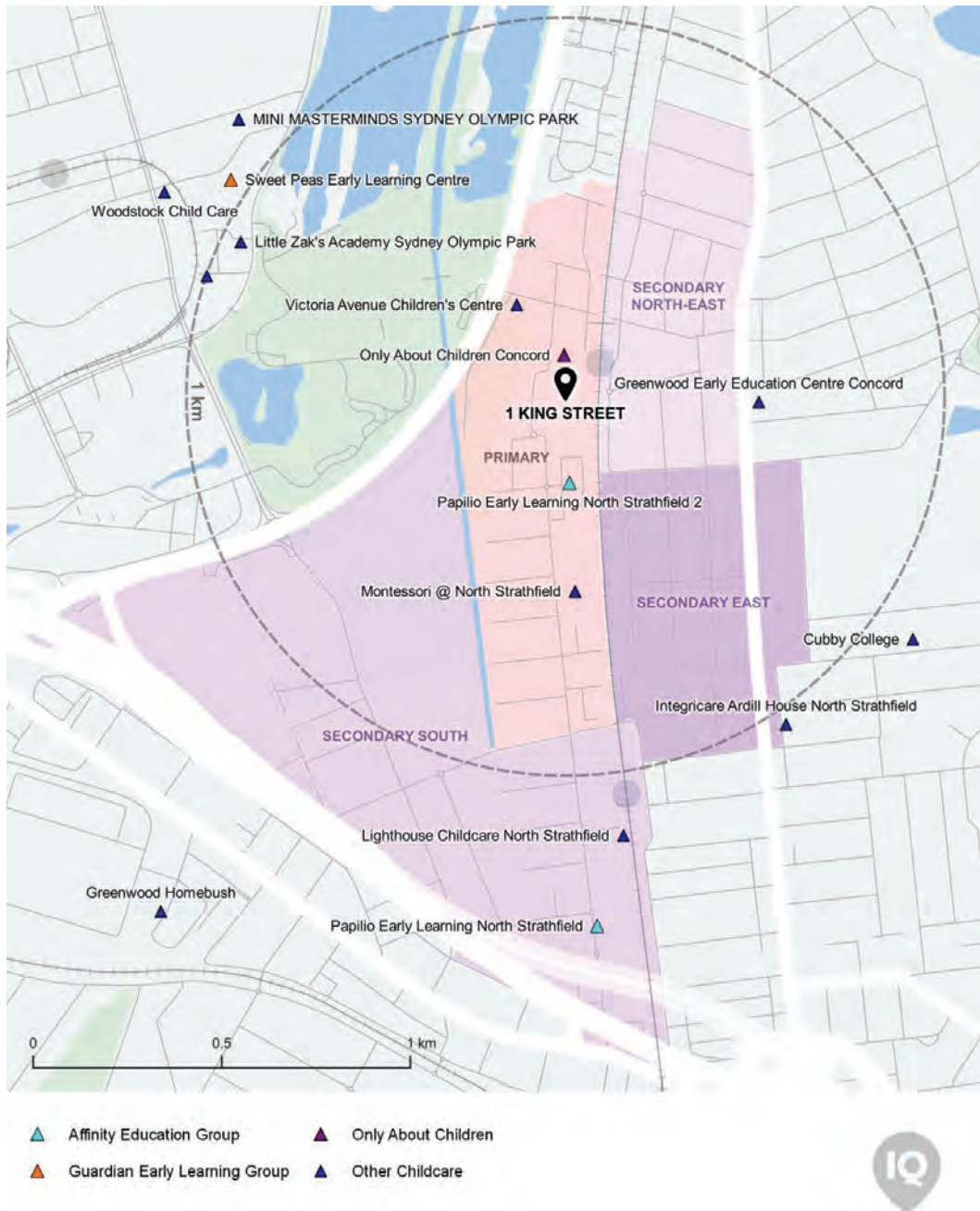
### 5.5.3. Childcare Centre

- i. A range of early childhood education and care services are available to Australian children, including childcare centres (long day care), family day care, outside school hours care and occasional care. Childcare centres are the largest component of the childhood education and care services market, comprising 58%.
- ii. Childcare centres provide care for children under school age (up to 6 years of age) within facilities built (or adapted) for early childhood education and care services. Childcare centres can offer all-day or part-time care and can be operated by private operators, community, and non-profit organisations.
- iii. An existing childcare centre is provided at the northern end of the site, namely Only About Children comprising 64 places located on George Street. Discussions with the centre indicate a high occupancy rate, with the nursery full, toddler care only available on Fridays, and spaces available for preschool from Monday to Friday. This high occupancy rate indicates demand for strong childcare facilities.
- iv. Co-locating childcare facilities with retail and other non-retail facilities at the site would increase the destinational appeal of the precinct and generate a higher level of traffic around the site (e.g., parents visiting when dropping off/picking up their children).
- v. The proposed Concord West development also has many desirable attributes that are associated with quality childcare facilities, including a convenient location for local residents, workers and commuters, and co-location with other convenience facilities.
- vi. On the basis of the above, the existing childcare centre should be retained and potentially integrated into the new development to add destinational appeal and generate cross-shopping with the retail component.
- vii. Childcare centres are large floorspace users, requiring a minimum of 3.25 sq.m of unencumbered indoor space and 7 sq.m of unencumbered outdoor space per child. While facilities can vary in size, they are often in-excess of 1,000 sq.m (not including play areas and car parking).





**MAP 5.4. CHILDCARE CENTRES**



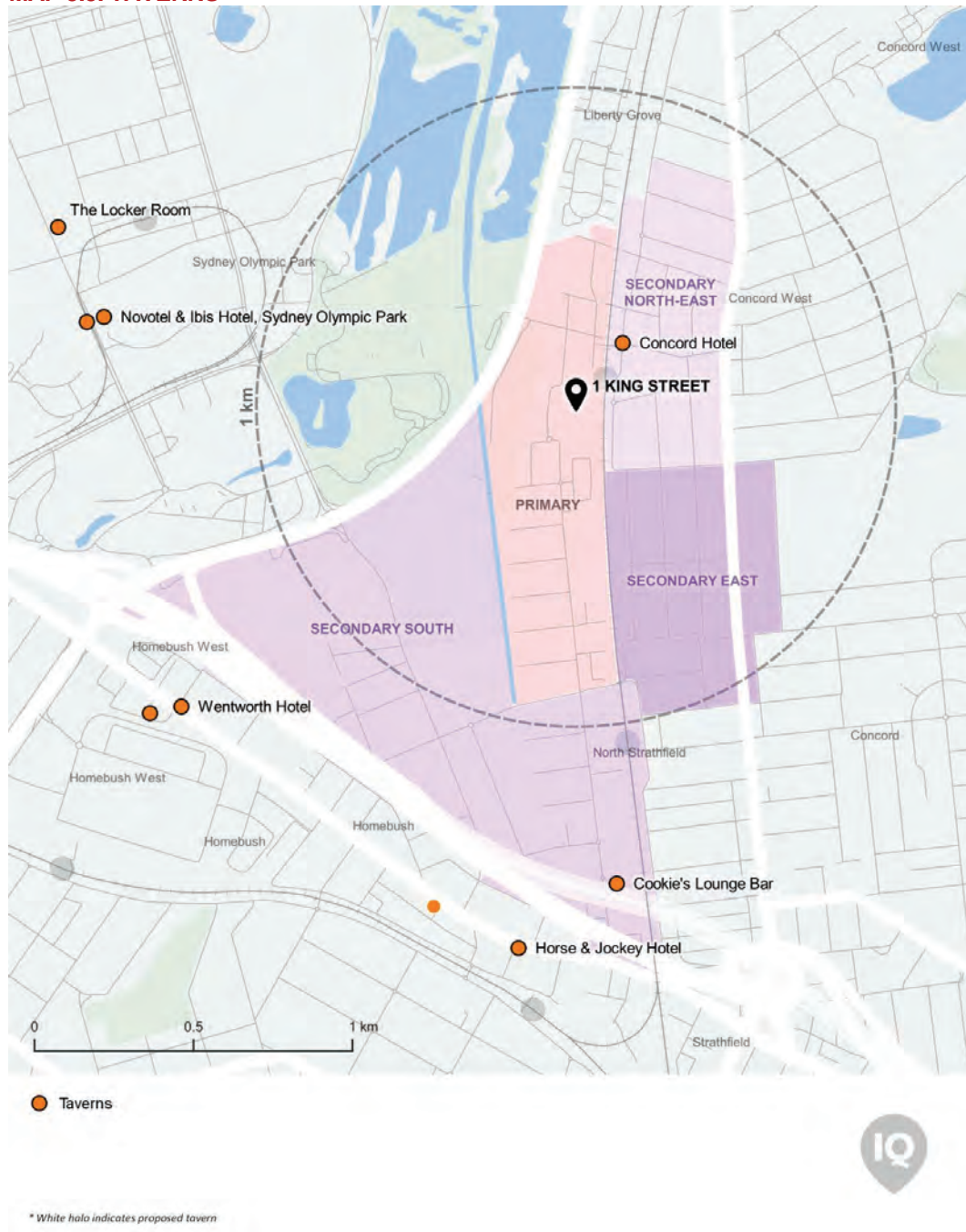
#### 5.5.4. Bar, Tavern, Brewery or Distillery

- i. Taverns vary in size from around 300 sq.m to larger taverns of around 2,000 sq.m.
- ii. Map 5.5 illustrates the locations of taverns and bars in the area. As shown, there are a limited number of facilities within the main trade area, namely: the Concord Hotel (secondary north-east sector) and Cookie's Lounge Bar (secondary south sector).
- iii. Popular restaurants and bars tend to attract customers from a broad region, particularly residents aged under 35 years. Attracting a portion of this wider population is highly reliant on securing popular/high profile restaurants and bars, as well as the creation of an active and engaging precinct.
- iv. Examples of quality local operators throughout Sydney include Lil' Darlin, Shady Pines Saloon, Odd Culture, Doorknock, Baxter Inn, Palmer & Co, The Long Goodbye, Love Tilly Devine, The Midnight Special, Earl's Juke Joint, Surlys, The Wild Rover, Bitter Phew, Jakobys, and Gin Lane.
- v. This type of use is like (or could be integrated with) a microbrewery/distillery which are often location in similar precincts which are converting from industrial to residential uses. Comparable precincts throughout Australia often include unique destination tenants such as a brewery or distillery that serve as key customer attractors and can support ancillary specialty floorspace.
- vi. Taverns typically average around 400 – 750 sq.m in size and would be subject to a liquor licensing application.





**MAP 5.5. TAVERNS**



## 5.6. Conclusions

- i. Table 5.1 outlines the recommended optimal mix of supportable floorspace at the site. Key recommendations in relation to the ultimate potential for retail and complementary non-retail uses at Concord West site include:
  - **Anchor Tenant:** based on the existing and proposed supermarket networks in the area and accessibility constraints of the site, a smaller format of (1,500 – 2,000 sq.m) supermarket would be the likely major tenant to create a convenience destination at the centre. Ideally a Woolworths Metro or Coles Local store should be targeted, but if these brands cannot be secured, a quality Asian supermarket such as Tong Li or Miracle would likely resonate with the local market. Alternatively, IGA could be targeted.
  - **Mini-majors:** Attracting quality national brands to new, smaller-scale neighbourhood centres in internalised metropolitan locations can be difficult. Mini-majors typically provided in neighbourhood generally include a pharmacy. Alternatively, Daiso or a yum cha restaurant would appeal to the local Asian market.
  - **Retail Specialties:** assuming a small-format supermarket offer, ~800 – 1,000 sq.m of retail specialty space is supportable. The mix of tenants should be convenience focused e.g., baker, florist, café, takeaway, pharmacy (if not a mini-major tenant), hairdresser/beauty salon, massage etc.
  - **Destinational Non-Retail Uses:** a medical centre gym and/or tavern could be supported at the site if quality operators are secured. It is assumed that the existing childcare operator will be retain or integrated into the new development.
- ii. As is the case with any mixed-use development, a strong focus must be place on leasing in order to secure these key operators in first instance, particularly with existing and future competition from nearby developments.
- iii. Overall, a total provision of ~2,000 - 3,000 of retail floorspace is considered supportable, and ~4,000 – 5,000 sq.m of total centre floorspace if key non-retail uses are secured.
- iv. In terms of design, centre amenity and access must be of a high standard — at least comparable with competitors — to ensure a successful development. Placemaking will also be important in providing a point of difference and attraction for the various customers segments the site would serve. A contemporary, high-level of quality in terms of the built design and fitout will ensure the local population has a strong affinity with the site and the retail component can function optimally.



- v. Given that the proposed development at Concord West will be provided across a number of separate buildings, activity generation and funnelling of customer and commuter foot traffic will be critical. The development should be provided in a compact form and key tenants should be strategically distributed across the site to prevent any 'dead space' areas and to drive traffic to all parts of the development.

**TABLE 5.1. RECOMMENDED FLOORSPACE AND COMPOSITION**

Tenant/ Category	Proposed Centre	
	Indicative GLA (sq.m)	% of Total
<b>Majors &amp; Mini-majors</b>		
Supermarket	1,500	34.1%
Mini-major	<u>400</u>	<u>9.1%</u>
Total Majors & Mini-Majors	1,900	43.2%
<b>Retail Specialties</b>		
Food & Liquor	100	2.3%
Food Catering	500	11.4%
Apparel	0	0.0%
Household Goods	0	0.0%
Leisure	0	0.0%
General Retail	150	3.4%
Retail Services	<u>150</u>	<u>3.4%</u>
Total Retail Spec.	900	20.5%
<b>Total Retail</b>	<b>2,800</b>	<b>63.6%</b>
<b>Non-retail</b>		
Non-retail Shopfronts	100	2.3%
Childcare	750	17.0%
Medical Centre	500	11.4%
Gym	<u>250</u>	<u>5.7%</u>
<b>Total Centre</b>	<b>4,400</b>	<b>100.0%</b>





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ATTACHMENT O

# 1 King Street, Concord West

Heritage Impact Statement

Prepared for Billbergia Pty Ltd

November 2022

**GNL**  
HERITAGE

## Acknowledgement of Country

We respect and acknowledge the Dharug people, their lands and waterways, their rich cultural heritage and their deep connection to Country, and we acknowledge their Elders past and present. We are committed to truth-telling and to engaging with Dharug people to support the protection of their culture and heritage. We strongly advocate social and cultural justice and support the Uluru Statement from the Heart.

## Cultural warning

Aboriginal and Torres Strait Islander readers are advised that this report may contain images or names of First Nations people who have passed away.







## Report register

The following report register documents the development of this report, in accordance with GML's Quality Management System.

Job no.	Issue no.	Notes/description	Issue date
22-0363	1	Draft Report	27 October 2022
22-0363	2	Updated Draft Report	18 November 2022

### Quality assurance

The report has been reviewed and approved for issue in accordance with the GML quality management policy and procedures.

It aligns with best-practice heritage conservation and management, *The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance, 2013* and heritage and environmental legislation and guidelines relevant to the subject place.

### Indigenous cultural and intellectual property

We acknowledge and respect the inherent rights and interests of the First Nations in Indigenous Cultural and Intellectual Property. We recognise that Aboriginal and Torres Strait Islander people have the right to be acknowledged and attributed for their contribution to knowledge but also respect their rights to confidentiality. We recognise our ongoing obligations to respect, protect and uphold the continuation of First Nations rights in the materials contributed as part of this project.

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# 1 Introduction

## 1.1 Background

Billbergia Pty Ltd has engaged GML Heritage Pty Ltd (GML) to provide heritage advice and prepare a heritage impact statement (HIS) for 1 King Street, Concord West (the subject site), in the City of Canada Bay.

The subject site is not listed on the State Heritage Register as a heritage item of local significance on the *Concord Local Environmental Plan No 103 (Heritage)* (2000 EPI 689).

This report has been prepared as a standalone document to accompany the development application (DA). It identifies the subject site's heritage context and the items in the vicinity of the site and assesses the potential impacts of the proposed development on nearby heritage items.

## 1.2 Site identification

The subject site is located at 1 King Street, in the City of Canada Bay Local Government Area (LGA) (Figure 1.1), and is identified as Lot 101 DP791908. The site is currently occupied by a Westpac Service Centre and is used as a data processing centre with ancillary cafeteria, child-care centre and gym. The site is approximately 31,390 square metres.

The property is located to the east of George Street. Concord West Station is directly to the northeast of the site. The railway tracks are located alongside the eastern boundary of the site. The subject site is in the vicinity of Concord West Railway Station Park and Memorial Garden, which are listed on the NSW State Heritage Inventory. The location and extent of the site are shown in the map of Figure 1.1 and aerial of Figure 1.2.

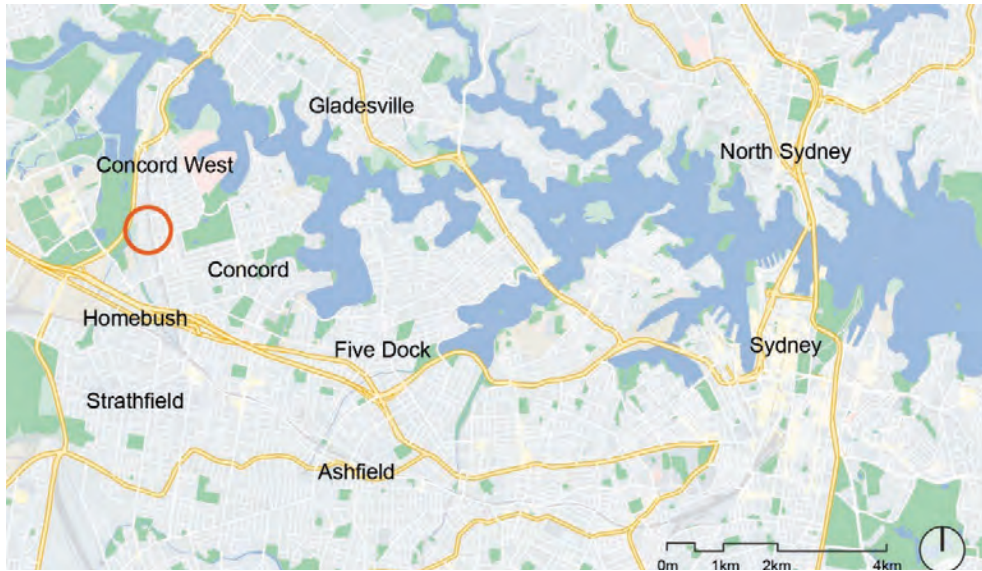


Figure 1.1 Approximate location of the subject site. (Source: Google Maps 2022 with GML overlay)



Figure 1.2 The extent of the subject site (outlined in orange) in its local context. (Source: Google Maps 2022 with GML overlay)





## 1.3 Proposed development

The site at 1 King Street, Concord West, is currently zoned IN1 General Industrial, with a maximum floor space ratio (FSR) of 1:1 and a maximum building height of 8.5 metres. Early design concepts for the site are still under discussion. The current concept envisaged is high-density mixed-use development for the site but no detailed concept designs have been provided at this stage. The client is proposing to change the zoning to mixed use and to increase the building heights.

## 1.4 Heritage context

The subject site has not listed as a heritage item on the State Heritage Register (SHR) or in the *Canada Bay Local Environmental Plan 2013* (Canada Bay LEP 2013). One of the objectives of this report is to identify whether there is any heritage potential for the subject site.

### 1.4.1 Heritage items in close vicinity to the site

Although the subject site is not listed as a heritage item on the SHR or within Canada Bay LEP 2013, several heritage items are listed in the Canada Bay LEP 2013 in close proximity to the site. Heritage items within 450 metres of the site are listed in Table 1.1 and shown in Figure 1.3.

The Yaralla Estate Conservation Area (Yaralla HCA) is located several blocks to the east of the subject site (see Figure 1.3).

Table 1.1 Listed heritage items in the immediate and wider vicinity of the site, ordered according to their distance from the site. (Source: Canada Bay LEP, with information from Google Maps 2022)

Item name	Address	Significance	Item No	Distance from site
Concord West Railway Station Park	Concord West Station, Queen Street	Local	1395	190 metres northeast
Powell's Creek Reserve	64–66 Victoria Avenue	Local	1467	200 metres west
Shop	29 Victoria Avenue	Local	1466	295 metres northeast



Item name	Address	Significance	Item No	Distance from site
Street trees	Yaralla Street	Local	I521	330 metres southeast
House	63 Consett Street	Local	I121	340 metres southeast
House	12 Victoria Avenue	Local	1465	355 metres northeast
House	52 Queen Street	Local	I1389	380 metres southeast
'Camellia' House	56 Mackenzie Street	Local	I1326	440 metres southeast
Warbrick Park	87P Yaralla Street	Local	I520	450 metres east

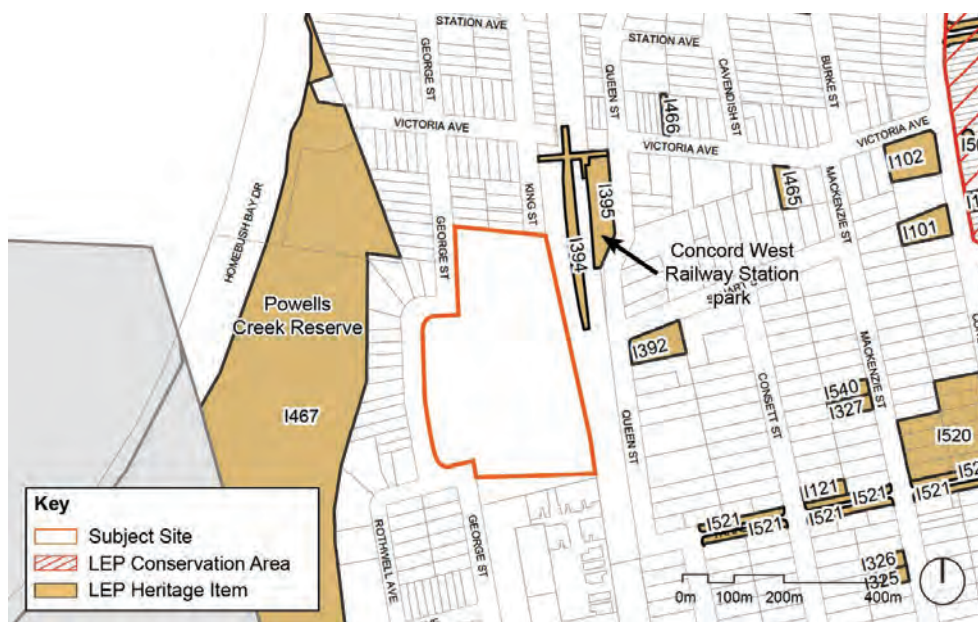


Figure 1.3 Map showing the heritage context of the site with listed heritage items of local significance identified. The red shaded area is the Yaralla Estate Heritage Conservation Area. (Source: Canada Bay LEP 2013 with GML overlay)



### 1.4.2 Heritage items in the close vicinity of the site

Two heritage items of local significance are in the close vicinity of the site. Concord West Railway Station (Item No. 1394) was previously listed as a notable railway station from the interwar period, and is associated with the suburb of Concord West and its rapid development in the 1920s and 1930s. The station was redeveloped and rebuilt first in the 1990s, and was later reconstructed in 2015. Only one historic element remains from the former station precinct—the park at the former station, which contains three mature Brush Box trees that have been on the site for over seventy years and are the only remaining physical evidence of the layout of the former 1930s park at the station. This small park, which sits to the northeast of the subject site, is listed as Item No. 1395 and shown in Figure 2.15.

The second heritage item in close proximity to the subject site is Powell's Reserve (listed as Item No. 1467), which is located at 64–66 Victoria Avenue, to the west of the site (Figure 2.17). This reserve is an area of green space that follows Powells Creek, and is notable for its indigenous species of plantings from the 1970s and 1980s. The area also includes a group of tennis courts and soccer fields. Figures 2.16 and 2.18 show the views from Concord West Station Park and Powell Reserve back to the subject site.

The proposed multistorey tower is likely to be visible from seven other heritage listed items in the vicinity, which are listed in Table 1.1. It is also possible that there will be distant views from the houses and shops in the Yaralla Estate Conservation Area. While the distance and separation obstruct any visual connection between the site and these heritage items, a multistorey tower would affect views from these items.

## 1.5 Methodology and limitations

This report has been prepared with reference to the following documents and guidelines:

- 'Statements of Heritage Impact', a *NSW Heritage Manual* update <sup>1</sup>
- the *Australia ICOMOS Burra Charter, 2013* (the Burra Charter). <sup>2</sup>

This HIS has not assessed the archaeological potential of the site (Aboriginal or historical) nor any Aboriginal or historical archaeological impacts of the proposed development. No consultation has been undertaken with the Aboriginal community, Canada Bay Council or other stakeholders.

1 King Street, Concord West—Heritage Impact Statement—Draft Report, November 2022



## 1.6 Authorship and acknowledgements

This report has been prepared by Constance Wyndham, Senior Heritage Consultant, and Lynette Gurr, GML Senior Associate, has provided strategic input, project direction and report review.

## 1.7 Endnotes

- <sup>1</sup> NSW Heritage Office 1991, Statements of Heritage Impact.
- <sup>2</sup> Australia ICOMOS Inc, *The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance 2013*, Australia ICOMOS Inc, Burwood, VIC, 2000.



## 2 Site analysis

### 2.1 Visual inspection of the site

A GML team consisting of Constance Wyndham, Senior Heritage Consultant, and Declan Coman, Consultant Archaeologist, inspected the subject site on 10 October 2022.

#### 2.1.1 Locality and setting

The subject site is located in the inner-west suburb of Concord West in the LGA of Canada Bay, approximately 12 kilometres west of the Sydney Central Business District.

The site sits adjacent to Concord West Station on the northeastern side and railway tracks run along the eastern boundary of the site. The area to the north, east and south of the site is mainly residential, with one- and two-storey detached and semi-detached dwellings. Beyond the dwellings to the west of the site is the green space of Powells Creek Reserve, with playing fields and mangroves leading down to Powells Creek. Beyond the creek is Sydney Olympic Park. Abutting the eastern boundary of the site are the railway tracks and to the northeast is Concord West Station. Further east lies the Yaralla Estate Heritage Conservation Area.

#### Exterior

The site is occupied by a large, single storey warehouse with walls in metal corrugated sheeting and an arched roof finished in Colorbond sheeting. Since its construction in the mid-1990s, the upper and lower ground floors have operated as a call centre for Westpac Bank. The exterior of the building consists of large aluminium framed windows. Loading docks are to the rear and on the western side of the building. Three sets of staircases leading to the upper ground floor are located on the western side of the warehouse. A two-storey carpark is located on the southern perimeter of the site.

On the northwestern corner of the site is a second, smaller metal clad building with an arched roof, similar in style to the warehouse, which operates as a childcare centre.

The subject site contains several mature trees that are planted around the perimeter of the site and which contribute to the area's character.

#### Interior

The interior of the warehouse is open plan and supported by columns clad in aluminium. The ground floor has floor-to-ceiling aluminium windows. This level has several facilities



meeting rooms, emergency stairs to basement level, a plant room and toilet facilities. A basement level provides a canteen and café facilities.

## 2.1.2 Site photographs

The following photographs were taken by GML on 10 October 2022.

### Exterior



Figure 2.1 View of the site looking southwest from Concord West Station.



Figure 2.2 The entrance to the call centre on the site.



Figure 2.3 The east elevation of the warehouse building.



Figure 2.4 View of the east elevation of the building, showing an on-grade carpark in the foreground and the two storey carpark at the rear of the site.





Figure 2.5 View of the west elevation and rear corner of the building, showing the arched roof and one of the covered loading bays.



Figure 2.6 View of the north elevation of the building, showing the entrance to the childcare centre to the left.



Figure 2.7 Mature fig tree along the western boundary of the site.



Figure 2.8 Trees along the western boundary of the site.



## Interior

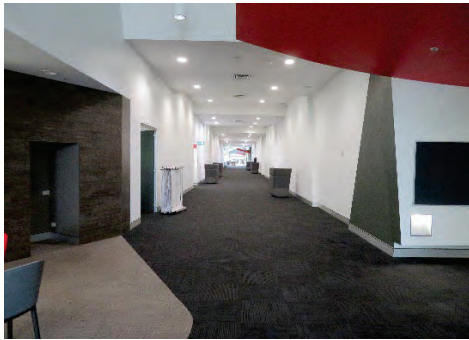


Figure 2.9 View across the ground floor of the building from the entrance.

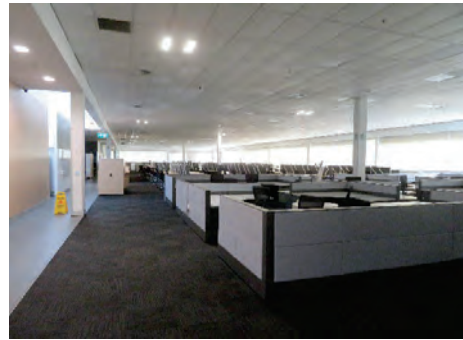


Figure 2.10 View across the open plan ground floor



Figure 2.11 View showing workstations within the ground floor open plan area.



Figure 2.12 View across the open plan area.



Figure 2.13 View showing stair-seating for staff to view large, retractable screen.



Figure 2.14 View of basement area with canteen.





### Heritage items and their views to/from the subject site



Figure 2.15 View of Concord West Memorial Park, listed heritage Item No. 1395.



Figure 2.16 View from Concord West Memorial Park across the railway tracks to the subject site.



Figure 2.17 View of Powells Creek Reserve, listed heritage Item No. 1467.



Figure 2.18 View from Powells Creek Reserve across the playing fields to the subject site.



## 3 Historical overview

### 3.1 Introduction

This section provides an overview of the historical background of the subject site. It is based on secondary sources, supplemented with additional primary research from the National Library of Australia (NLA), the State Library of NSW and NSW Land Registry Services.

### 3.2 Aboriginal history

Aboriginal people have lived in the Parramatta region for at least 32,000 years. <sup>1</sup> The area now known as Concord West was occupied by the Wangal (also spelled Wann-gal) clan of the Dharug people. The Wangal clan occupied lands extending from Port Jackson to Homebush Bay, although the exact boundaries of their land are uncertain. <sup>2</sup>

### 3.3 Early land grants and European occupation

When Governor Philip established a settlement at Parramatta in 1788, he expected communication between Sydney and Parramatta would take place along the river. Three years later, a foot-track opened along the river, which connected the two settlements and followed the route used by Aboriginal inhabitants of the area. This track later became known as the Parramatta Road. The distance from Sydney to Parramatta was 14 miles, so a stockade was built halfway up the track, which included a guardhouse and staging depot. A log stockade was built here at a place called Long Bottom. In 1792, Governor Philip left Sydney for England. His successor in charge of the colony's administration was Major Francis Grose, and the first free settlers arrived in Sydney in February 1793. The previous inhabitants had all been convicts, soldiers or civil servants. Lieutenant Governor Grose granted them all land grants near the Long Bottom Stockade, in a stretch of country called Liberty Plains, which is to the southwest of the present-day Concord West.

On Christmas Eve 1793, Major Grose signed ten land grants: six were given to non-commissioned officers of the New South Wales Corps and four were given to free settlers. The popular belief is that the name Concord was given to this area because it was the first area where soldiers and civilians lived together harmoniously. However, some historians note that Grose himself had served in the British forces during the

<sup>1</sup> King Street, Concord West—Heritage Impact Statement—Draft Report, November 2022



American War of Independence in 1776 and named the area after the town of Concord in Massachusetts, USA.<sup>3</sup> The land grants made were along the shore of Homebush Bay, on the western side of the current municipality of Concord, to the northwest of the subject site.

In Concord in the late 1770s and early in 1800s, large land grants were given to men in positions of authority in the new colony or as rewards for good service. In 1797, for example, Isaac Nichols, an ex-convict, was granted 50 acres of land at Concord near Major's Bay (which was named after Major Grose). In 1809, he was appointed the colony's first postmaster. In 1840, he sold his estate, known as the Yaralla Estate, to Thomas Walker. In 1860, a large mansion was constructed on the site, Yaralla House, which still stands to this day. The land that makes up the current site was divided between several land grants. Two of these previous grantees are Mary Green and James Hortel, as noted in Figure 3.2.

In 1837 and 1838, French patriots opposed to British rule led revolts in Lower Canada (now known as Quebec). The revolts were crushed, and some rebels were executed and others were sentenced to transportation to Australia on the *Buffalo*. In 1840, the *Buffalo* transported 91 English-speaking rebels to Tasmania and 58 French-speaking Canadians to New South Wales. They were sent to the Long Bottom Stockade, which was close to the present-day Concord Oval and St Luke's Park. The exiles were employed in collecting timber, quarries, shell-collecting and stone breaking. By 1844, all were granted free pardons and eventually all but three returned to Canada, as two died in exile and one married and remained in New South Wales. Canada Bay is named after the Canadian exiles<sup>4</sup>.

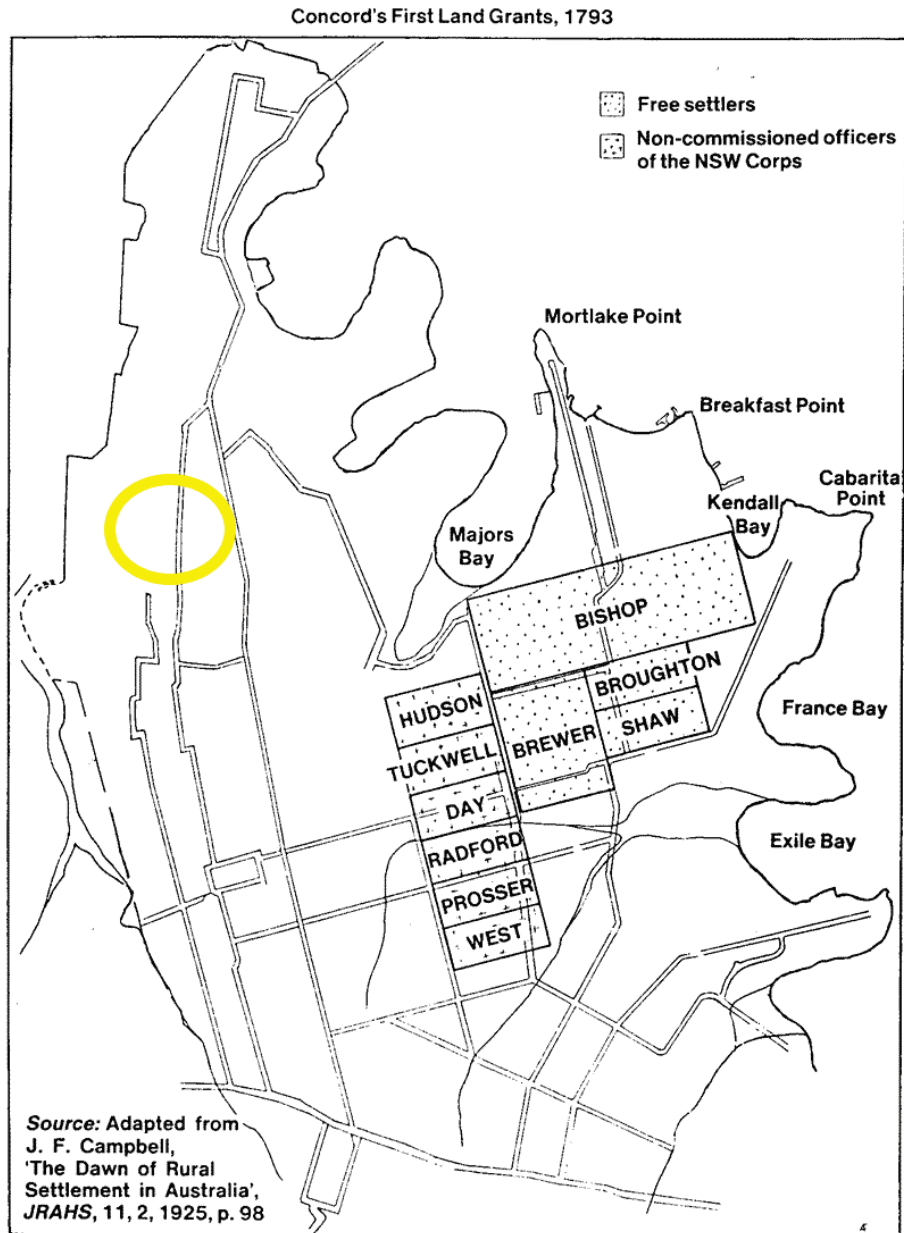


Figure 3.1 The first land grants in Concord. (Source: Canada Bay Heritage Society website with GML overlay)



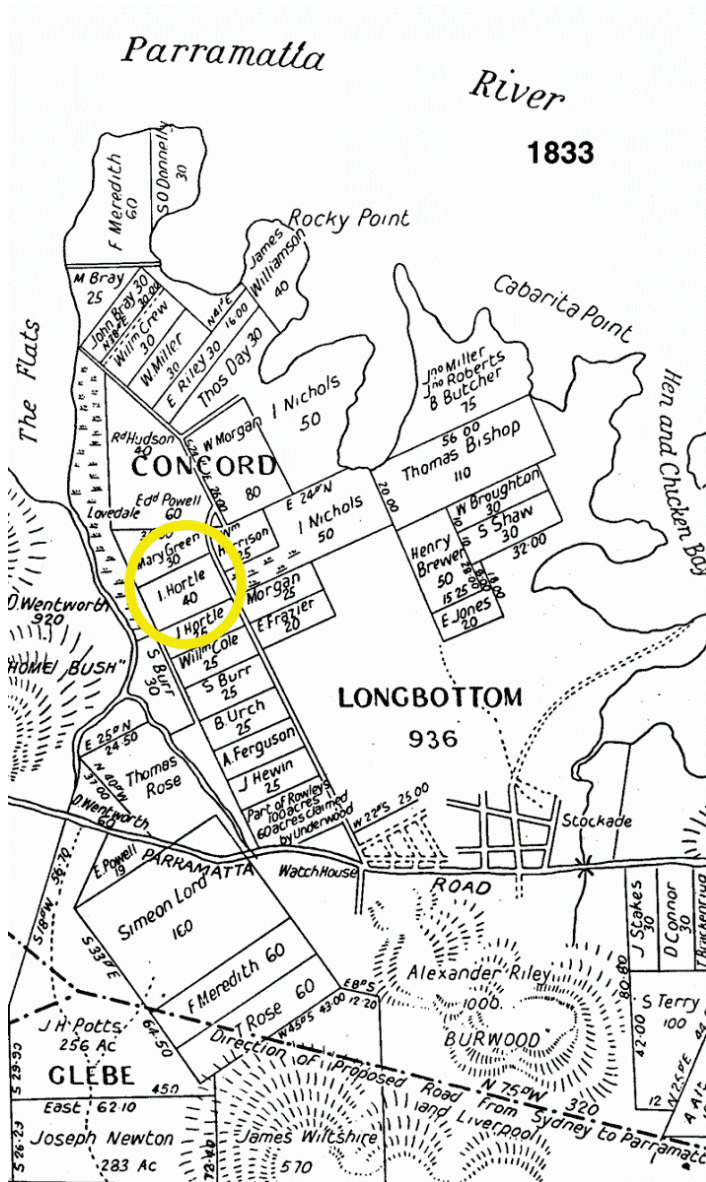


Figure 3.2 1833 land grants showing the subject site was divided across several land grants.  
(Source: Canada Bay Heritage Society website with GML overlay)



### 3.4 Early twentieth-century development

The twentieth century history of the area is characterised by industrial development. The state and state brickworks were both built at Concord <sup>5</sup>. While the area around the river was popular for industrial development due to easy access to the river, a railway line was established in 1886 and this became a crucial means of transporting goods and workers. Industries were attracted by the ease of river transport, close location to Sydney and relatively cheap land. Some of the first industries in Concord were timber mills, stone quarries, fishing, oyster gathering and dairy farms <sup>6</sup>. The municipality continued to attract industry, with more factories built in the late 1920s and 1930s that provided work to the area's inhabitants. Employment provided by these factories was a major factor in Concord's recovery from the Great Depression. The area to the west of the railway, in the vicinity of the subject site, became an important industrial centre where factories produced a range of goods such as stock feeds, paint, steel, chemicals and biscuits <sup>7</sup>.

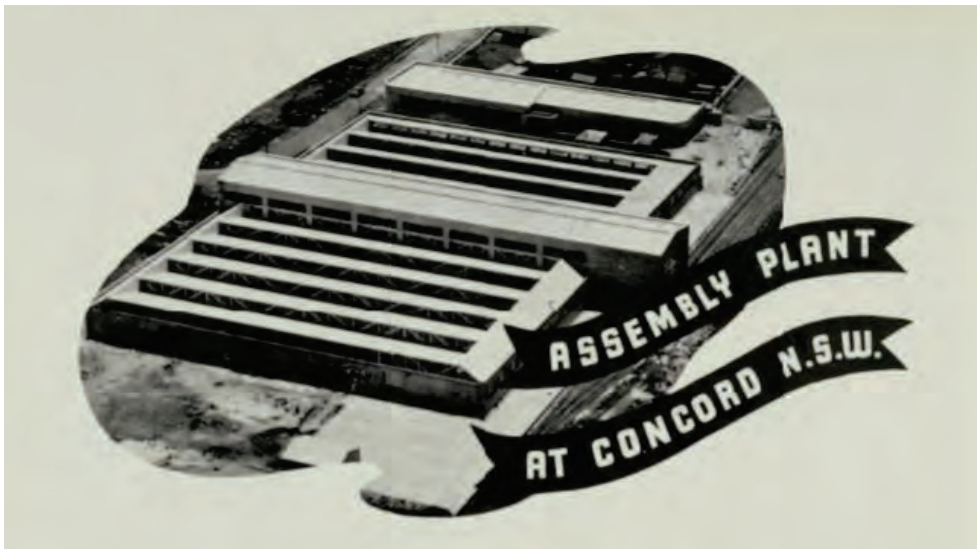


Figure 3.3 Image of the assembly plant building designed by Stephenson, Meldrum and Turner in 1937, which previously occupied the subject site. (Source: *Decoration and Glass*, Vol. 3 No. 11 March 1938, p 20)

In 1937, H. V. McKay Massey Harris Pty Ltd built an assembly plant and administrative block at Concord West on the subject site. The architects were Stephenson, Meldrum & Turner. The builders of the factory were Wm. Hughes & Co. Pty Ltd. The design was progressive for that period—an open plan for the general office and parquet flooring. The building was designed to house the company's assembly plant, provide storage for



farm machinery, and operate as a showroom and offices. The site adjoined the railway line and station, which allowed goods to be easily transferred from the railway line into the factory and vice versa. The plant and storage building measured 100,000 square feet, while the office block and showroom extended to 14,000 square feet.<sup>8</sup>

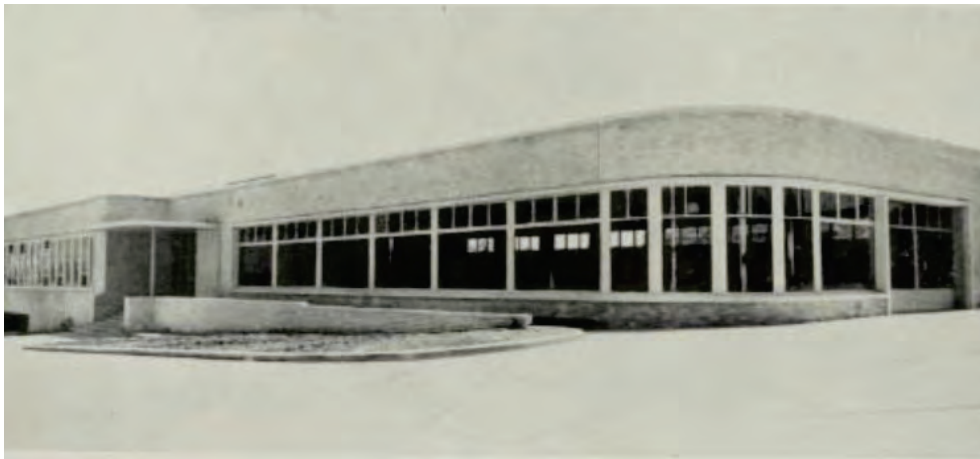


Figure 3.4 Exterior view of the assembly plant in 1938. (Source: *Decoration and Glass*, Vol. 3 No. 11 March 1938, p 21)



Figure 3.5 Enquiries desk at the assembly plant. (Source: *Decoration and Glass*, Vol. 3 No. 11 March 1938, p 22)



Figure 3.6 The open plan interior of the building with parquetry flooring. (Source: *Decoration and Glass*, Vol. 3 No. 11 March 1938, p 20)



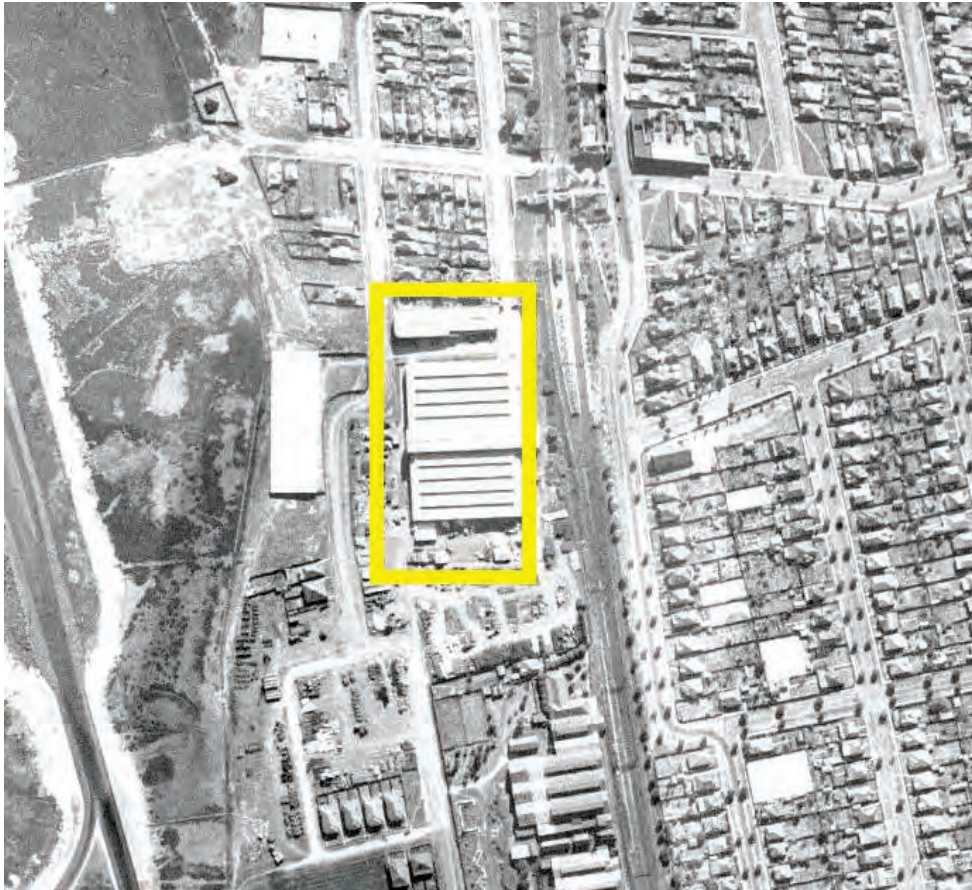


Figure 3.7 Detail from 1943 aerial survey showing the HVK Massey assembly plant on the subject site. (Source: SIX Maps with GML overlay)

The assembly plant on the subject site was subsequently taken over by Telecom Australia, which had a training school nearby in George Street, North Strathfield. At this location, about 200 technicians and 100 linesmen received basic training and refresher instruction in the two large buildings. In 1977, the company expanded and set up a second Telecom office in the old assembly plant factory on the subject site.

The portion of Concord, north and west of Concord Golf Club and Majors Bay Reserve, was designated a separate suburb under the name Concord West and gazetted in 1993. In 1996, the assembly plant was demolished and a new warehouse was built. It was designed by architects SJPH Design Partnership and took twelve months to complete.<sup>9</sup> In

<sup>9</sup> 1 King Street, Concord West—Heritage Impact Statement—Draft Report, November 2022



1997, Westpac Bank relocated its cheques and loans processing and inquiries department into the new building. The historic industrial character of the area continues and about 20% of Concord is currently zoned for industrial purposes.

### 3.5 Endnotes

- <sup>1</sup> Jo McDonald Cultural Heritage Management Pty Ltd, Archaeological Salvage Excavation of Site RTA-G1 109-113 George Street Parramatta, NSW, report prepared for Landcom.
- <sup>2</sup> Dominic Steele Consulting Archaeology, Cultural Heritage Assessment Report, Parramatta Park Storage Depot, Marquee Site and Carpark, report prepared for the Parramatta Park Trust.
- <sup>3</sup> Lerryn Mutton's Maiden Speech in Parliament on the History of Concord and Yaralla, presented to Concord Historical Society to commemorate the opening of the Concord Historical Museum on 12 August 1972.
- <sup>4</sup> Abbotsford Walk, City of Canada Bay Library Service. City of Canada Bay.
- <sup>5</sup> Lerryn Mutton's Maiden Speech in Parliament on the History of Concord and Yaralla, presented to Concord Historical Society to commemorate the opening of the Concord Historical Museum on 12 August 1972.
- <sup>6</sup> City of Canada Bay Heritage Society, 'The Long-gone Industries of Concord', extracted from Coupe, S 1983, *Concord – a centenary history*, <https://canadabayheritage.asn.au/blog/2019/02/25/the-long-gone-industries-of-concord/>
- <sup>7</sup> City of Canada Bay Heritage Society, 'The Long-gone Industries of Concord', extracted from Coupe, S 1983, *Concord – a centenary history*, <https://canadabayheritage.asn.au/blog/2019/03/19/the-long-gone-industries-of-concord-pt-2/>
- <sup>8</sup> *Decoration and Glass*, 1 March 1938, Vol 3, No. 11, pp 20–23.
- <sup>9</sup> 'How Westpac took the trauma out of moving', *Financial Review*, 14 August, 1998 <https://www.afr.com/politics/how-westpac-took-the-trauma-out-of-moving-19980814-k89tg>





## 4 Heritage significance

### 4.1 What is heritage significance?

Before making decisions to change a heritage item, an item within a heritage conservation area, or an item located in proximity to a heritage listed item, it is important to understand its values and the values of its context. This leads to decisions that will retain these values in the future. Statements of heritage significance summarise the heritage values of the place—why it is important and why a statutory listing was made to protect these values.

Levels of significance are determined to be of local or state significance. These are defined as follows:

- Local heritage significance, in relation to a place, building, work, relic, movable object or precinct, means significance to an area in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.
- State heritage significance, in relation to a place, building, work, relic, movable object or precinct, means significance to the state in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item.

### 4.2 Assessment against standard criteria

This section assesses the heritage significance of 1 King Street, Concord West in accordance with the standard criteria established in the NSW Heritage Office guidelines (Appendix A of this report). The evaluation considers the original and subsequent layering of fabric, uses, associations and meanings of the place, and its relationship to both the immediate and wider setting.

The NSW Heritage Manual guidelines, prepared by the NSW Heritage Office and Department of Urban Affairs and Planning (July 2001), provide the framework for the assessment and the Statement of Significance in this report. These guidelines incorporate the five types of cultural heritage values identified in the Burra Charter into a specially structured framework, which is the format required by heritage authorities in New South Wales.

Under these guidelines, items (or 'places' in Burra Charter terminology) are assessed in accordance with a specific set of criteria, as set out below. An item is significant in terms of the criterion if the kinds of attributes listed in the inclusion guidelines help to describe it. Similarly, the item is not significant in terms of that criterion if the kinds of attributes



listed in the exclusion guidelines help to describe it. The inclusion and exclusion guidelines are checklists only—they do not cancel each other out. The exclusion guidelines should not be applied in isolation from the inclusion guidelines, but should be used to help review and qualify the conclusions reached about the item's significance.

To apply the assessment criteria, both the nature and degree of significance for the place need to be identified. This is because items vary in the extent to which they embody or reflect key values and in the relative importance of their evidence or associations.

The assessment also needs to relate the item's values to its relevant geographical and social context, usually identified as either local or state contexts. Items may have both local and state significance for similar or different values/criteria.

#### **4.2.1 Criterion A (historical significance)**

An item is important in the course, or pattern, of NSW's—or the local area's—cultural or natural history.

The current building on the site was built in 1997 and no historical remnants remain from the 1937 assembly plant designed by Stephenson, Meldrum and Turner. Therefore, the current building does not meet this criterion.

#### **4.2.2 Criterion B (associative significance)**

An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's—and/or the local area's—cultural or natural history.

The current buildings on the site (the warehouse and adjacent childcare centre) have no link to the life or works of a particular person or to the history of New South Wales and therefore do not meet the criterion for associative significance.

#### **4.2.3 Criterion C (aesthetic significance)**

An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW—or the local area.

The two buildings on the site are recently constructed from concrete and metal sheet cladding, and do not demonstrate any aesthetic significance, creative or technical achievement.



#### **4.2.4 Criterion D (social significance)**

An item has strong or special association with a particular community or cultural group in NSW—or the local area—for social, cultural or spiritual reasons.

The warehouse was occupied by Westpac Bank and used as a service and call centre. Employees largely travelled from outside Concord West to work there. The adjoining childcare facility will run for a further five years before demolition, when Only About Children (the current occupants of the building) will likely open another facility nearby due to high demand for childcare services in the area. The buildings on the site do not have any particular association with any community or cultural group, and therefore do not meet the criterion for social significance.

#### **4.2.5 Criterion E (research potential)**

An item has potential to yield information that will contribute to an understanding of NSW's—or the local area's—cultural or natural history.

The buildings have little research potential that could contribute to the area's cultural or natural history. This criterion is not met.

#### **4.2.6 Criterion F (rarity)**

An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (or the cultural or natural history of the local area).

The buildings on the subject site were built in the 1990s and do not possess an uncommon, rare or an endangered aspect of New South Wales's cultural or natural history. This criterion is not met.

#### **4.2.7 Criterion G (representativeness)**

An item is important in demonstrating the principal characteristics of a class of NSW's (or a class of the local area's):

- cultural or natural places; or
- cultural or natural environments

The warehouse building on the subject site is representative of the area's industrial heritage, which is a key characteristic of Concord West.



## 4.3 Statement of significance

The two buildings at 1 King Street, Concord West, date from the latter half of the 1990s. No remnants from the former 1937 assembly plant exist at the site. While the warehouse building represents some continuity of the area's industrial character, it is a recent construction and bears no direct link with the historical industries of the area. The social significance of the building is low. The two buildings on the subject site are assessed as having little heritage significance.

## 4.4 Heritage Items in the Vicinity

### 4.4.1 Concord West Memorial Garden Park (I395)— Statement of significance

The following statement of significance is taken from the State Heritage Inventory Item ID: 2890362 Inventory Sheet for Concord West Memorial Garden Park:

"Park with layout and some intact elements and characteristic planting from c.1930 period now uncommon. Notable in streetscape."

### 4.4.2 Powells Creek Reserve (I467)—Statement of significance

The following statement of significance is taken from the State Heritage Inventory Item ID: 2890371 Inventory Sheet for Powells Creek Reserve:

"Reserve with planting of indigenous species from c.1970/80s. Notable landscape element adjacent to freeway leading to Olympic Games site."



## 5 Heritage impact assessment

### 5.1 Introduction

Table .1 describes the terminology used in this report when assessing the heritage impacts of the proposed development.

Table 5.1 Heritage impact rating definitions.

Rating	Definition
Major adverse	<p>Actions which will have a severe, long-term and possibly irreversible impact on the heritage item.</p> <p>Actions in this category would include partial or complete demolition of a heritage item or addition of a new structure in its vicinity that destroys the visual setting of the item. These actions cannot be fully mitigated.</p>
Moderate adverse	<p>Actions which will have an adverse impact on a heritage item. Actions in this category would include removal of an important aspect of a heritage item's setting or temporary removal of significant elements or fabric. The impact of these actions could be reduced through appropriate mitigation measures.</p>
Minor adverse	<p>Actions which will have a minor adverse impact on a heritage item. This may be the result of the action affecting only a distant/small part of the setting of a heritage place.</p> <p>The action may also be temporary and/or reversible.</p>
Neutral	<p>Actions which will have no heritage impact.</p>
Minor positive	<p>Actions which will bring a minor benefit to a heritage item, such as an improvement in the item's visual setting.</p>
Moderate positive	<p>Actions which will bring a moderate benefit to a heritage item, such as removal of intrusive elements or fabric, or a substantial improvement to the item's visual setting.</p>
Major positive	<p>Actions which will bring a major benefit to a heritage item, such as reconstruction of significant fabric, removal of substantial intrusive elements/fabric or reinstatement of an item's visual setting or curtilage.</p>






## 5.2 Canada Bay Local Environmental Plan 2013

The proposed works are addressed in the table below in relation to the relevant clauses in the Canada Bay LEP 2013.

Table 5.2 Canada Bay LEP 2013 Clause 5.10 compliance table.

Part 5 Clause 10— Heritage conservation	Analysis
<p><b>Clause 5.10 (1) Objectives</b></p> <p>(a) To conserve the environmental heritage of Canada Bay,</p> <p>(b) To conserve the heritage significance of heritage items and conservations areas, including associated fabric, settings, and views,</p> <p>(c) To conserve archaeological sites,</p> <p>(d) To conserve Aboriginal objects and Aboriginal places of heritage significance.</p>	<p>The subject site is not listed as a heritage item on the NSW SHR nor in Schedule 5 of the Canada Bay LEP 2013.</p> <p>The subject site is not within an HCA.</p> <p>The site is in the direct vicinity of the following two heritage items listed in Schedule 5 of the Canada Bay LEP 2013.</p> <p><b>Concord West Memorial Garden Park (I395)</b></p>  <p>Figure 5.1 Concord West Memorial Garden Park.</p> <p>This heritage item is situated to the northeast of the subject site and separated from the site by the railway tracks and the two storey Concord West Station.</p> <p>Although listed as a heritage item, as explained above, the park is a small remnant of a larger heritage item that was destroyed when the new Concord West Station was newly built in 2014.</p>



Part 5 Clause 10—  
Heritage conservation

Analysis



Figure 5.2 The view from Concord West Memorial Park to the subject site.

The inventory sheet for the item states that the item is ‘notable in streetscape’<sup>1</sup>. Although the proposed development will be visible from the park across the railway tracks, the views along Queen Street will be maintained. The construction of the proposal would involve a **minor adverse physical** and **minor to moderate adverse visual impact** on the park. Local community will retain access to the park.

**Powells Creek Reserve (I467)**



Figure 5.3 View into Powells Creek Reserve.

This heritage item is situated to the west of the subject site. It is a reserve made up of green space, playing fields and mangroves running alongside the creek. The area is notable for its indigenous species from the 1970s and 1980s, such as Port Jackson figs,

<sup>1</sup> King Street, Concord West—Heritage Impact Statement—Draft Report, November 2022



**Part 5 Clause 10—  
Heritage conservation**

**Analysis**

melaleuca species, blue gums, swamp casuarinas and acacia glauca<sup>2</sup>.



Figure 5.4 View from Powells Creek towards the subject site.

The proposed development is likely to compromise close and distant views from this heritage item. The trees on western perimeter of the subject site currently obscure the warehouse. The views from Powells Creek Reserve consist of green space with mature tree plantings dominating the skyline. A multi storey tower is likely to dominate this landscape setting and have a **minor to moderate adverse visual impact** on this heritage landscape.

There are no known archaeological sites within the subject site. The Aboriginal heritage of the subject site has been assessed as part of a separate due diligence report. The findings of this due diligence assessment are:

- The nature of the Archaeological record in the wider context of the study area is such that Aboriginal objects are unlikely to remain after previous the disturbances and construction on the subject site.
- Any and all works within the study area are unlikely to harm any Aboriginal objects.

**Clause 5.10 (2)  
Requirements for  
consent**

Development consent is required for any of the following:

- (a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case

The subject site is not a heritage item, is not known as a place containing Aboriginal objects or archaeological relics and is not located within a heritage conservation area.

However, given the subject site is located in close proximity to two heritage items, a heritage impact statement (HIS) needs to be prepared to assess the impact of the proposed development on these places.



Part 5 Clause 10— Heritage conservation	Analysis
of a building, making changes to its detail, fabric, finish or appearance):	Once details have been provided that outline the form and height of the proposed development for the subject site, a comprehensive HIS will be prepared.
(i) a heritage item,	
(ii) an Aboriginal object,	
(iii) a building, work, relic or tree within a heritage conservation area,	n/a
(b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,	n/a
(c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,	Please refer to the Aboriginal Due Diligence Report completed by GML.  n/a
(d) disturbing or excavating an Aboriginal place of heritage significance,	n/a
(e) erecting a building on land:	
(i) on which a heritage item is located or that is within a heritage conservation area, or	
(ii) on which an Aboriginal object is located or that is	



Part 5 Clause 10— Heritage conservation	Analysis
<p>within an Aboriginal place of heritage significance,</p> <p>(f) subdividing land:</p> <p>(i) on which a heritage item is located or that is within a heritage conservation area, or</p> <p>(ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.</p>	
<p><b>Clause 5.10 (4) Effect of proposed development on heritage significance</b></p>	
<p>The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).</p>	<p>n/a</p>
<p><b>Clause 5.10 (5) Heritage assessment</b></p>	<p>n/a</p>
<p>The consent authority may, before granting consent to any development:</p>	<p>n/a</p>



**Part 5 Clause 10—  
Heritage conservation**

**Analysis**

<p>(a) on land on which a heritage item is located, or</p> <p>(b) on land that is within a heritage conservation area, or</p> <p>(c) on land that is within the vicinity of land referred to in paragraph (a) or (b),</p> <p>(d) require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.</p>	<p>Given the subject site is located in close proximity to two heritage items and the proposed development will potentially be within the visual catchment of other heritage items and a heritage conservation area, a heritage impact statement will be required to accompany any development application for the site.</p>
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## 5.3 Heritage Division guidelines

The proposed development to the site at 1 King Street, Concord West are addressed in relation to relevant questions taken from the Heritage Division (now Heritage NSW) guidelines for 'Statement of Heritage Impact'.

Table 5.3 Discussion of heritage impacts according to Heritage Division guidelines.

Heritage Division Guidelines	
Question	Discussion
The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons:	The buildings that occupy the subject site are not heritage listed items and the subject site is not within a Heritage Conservation Area. There are two listed heritage items in close proximity to the site: Concord West Railway Station Park and Powell's Creek Reserve.
The following aspects of the proposal could detrimentally impact	A multi-storey tower will have a <b>minor adverse physical</b> and <b>minor to moderate adverse visual impact</b> to Concord West Railway Station Park, and <b>minor to moderate adverse visual impact</b> to Powell's Creek Reserve. In order to minimise the heritage impacts of the





### Heritage Division Guidelines

on heritage significance. The reasons are explained as well as the measures to be taken to minimise impacts:	proposed development, consideration should be given to overall height and massing of future development on the site. This should take into consideration Council's response to the site's scoping proposal and appropriate height limits for the subject site to minimise potential impacts on the heritage context and setting of the site.
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The following sympathetic solutions have been considered and discounted for the following reasons:	These are yet to be determined.
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<p><b>Demolition of a building or structure</b></p> <ul style="list-style-type: none"> <li>• Have all options for retention and adaptive re-use been explored?</li> <li>• Can all of the significant elements of the heritage item be kept and any new development be located elsewhere on the site?</li> <li>• Is demolition essential at this time or can it be postponed in case future circumstances make its retention and conservation more feasible?</li> <li>• Has the advice of a heritage consultant been sought? Have the consultant's recommendations been implemented? If not, why not?</li> </ul>	<p>The proposed development is at an early stage so these options could still be considered.</p> <p>The buildings that currently occupy the site have little heritage value.</p> <p>Demolition could possibly be postponed.</p> <p>Yes.</p>
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### Heritage Division Guidelines

**New development adjacent to a heritage item (including additional buildings and dual occupancies)**

This whole area has historically been industrial in character however this has shifted more recently and much of the current built environment is low density single or double storey residential. The new multi-storey development would be first of its kind in the area.

The curtilages around these two heritage items are crucial to maintaining their significance.

- How is the impact of the new development on the heritage significance of the item or area to be minimised?

The numbers of storeys are as yet unclear but any multi storey development over 8.5 metres will have a **minor adverse physical** and **minor to moderate adverse visual impact** to Concord West Railway Station Park, and **minor to moderate adverse visual impact** to Powell's Creek Reserve.

This is yet to be ascertained as details of the proposed development are not yet available.

This is yet to be ascertained as details of the proposed development are not yet available.

This is yet to be ascertained as details of the proposed development are not yet available.

- How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?
- How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?
- Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, design)?
- Will the additions visually dominate the heritage item? How has



### Heritage Division Guidelines

this been  
minimised?

- Will the public, and users of the item, still be able to view and appreciate its significance?

#### Tree removal or replacement

- Does the tree contribute to the heritage significance of the item or landscape?

Yes the trees around the western boundary of the site have potential for heritage landscape values.

The trees are not necessarily being removed as part of the development.

The proposed development is still in the early stages but this should happen in due course.

The proposed development is still in the early stages so this is as yet unclear.

- Why is the tree being removed?
- Has the advice of a tree surgeon or horticultural specialist been obtained?
- Is the tree being replaced? Why? With the same or a different species?

## 5.4 Endnotes

- <sup>1</sup> State Heritage Inventory, 'Concord West Railway Station Park':  
<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2890362>
- <sup>2</sup> State Heritage Inventory, 'Powell's Creek Reserve':  
<https://www.hms.heritage.nsw.gov.au/App/Item/ViewItem?itemId=2890371>



## 6 Conclusions and recommendations

1 King Street, Concord West is not a listed heritage item on the Canada Bay LEP 2013. However, the proposed demolition of this site requires that a Statement of Heritage Impact (HIS) be 'prepared in accordance with the relevant guidelines, which assesses any impacts and outlines measure to ensure they are minimised and mitigated'.

This HIS report has been prepared as a stand-alone document to address the above requirement. Section 4 is a preliminary assessment of the site's significance, based on material evidence and historical background.

This HIS concludes the following:

1. The site of 1 King Street, Concord West, is assessed as having little heritage significance and would not reach the threshold for heritage listing.
2. The site contains several mature trees in the north-western corner of the site. These trees have some potential for heritage landscape values. An arboricultural report on the mature trees is required to understand the value of the trees and any proposed mitigation methods. Other trees on the site are smaller and have little amenity value.
3. No assessment of historical archaeological potential has been undertaken as part of this HIS. Any subsurface excavations would require a historical archaeological assessment to mitigate any potential impacts.
4. 1 King Street, Concord West, is in the vicinity of two listed heritage items. As demonstrated in Section 4 and Section 5, the proposed works on the subject site 1 King Street, Concord West, are assessed to have a **minor adverse physical** and **minor to moderate adverse visual impact** to Concord West Railway Station Park, and **minor to moderate adverse visual impact** to Powells Creek Reserve, the two heritage items in its vicinity.
5. To align with the heritage context and setting of the subject site, consideration should be given to the architectural design, massing, articulation and materiality of the future development on the site.

## ATTACHMENT P



8 December 2022

Thomas Gregg  
Billbergia  
Locked Bag 1400  
Meadowbank NSW 2114

Dear Thomas

**Biodiversity assessment King Street, Concord West**

**Project no. 38380**

Biosis Pty Ltd was commissioned by Billbergia to complete a biodiversity assessment to describe the ecological values and constraints associated with the proposed development at 1 King Street Concord West (Figure 1 in Appendix A). Biosis understands that Billbergia proposes to develop a mixed-use commercial and residential development with basement parking (the project) as part of development application (DA) to be assessed under Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). Works proposed for the subject site include the demolition of existing infrastructure, and removal of vegetation to aid the construction of the new development (Figure 2 and Figure 3).

The objective of this flora and fauna assessment is to determine the presence of any threatened ecological communities (TECs) within the study area and, where applicable, assess the impacts of the project on any threatened species, populations and/or ecological communities (entities), or their habitat, listed under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act), *Biodiversity Conservation Act 2016* (BC Act)

**Background**

The study area is approximately 3.1 hectares and is defined as lot boundary of lot. The study area is within City of Canada Bay Local Government Area (LGA). The clearing threshold under the BC Act is 0.25 hectares. The study area is not located within the Biodiversity Values Map and Threshold Tool (BV Map) (DPE 2022a).

The surrounding land use consists of commercial, industrial, and residential development as well as public open space. Vegetation in the area has been heavily modified due to previous clearing for the development of various forms of infrastructure and the introduction of exotic plant species for use in gardens and parks.

Biosis Pty Ltd

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## Method

### Database and literature review

Prior to completing the field investigation, information provided by Billbergia as well as other key information was reviewed, including:

- Australian Government Department of Climate Change, Energy, the Environment and Water (DCCEEW) Protected Matters Search Tool for matters protected by the EPBC Act.
- NSW Department of Planning and Environment (DPE) BioNet Atlas of NSW Wildlife, for items listed under the BC Act.
- NSW DPE Biodiversity Values Map and Threshold Tool, to determine Biodiversity Values Mapping.
- NSW DPI WeedWise database for *Biosecurity Act 2015* listed priority weeds for the Greater Sydney Local Land Services (LLS) region.
- Vegetation of the Sydney Metro area mapping (DPE 2016).

The implications for the project were assessed in relation to key biodiversity legislation and policy including:

- *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).
- *Environmental Planning and Assessment Act 1979* (EP&A Act).
- *Biodiversity Conservation Act 2016* (BC Act).
- *Biosecurity Act 2015* (Biosecurity Act).
- State Environmental Planning Policy (Biodiversity and Conservation) 2021.
- *Canada Bay Local Environmental Plan 2017*.
- *Canada Bay Development Control Plan 2013*.

### Field investigation

A field investigation of the study area was undertaken on 18 November 2022 by Todd Horton. Vegetation within the study area was surveyed using the random meander technique (Cropper 1993) over 5 person hours.

General classification of native vegetation in NSW used in this report is based on the classification system in Keith (2004), which uses three groupings of vegetation: vegetation formation, vegetation class and vegetation type, with vegetation type the finest grouping. The grouping referred to in this report is Plant Community Type (PCT) as defined by the Biodiversity Assessment Method (BAM) (DPIE 2020).

The vegetation types, within the study area, were stratified into PCTs broadly based on previous vegetation mapping, and the vegetation boundaries marked with a hand-held GPS in the field. Appropriate PCTs were selected on the basis of species composition and structure, known geographical distribution, landscape position, underlying geology, soil type, and any other diagnostic features.

A habitat-based assessment was completed to determine the presence of suitable habitat for threatened species previously recorded (DPE 2022b) or predicted to occur (DCCEEW 2022) within 5 kilometres. This list was filtered according to species descriptions, life history, habitat preference and soil preference to determine those species most likely to be present within the study area.





## Results

Current land use of the study area and surrounding areas includes industrial and residential land as well as public open spaces. Vegetation within the study area consisted of planted native and exotic species. Fauna habitat within the study area was limited to foraging, as no hollows, rock outcrops/caves or man-made sheltering and breeding habitat was present. Two priority weeds were present on site (Table 4).

Blacktown soil landscape was present across the study area. Blacktown soil landscape consists of Wianamatta Group– Ashfield Shale consisting of laminite and dark grey siltstone and Bringelly Shale which consists of shale, with occasional calcareous claystone, laminite and coal. This unit is occasionally underlain by claystone and laminite lenses within the Hawkesbury Sandstone such as at Duffys Forest. The landscape is represented by gently undulating rises on Wianamatta Shale with local relief 10–30 metres and slopes generally <5 %, but up to 10 %. Crests and ridges are broad (200–600 metres) and rounded with convex upper slopes grading into concave lower slopes. Rock outcrop is absent.

## Vegetation communities

Prior to the field investigation, Biosis confirmed that various native vegetation communities including three TECs have been mapped in the broader landscape (Tozer 2003, EES 2020), these include:

- PCT 920 - *Mangrove Forests in estuaries of the Sydney Basin Bioregion and South East Corner Bioregion* consistent with the Threatened Ecological Community (TEC) *Coastal Saltmarsh in the New South Wales North Coast, Sydney Basin and South East Corner Bioregions* (Endangered, BC Act) and *Subtropical and Temperate Coastal Saltmarsh* (Vulnerable, EPBC Act).
- PCT 1126 - *Saltmarsh in estuaries of the Sydney Basin Bioregion and South East Corner Bioregion* consistent with the TEC *Coastal Saltmarsh in the New South Wales North Coast, Sydney Basin and South East Corner Bioregions* (Endangered, BC Act) and *Subtropical and Temperate Coastal Saltmarsh* (Vulnerable, EPBC Act).
- PCT 1281 - *Turpentine - Grey Ironbark open forest on shale in the lower Blue Mountains, Sydney Basin Bioregion* consistent with the TEC *Sydney Turpentine-Ironbark Forest in the Sydney Basin Bioregion* (Critically Endangered, EPBC and BC Act).

A key focus of the field investigation was to assess the vegetation of the study area against the final determinations for the above listed TECs to determine presence or absence.

The vegetation of the study area was found to comprise two communities; Planted Native and Urban Native Exotic. The structure, floristic composition and condition of these communities are described below.

### Planted Native

This community was present in a low condition throughout the study area and covers an area of approximately 0.25 hectares. The community consisted of predominantly planted native vegetation, endemic to NSW as defined by the BAM, within garden beds or as hedging throughout sections of the study area (Photo 1 and Photo 2).

The canopy included a variety of planted Myrtaceae species such as Blue gum *Eucalyptus saligna*, Grey Gum *Eucalyptus punctata*, Tallwood *Eucalyptus microcorys*, Swamp Mahogany *Eucalyptus robusta*, Red Bloodwood *Corymbia gummifera* and Broad-leaved Paperbark *Melaleuca quinquenervia*. Other canopy species included Swamp Oak *Casuarina glauca* and River oak *Casuarina Cunninghamia*. The midstorey consisted of a variety of hedging species including Lilly Pilly *Acmena smithii*, Christmas Bush *Ceratopetalum gummiferum* and Blueberry Ash *Elaeocarpus reticulatus*. The ground layer was dominated by mass plantings of Spiny-headed Mat-rush



*Lomandra longifolia* and small occurrences of Kidney weed *Dichondra repens* and Scurvy weed *Commelina cyanea*.



Photo 1 Native vegetation within study area



Photo 2 Native vegetation with the study area

#### Urban Native Exotic

This community was present in a low condition throughout the study area and covers an area of approximately 0.31 hectares. The community consisted of species native to Australia but not native to NSW as well as a variety of exotic species in the form of scattered trees, hedging, mass plantings and occurrences of spreading weeds (Photo 3 and Photo 4).

The canopy consisted of species such as Jacaranda *Jacaranda mimosifolia*, Juniper *Juniper sp.*, European Ash *Fraxinus excelsior*, Celtis *Celtis sp.*, Black Tupelo *Nyssa sylvatica*, Black locust *Robina pseudoacacia* and Common Yellowwood *Afrocarpus falcatus*. The midstorey consisted of *Juniper sp.*, Buxus *Buxus microphylla*, *Philodendron sp.* and *Viburnum sp.* whilst the ground layer consisted of Clivia *Clivia miniata*, Star Jasmine *Trachelospermum jasminoides* and Juniper *Juniper horizontalis*. A variety of invasive weed species were also present throughout the study area including Madeira Vine *Anredera cordifolia*, Morning glory *Ipomoea indica*, Green Cestrum *Cestrum parqui*, Hairy Fleabane *Erigeron bonariensis*, Farmer's friend *Bidens pilosa* and Prickly lettuce *Lactuca serriola*.



Photo 3 Urban native exotic within the study area



Photo 4 Urban native exotic within the study area

### Threatened species

Background searches identified 33 threatened flora species and 80 threatened fauna species recorded (DPE 2022b) or predicted to occur (DCCEEW 2022) within 5 kilometres of the study area. Those species considered most likely to have habitat within the study area based on the background research are as follows.

#### Flora

- Downy Wattle *Acacia pubescens* (Vulnerable, EPBC and BC Act).
- Netted Bottlebrush *Callistemon linearifolius* (Vulnerable, BC Act).
- *Dillwynia tenuifolia* (Vulnerable, BC Act).
- *Epacris purpurascens* var. *purpurascens* (Vulnerable, BC Act).
- Tadgell's Bluebell *Wahlenbergia multicaulis* (Endangered population, BC Act).
- Narrow-leafed Wiltonia *Wiltonia backhousei* (Vulnerable, BC Act).

#### Fauna

- Grey-headed Flying-fox *Pteropus poliocephalus* (Vulnerable, EPBC Act and BC Act).
- Greater Broad-nosed Bat *Scoteanax rueppellii* (Vulnerable, BC Act).
- Large Bent-winged bat *Miniopterus orianae oceanensis* (Vulnerable, BC Act).
- Little Bent-winged Bat *Miniopterus australis* (Vulnerable, BC Act).
- Little Lorikeet *Glossopsitta pusilla* (Vulnerable, BC Act).
- Regent Honeyeater *Anthochaera Phrygia* (Critically Endangered, EPBC and BC Act).
- Swift Parrot *Lathamus discolor* (Critically Endangered, EPBC Act and Endangered, BC Act).
- Southern Myotis *Myotis macropus* (Vulnerable, BC Act).
- Yellow-bellied Sheath-tail-bat *Saccolaimus flaviventris* (Vulnerable, BC Act).



An assessment of the habitat values of the study area is provided in Table 2 for threatened flora species and below for threatened fauna species.

**Assessment of habitat for threatened fauna species**

Fauna habitat within the study area is limited to a small number of canopy tree species providing potential foraging habitat for highly mobile disturbance tolerant fauna species. The study area is in a highly urbanised area and while fauna may utilise vegetation as part of larger dispersal movements, the study area does not likely to support habitat suitable for persistence. Similar habitat occurs throughout the urban landscape and likely provides connectivity to higher quality habitat, including areas reserved within parks and riparian corridors.

Little Lorikeet, Swift Parrot, Regent Honeyeater and Grey-headed Flying-fox are highly mobile species which can utilise urban environment on occasion to forage. The various species such as *Corymbia gummifera*, *Melaleuca quinquenervia* as well as other flowering perennial species recorded in the study area may provide suitable foraging habitat for these nectivorous species.

The project will require the removal of approximately 0.08 ha of foraging habitat and is therefore, unlikely to impact these species based on the removal of a small area of heavily modified and degraded potential foraging habitat relative to the abundance of foraging habitat within the locality. The study area also lacks hollows and other important breeding habitat features important to these species. Therefore, no further assessment for these species is required.

No caves, hollows or man-made structures suitable for threatened bat habitat were present on site for threatened bat species. The extent of the work is not likely to significantly reduce the available foraging habitat for these species as most are edge or open-space foragers. Yellow-bellied Sheath-tail-bat forages over open spaces and high above the canopy, foraging habitat for this species is not likely to be impacted by the proposed works. Greater Broad-nosed Bat and Large Bent-wing Bat may forage in open areas while Little Bent-winged Bat prefers well-timbered areas and is likely to forage primarily in denser vegetation outside of the study area. this species may occur only on occasion or during flight to/from roosts and foraging habitat. Southern Myotis forage over water and are therefore foraging habitat for this species will not be impacted by the proposed works.

Given the potential minor modification through removal of approximately 0.14 hectares of planted native vegetation and the occurrence of greater foraging habitat within the vicinity of the study area, it is unlikely the proposed works will result in significant reduction to foraging habitat for these species. Potential roosting habitat is not expected to be impacted and no further assessment is required.

Based on the size of the study area, the survey effort is considered comprehensive to assess habitat presence for the species outlined above. Taking all of these factors into consideration, there is a low likelihood of impact for the above listed nomadic species.

**Table 1 Assessment of habitat for threatened flora species**

Species	Local distribution and habitat requirements	Likelihood of occurrence or impact
<i>Acacia pubescens</i>	Has been recorded approximately 1.2 km from the study area. Downy Wattle is a medium sized shrub found in a variety of open forest and woodland communities, all of which have a strong alluvium and shale influence.	The habitat requirements of this species are present within the study area and the survey took place during late November, within the optimal flowering period of this species. The field survey did not record this species.
<i>Callistemon linearifolius</i>	Netted Bottlebrush has been recorded approximately 2.2 km from the study area.	The habitat requirements of this species are present within the study area and the survey



Species	Local distribution and habitat requirements	Likelihood of occurrence or impact
	This species is a medium sized shrub found in a variety of communities along the coast of Eastern NSW.	took place during late November, within the optimal flowering period of this species. The field survey did not record this species.
<i>Dillwynia tenuifolia</i>	Has been recorded approximately 1.4 km from the study area. <i>Dillwynia tenuifolia</i> is a low growing shrub found within a variety of forest communities associated with tertiary alluvium and laterised clays within the Sydney Basin.	The habitat requirements of this species are present within the study area and the survey took place during late November, within the optimal flowering period of this species The field survey did not record this species.
<i>Epacris purpurascens</i> var. <i>purpurascens</i>	Has been recorded approximately 1.3 km from the study area. <i>Epacris purpurascens</i> var. <i>purpurascens</i> is a conspicuous species found in sclerophyll forest, heath scrubland and swamps, all of which have a strong shale influence.	The habitat requirements of this species are not present in the study area and the field investigation did not record this species.
<i>Wahlenbergia multicaulis</i>	An endangered population of this species has been recorded 1.2 km south-west of the study area. Tadgell's Bluebell is a conspicuous species that grows on poorly drained laterite soils particularly in areas with high levels of natural and anthropogenic disturbance	The habitat requirements of this species are present within the study area and the survey took place during late November, within the peak flowering period of this species. The field survey did not record this species.
<i>Wilsonia backhousei</i>	Narrow-leafed <i>Wilsonia</i> has been recorded approximately 430 m from the study area. This species and small low growing shrub that found in damp areas on the margins of salt marshes and lakes.	The habitat requirements of this species are highly present within the surrounding the land however not present within the study area. The survey took place during late November, within the optimal flowering period of this species. The field survey did not record this species.

Based on the size of the study area, the survey effort is considered comprehensive to assess the presence of the flora species outlined in Table 2. Taking all of these factors into consideration, there is a low likelihood of occurrence for the above listed species.

### Priority weeds

Two priority weeds for the Greater Sydney LLS region, which includes the Canada Bay LGA, have been recorded in the study area, and are listed in Table 4, along with their associated Biosecurity Duty in accordance with the Biosecurity Act.

The General Biosecurity Duty as outlined in the Biosecurity Act states:

*All plants are regulated with a general biosecurity duty to prevent, eliminate or minimise any biosecurity risk they may pose. Any person who deals with any plant, who knows (or ought to know) of any biosecurity risk, has a duty to ensure the risk is prevented, eliminated or minimised, so far as is reasonably practicable.*

**Table 2** Priority weeds within the study area

Scientific name	Common name	Relevant biosecurity duty
<i>Anredera cordifolia</i>	Madeira Vine	General Biosecurity Duty





Scientific name	Common name	Relevant biosecurity duty
<i>Cestrum parqui</i>	Green Cestrum	General Biosecurity Duty

To prevent biosecurity impacts from occurring because of the presence of the above listed priority weeds within the study area, all practical steps should be taken to control and eradicate the two weed species from the study area as per the relevant biosecurity duties outlined above, or prior to or during any future vegetation removal.

### Impact assessment

The proposed development works involve the following impacts to ecological features:

- 0.14 ha of Planted Native vegetation clearance.

#### **Environment Protection and Biodiversity Conservation Act 1999**

*The Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) is the Australian Government's key piece of environmental legislation. The EPBC Act applies to developments and associated activities that have the potential to significantly impact on Matters of National Environmental Significance (MNES) protected under the Act. Under the EPBC Act, activities that have potential to result in significant impacts on MNES must be referred to the commonwealth minister for the Environment and Energy for assessment.

No threatened ecological communities or threatened species listed under the EPBC Act were recorded or assessed to have a medium or greater potential to occur within the study area. On the basis of criteria outlined in Commonwealth of Australia (2013) it is considered unlikely that a significant impact on a Matter of NES would result from the project. Therefore, a EPBC Act Referral is not required to be prepared.

#### **Biodiversity Conservation Act 2016**

No threatened ecological communities or threatened species listed under the BC Act have a medium or greater likelihood of occurring within the study area.

#### **Biodiversity Offsets Scheme**

The proposed works does not trigger the Biodiversity Offset Scheme (BOS) under the BC Act as described in Table 5 below, and consideration of the BOS is not warranted, and a Biodiversity development Assessment report (BDAR) is not required.

**Table 3 Biodiversity Offset Scheme assessment**

BOS Trigger	Yes/No	Justification
<b>Clearing threshold</b>	No	The total clearing of native vegetation (0.14 ha) does not exceed the minimum clearing threshold of 0.25 ha.
<b>BV Map</b>	No	The project will not impact on areas mapped within the BV Map.
<b>Significant impact</b>	No	The project is unlikely to result in a significant impact on threatened species, populations or communities listed under the BC Act.





## State Environmental Planning Policies

### Biodiversity and Conservation SEPP 2021

#### Chapter 2: Vegetation in non-rural areas

This chapter aims to protect the biodiversity values of trees and other vegetation in non-rural areas of NSW and to preserve the amenity of non-rural areas through the preservation of trees and other vegetation by ensuring that the BOS will apply to all clearing of native vegetation that exceeds the offset thresholds in urban areas and environmental conservation zones that do not require development consent.

This chapter applies to land zoned IN1 – General Industrial in the Canada Bay City LGA as defined in Clause 2.3. Consent is required for clearance of vegetation within land zones and LGAs to which this chapter applies therefore this biodiversity assessment has been prepared to meet the requirements of this chapter.

#### Chapter 4: Koala Habitat Protection 2021

Chapter 4 Koala Habitat Protection aims to encourage the conservation and management of areas of natural vegetation that provide habitat for koalas to support a permanent free-living population over their present range and reverse the current trend of koala population decline.

The study area is located within the Canada Bay City Council (Council) LGA. Canada Bay City Council is not listed under Schedule 2, Chapter 4 of SEPP, and is therefore not subject to the requirements laid out by the policy.

## Development Control Plans/Local Environmental Plans

### Canada Bay Development Control plan 2013

- Development is to comply with the provisions contained in part B6 Urban Forest under Council's DCP.

### Canada Bay Local Environmental Plan 2013

The study area is currently zoned as IN1 – General Industrial. The main objective of this zone is:

- *To provide a wide range of industrial and warehouse land uses.*
- *To encourage employment opportunities.*
- *To minimise any adverse effect of industry on other land uses.*
- *To support and protect industrial land for industrial uses.*

Assuming the measures to reduce impacts to ecological values outlined in the recommendations section of this report are implemented, the proposed works do not contradict the objectives of the LEP for land within the study area.

## Recommendations

Given there are requirements for removal of native vegetation including canopy trees for the project, the focus of the recommendations is to minimise disturbance to any surrounding native vegetation and fauna habitat. These recommendations are:

- To the fullest extent practicable, minimise disturbance to any native vegetation surrounding the study area.



- Where possible, any trees to be retained should be protected in accordance with Australian Standard AS4970 – 2009 Protection of trees on development sites, during construction, operation and decommissioning of the site compound.
- In the unlikely event that unexpected threatened species are identified during the project, works should cease and an ecologist contacted.
- Soil transportation should be minimised within, into or out of the study area to reduce the spread of weeds.
- Two priority weeds within the Canada Bay Council LGA were identified within the study area (Table 4). Appropriate measures should be implemented to minimise the spread of these species.
- Appropriate erosion and sediment control measures should be installed at all sites to avoid sedimentation of receiving water bodies or other indirect impacts to surrounding biodiversity values.

I trust that this advice is of assistance to you however please contact me if you would like to discuss any elements of this ecological advice further.

Yours sincerely,



Todd Horton  
Botanist



## References

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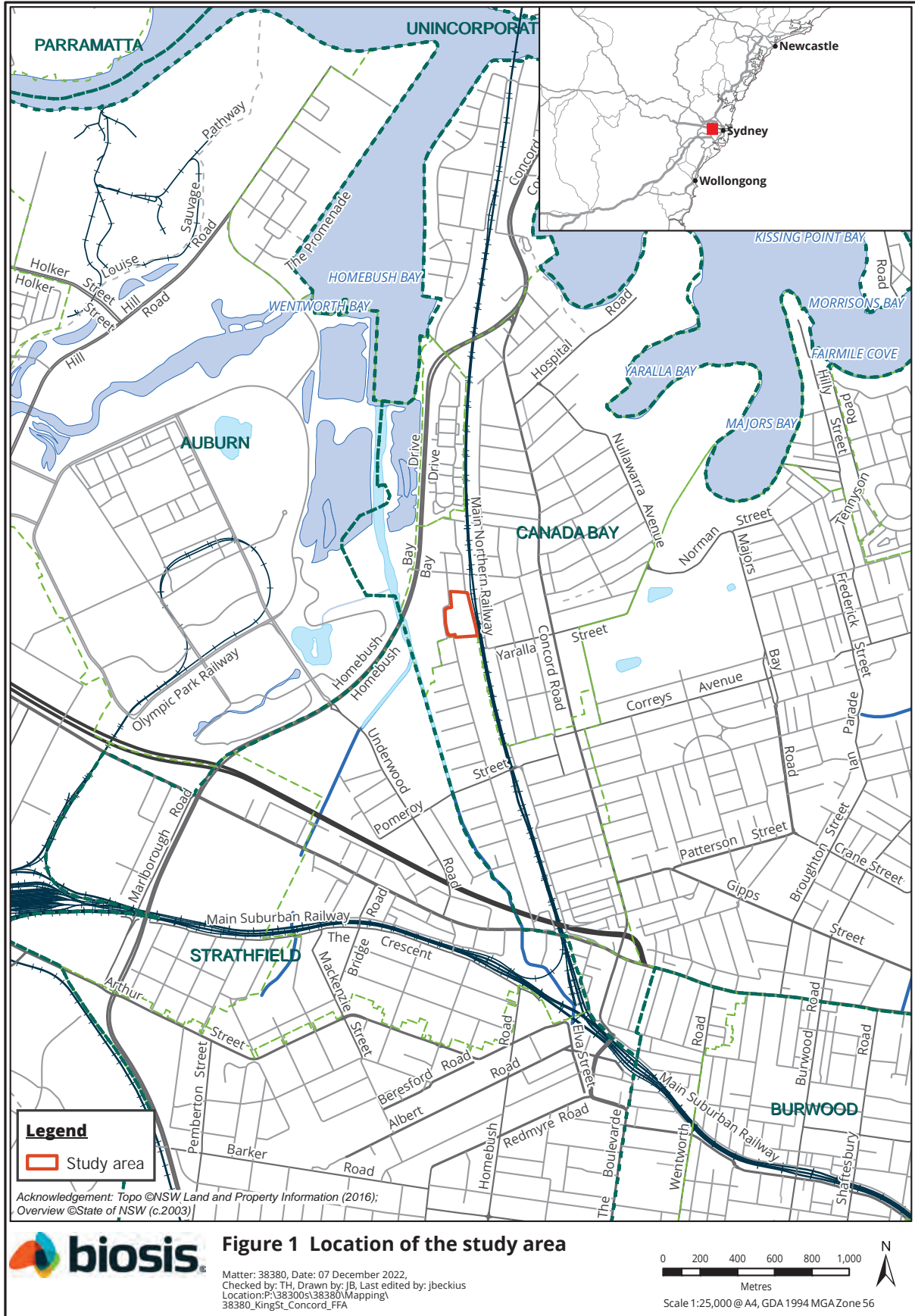
## Appendices

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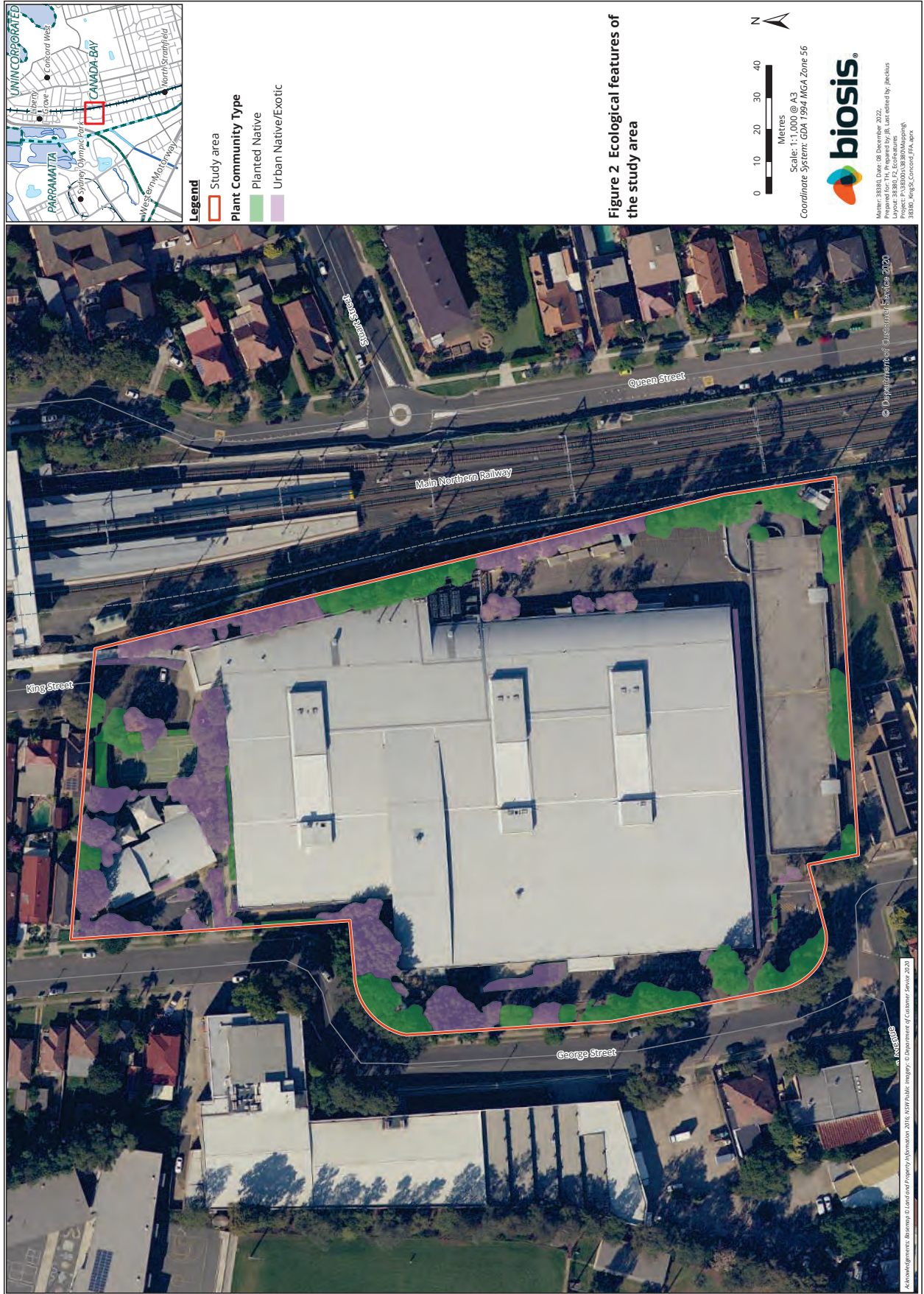
## Appendix A. Figures

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**Figure 1 Location of the study area**









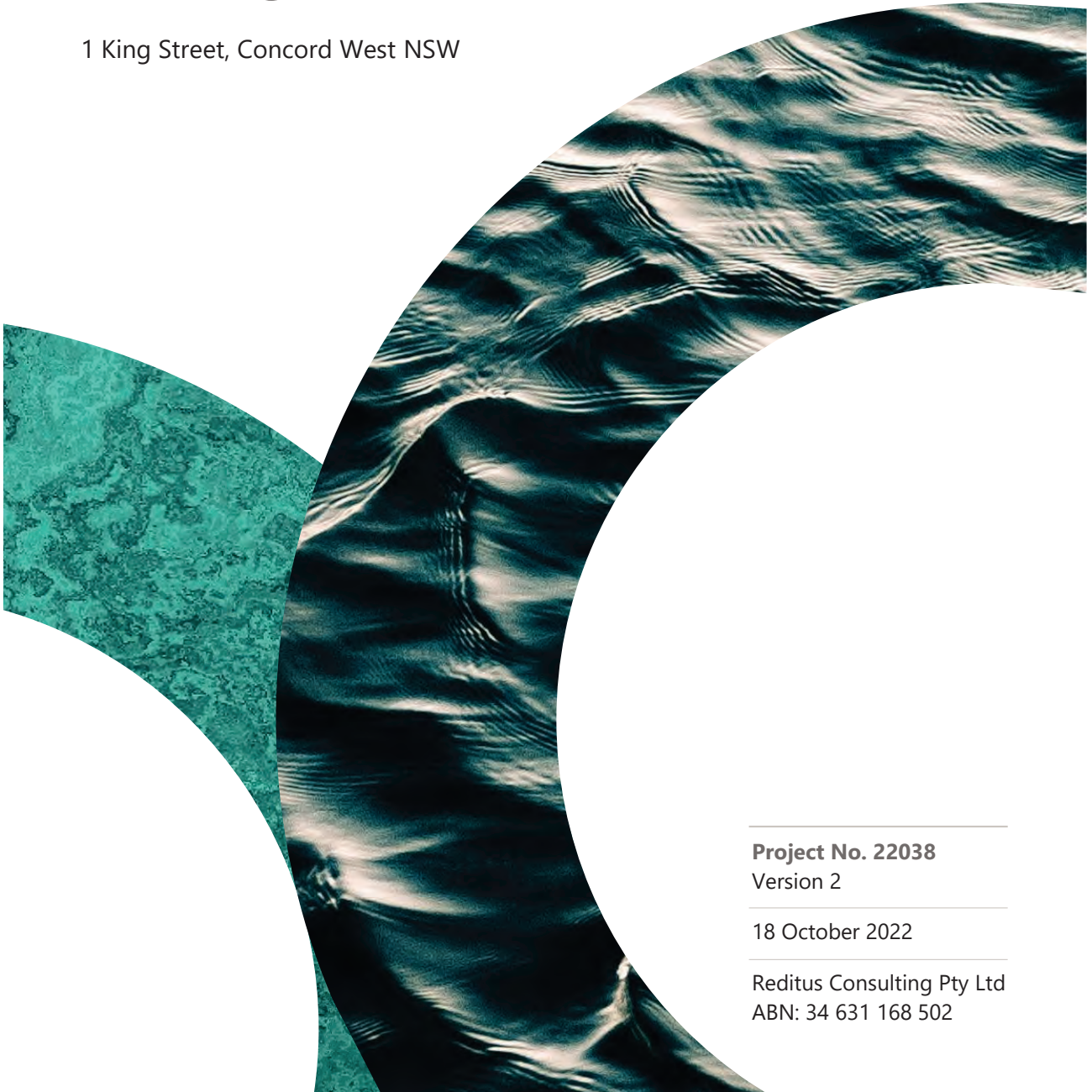


## ATTACHMENT Q

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# Preliminary Site Investigation

1 King Street, Concord West NSW



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**Project No. 22038**

Version 2

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18 October 2022

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Reditus Consulting Pty Ltd

ABN: 34 631 168 502

# Preliminary Site Investigation

## 1 King Street, Concord West NSW

### DOCUMENT CONTROL

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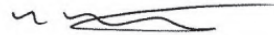
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This report has been prepared for Concord West Pty Ltd in accordance with the terms and conditions of appointment for proposal P22038.1 dated 19 September 2022. Reditus Consulting Pty Ltd (ABN 34 631 168 502) cannot accept any responsibility for any use of or reliance on the contents of this report by any third party.

### DOCUMENT HISTORY

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**Report No.** 22038

**Date** 18 October 2022

**Version** Version 2

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# 1 Introduction

Reditus Consulting Pty Ltd (Reditus) was engaged by Concord West Pty Ltd (the client) to undertake a Preliminary Site Investigation (PSI) for the proposed redevelopment located at 1 King Street, Concord West NSW (the site) for a mixed-use commercial/residential development with basement parking. The location and layout of the site is presented within **Figure 1, Appendix A**.

Reditus notes that this report, including its conclusions and recommendations, must be read in conjunction with the Statement of Limitations provided in **Section 8**.

## 1.1 Objectives

The overarching objective of the PSI was to evaluate the possibility for contamination to be present at the site due to current and former land use activities both on the site and in the surrounding area.

The specific objectives of the PSI were to:

- Evaluate the possibility for contamination to be present at the site as a result of current and former land use activities at and surrounding the site.
- Assess the current condition of the site to identify potential areas of environmental concern (AEC) present at the site.
- Inform the Preliminary Conceptual Site Model (CSM) for the site.
- Comment on the potential for contamination to be present at the site and the suitability of the site for its proposed mixed-use redevelopment from a contamination perspective.
- Provide recommendations for further investigation, management, or remediation (if required).
- Conform to the requirements of the National Environmental Protection Council (Assessment of Site Contamination) National Environment Protection Measure 1999 (as amended in 2013) ('ASC NEPM, 2013') and the NSW Environmental Protection Authority (NSW EPA 2020) Guidelines for Consultants Reporting on Contaminated Land.

## 1.2 Scope of Works

To achieve the objectives outlined above, Reditus completed the following:

- An evaluation of historic aerial photographs to assist in assessing historical land uses and conditions on and adjacent the site.
- Review of the current certificate of title, planning portals and property searches to assess for caveats, encumbrances or restrictions relating to the environment.
- Review of regulatory databases maintained by the NSW EPA to identify any existing environmental notices regarding contaminated land.
- A review of the environmental setting with regards to geology, topography, hydrology, and hydrogeology.
- A site inspection to characterise the property setting, including inspection of the site surface for obvious signs of potential contamination and/or contamination sources.
- Completion of historical title deed search to evaluate former landowners and potential uses.
- Prepare a preliminary site investigation (PSI) report in general accordance with the NSW EPA (2020) Consultants Reporting on Contaminated Land.



## 2 Site Identification

The site identification details for the site have been prepared in general accordance with the NSW EPA (2020) Consultants Reporting on Contaminated Land guidelines and the ASC NEPM (2013) Field Checklist for 'site Information'. The site identification information has been summarised in **Table 2-1** below.

**Table 2-1** Site Identification

ITEM	DETAIL
<b>Address</b>	1 King Street, Concord West NSW 2138
<b>Title and Land Information</b>	Lot 101 DP791908
<b>Site Area</b>	Approximately 3 hectares (ha)
<b>Local Government Area</b>	City of Canada Bay Council
<b>Site Coordinates to the approximate centre of the site (GDA2020 MGA Zone 56)</b>	Easting: 322818.785 Northing: 6252846.682
<b>Zoning</b>	The site is zoned IN1 – General Industrial, as specified in the Canada Bay Local Environmental Plan 2013
<b>Current Owner</b>	Concord West Property Pty Limited
<b>Current Land Use</b>	Westpac service centre and childcare centre
<b>Future Land Use</b>	Proposed mixed-use commercial/residential development with basement parking
<b>Trigger for Assessment</b>	To provide advice on the site's suitability for the proposed mixed-use development from a contamination perspective. Such advice will facilitate a future development application submitted to local council.
<b>Surrounding Land Uses</b>	The land uses currently surrounding the site include: <ul style="list-style-type: none"> <li>• <b>North:</b> Low-density residential.</li> <li>• <b>South:</b> Electrical substation and Low, and High-density residential.</li> <li>• <b>East:</b> Railway corridor/station and then low-density residential.</li> <li>• <b>West:</b> Industrial/commercial and then parkland.</li> </ul>
<b>Site Layout</b>	<b>Figure 2, Appendix A</b>

## 2.1 Site Condition

A site visit was conducted by Reditus' Principal Environmental Scientist Dean Stafford on 24 February 2022. The following site description was recorded during the site visit:

- The site has an irregular boundary and slopes broadly in a westerly direction towards the nearby Powells Creek.
- The site is currently occupied by mixed land usage with a commercial centre over a majority of the site in addition to a small childcare centre on site.
- The site is primarily covered in hard stand with extensive outdoor and multistorey parking surrounding the commercial infrastructure on site.
- Vegetated areas are restricted to the fringe of the property and garden beds within the outdoor car parks.
- A tennis court is located adjacent to the childcare on the north side of the site.
- An electrical substation was noted during the site walkover on the property immediately south of the site.
- A Telstra cell phone tower was observed on the southeast corner of the site.
- A backup generator was also noted on the basement level of the Westpac Service Centre.
- Cut and fill was observed along the eastern edge of the site adjacent to the railway line.
- Underground Storage Tanks (UST) fill points were observed in the open air carpark at the eastern side of the site.

Relevant photographs from the site inspection are provided in **Appendix B**.

## 3 Site Setting and Surrounding Environment

A summary of the site setting and surrounding environment is provided in **Table 3-1** below. Collated desktop maps and search data relating to the site setting and surrounding environment is presented within the Land Insight Report (LIR) provided as **Appendix C**.

**Table 3-1** Site Setting and Surrounding Environment

ITEM	DETAIL
<b>Topography</b>	The site has an elevation between 4-10 m Australian Height Datum (AHD) sloping downward in a westerly direction.
<b>Hydrology</b>	Surface water is likely to flow into the local stormwater network and discharge to Powells Creek, located approximately 330m west of site.
<b>Regional geology and soils</b>	The 1:100,000 Wollongong Port Hacking Geological Map indicated the site is underlain by middle Triassic aged Ashfield Shale of the Wianamatta Group. Ashfield Shale is described as black to light grey shale and laminite.
<b>Acid Sulfate Soils (ASS)</b>	<p>A review of the City of Canada Bay Local Environmental Plan 2013 acid sulfate soil risk map indicates that the site is located within a class 5 zone. A class 5 zone limits the drawdown of the water table below 1 mAHD on surrounding sites (500m radius) if the adjacent land is characterised as classes 1-4 on the acid sulfate soil risk map.</p> <p>Land adjacent to the site in a westerly direction is classified as class 2 on the ASS risk map. As such, further investigation will likely be required into the potential for acid sulfate soils (PASS) to be present or impacted by the proposed redevelopment, given basement parking is to be included.</p>
<b>Registered Groundwater Bore Search</b>	<p>A review of Bureau of Meteorology's Australian Groundwater Explorer indicated that there are (44) registered bores within a 2 km radius of the site. 41 bores were installed for monitoring purposes one (1) bore was installed for "household purposes", one (1) for irrigation purposes and one (1) unknown.</p> <p>The monitoring bores reported varying depths of shale and standing water level between 1.3-3.1 metres below ground level (mbgl).</p> <p>The closest bore (GW114861) is located 171.6 m west of the site and reported a standing water level of 1.9 mbgl.</p>
<b>Regional Hydrogeology</b>	A review of Hydrogeology map of Australia (Geoscience Australia) indicates the aquifer type beneath the site are porous, extensive with low-moderate productivity.
<b>Inferred Groundwater Flow Direction</b>	Groundwater is inferred to flow in a westerly direction conforming with regional topography towards Powells Creek, located approximately 330 m west of site.
<b>Depth to Water Table</b>	<p>The depth to groundwater is not known. No known previous groundwater assessments have been conducted at the site.</p> <p>The closest registered groundwater bore (GW114861) is located 171.6 m west of the site and reported a standing water level of 1.9 mbgl.</p>
<b>Yield and Inferred Groundwater Quality</b>	WaterNSW data from the (41) monitoring bores within a 2 km radius of the site reported yield for five (5) bores, with a range of 0.01 and 0.2 L/s. The one (1) irrigation bore within a 2km radius of the site reported a yield of 3.0 L/s.

ITEM	DETAIL
<b>Groundwater Dependant Ecosystems</b>	<p>One (1) registered groundwater well used for irrigation purposes was reported within a 2 km radius of the site.</p> <p>The Groundwater Dependant Ecosystem Atlas reports that terrestrial ecosystems to the west of the site are located with an area of 'high potential for GW interaction'.</p>
<b>Groundwater Embargoes</b>	<p>No groundwater embargoes apply to the site.</p>
<b>Sensitive Environments</b>	<p>The nearest identified sensitive environments are summarised as follows:</p> <ul style="list-style-type: none"> <li>• Local stormwater network.</li> <li>• Powells Creek.</li> <li>• Surrounding low-density residential properties.</li> </ul>

## 4 Site History

### 4.1 Historical Aerial Photographs

Historical aerial photographs of the site and surrounding area for the years: 1930, 1943, 1951, 1955, 1961, 1965, 1970, 1975, 1978, 1986, 1991, 1994, 1998, 2002, 2004, 2007, 2009, 2012, 2015, 2018, 2021 were reviewed and are presented within the Land Insight Report provided in **Appendix C**.

The following notable observations were made:

#### **Onsite:**

- The 1930 aerial shows the site consisted of vacant land at the time.
- Sometime between 1930 and 1943 a large apparent warehouse/commercial building was constructed in the central and northern portion of the site. A separate building was also constructed in the northern portion of site. The southern and western portions of the site appear to have been used as yard/storage space.
- The 1951 aerial shows that the southern and western portions of the site no longer appear to be used as yard/storage space and consist of vacant/unused land.
- Between 1951 and 1955 the main warehouse/commercial building has been extended into the southern portion of the site.
- Between 1975 and 1978 an additional building and some sheds appear to have been constructed in the south-east portion of the site.
- Between 1994 and 1998 the existing site buildings appear to have been either renovated or demolished and the current site buildings constructed.
- The site appears to have remained relatively unchanged since the 1998 aerial to present day.

#### **Surrounding Area:**

- The 1930 aerial shows the surrounding road network, Concord West Railway station, and Victoria Avenue Public School have been present since at least 1930.
- East of the site and the railway corridor has already undergone extensive residential development since at least 1930. North of the site already appears to consist of residential dwellings and south of the site already appears to consist of warehouses and commercial/industrial land use since at least 1930. While west of the site consists of vacant land and Powells Creek Reserve in the 1930 aerial.
- From 1930 to 1943 a large warehouse/commercial building appears to have been constructed west of the site. However, the building is no longer present in the 1951 aerial.
- Between 1951 and 1955 the substation located on the southern boundary of the site appears to have been constructed.
- West of the site appears to have consisted primarily of vacant land from 1951 to sometime between 1961 and 1965, when the northern portion of the present-day building west of the site appears to have been constructed. Between 1978 and 1986 this building appears to have been extended further south to its present-day size.
- Between 2002 and 2004 the commercial/industrial buildings in the block immediately south of the site appear to have been demolished and construction begun on new buildings at this location. Construction of the new building appears to have been completed sometime between 2007 and 2009.
- The surrounding site area has remained relatively unchanged since 2009 to present day.

## 4.2 Title Deed Searches

An historical title deed search was performed on 28 February 2022 for the site and is provided in **Appendix D**. The cadastral records for the property regard to the property in part 1 and part 2 prior to 1972, therefore the historical title deed search summary provided in Error! Reference source not found. below has been made in regard to part 1 and part 2 of the property prior to 1972.

**Table 4-1** Title Deed Searches Summary

ITEM	DETAIL
<b>Part 1 of Cadastral Records (prior to 1972):</b>	
1915 – 1935	Massey-Harris Company Limited
1935 – 1936	The Egg Marketing Board for the Counties of Cumberland and Northumberland and the Shires of Nattai and Wollondilly
1936 – 1972	H.V. McKay Massey Harris Proprietary Limited (Now, Massey-Ferguson (Australia) Limited)
<b>Part 2 of Cadastral Records (prior to 1972):</b>	
1936 – 1972	H.V. McKay Massey Harris Proprietary Limited (Now, Massey-Ferguson (Australia) Limited)
<b>Whole site (post 1972):</b>	
1972 – 1985	Commonwealth of Australia
1985 – 1997	Australian Telecommunications Commission (Now, Telstra Corporation Limited)
1997 – 2007	Cranbrook School
2007 – 2009	The Public Trustee of Queensland
2009 – 2012	APGH Management Limited
2012 – 2019	Parangool (Concord West) Pty Limited
2019 – To Date	Concord West Property Pty Limited

The results of the title search detail from 1915 to 1972 the site was owned by Massey-Harris Company Limited then H.V. McKay Massey Harris Proprietary Limited (now Massey-Ferguson (Australia) Limited). This suggests the site could have been used for the manufacturing of agricultural and construction machinery at this time



### 4.3 Regulatory Searches

Review of regulatory records held by NSW EPA and local council is provided in **Table 4-2** below. Documentation obtained from the regulatory searches is provided in the Land Insight Report provided as **Appendix C**.

**Table 4-2** Regulatory Searches Summary

RECORD	DETAIL
<b>NSW EPA Register of Contaminated Sites</b>	<p><b>Onsite:</b> The NSW EPA <u>does not</u> hold records for notification of the subject site as being a contaminated site under the <i>Environment Protection Act (1997)</i>.</p> <p><b>Offsite:</b> Four sites within a 1 km radius of the site have been identified as contaminated sites as per the NSW EPA register of contaminated sites, this includes the following:</p> <ul style="list-style-type: none"> <li>• Bicentennial Park Landfill located approximately 265 m west of the site.</li> <li>• Former Golf Driving Range Landfill located approximately 810 m west of the site.</li> <li>• Caltex Service Station located approximately 878 m south of the site.</li> <li>• Ausgrid Mason Park Substation located approximately 924 m south-west of the site.</li> </ul>
<b>NSW EPA Public Registers</b>	<p><b>Onsite:</b> A search of the NSW EPA Public Registers <u>did not</u> identify any notices that have been issued to the site under the <i>Protection of the Environment (Operations) Act 1997</i>.</p> <p>The search <u>did</u> identify a licence at the site for Westinghouse Brakes Australia Pty Ltd for "Hazardous, Industrial or Group A Waste Generation or Storage" which is noted to be surrendered.</p> <p><b>Offsite:</b> The following sites have been issued notices within a 1 km radius of the site:</p> <ul style="list-style-type: none"> <li>• The Sydney Water Corporation was issued a penalty notice for a 11km section of the main north line railway corridor, which includes the railway section immediately east of the site.</li> <li>• Homebush Bay General Area located approximately 228 m west of the site</li> <li>• Bicentennial Park located approximately 265 m west of the site.</li> <li>• Former Golf Driving Range Landfill located approximately 810 m west of the site.</li> <li>• Concord RSL Club located approximately 985 m east of the site.</li> <li>• Majors Bay Reserve located approximately 985 m east of the site.</li> </ul> <p>The following licences have been issued with a 500 m radius of the site:</p> <ul style="list-style-type: none"> <li>• Fred Hosking Pty Ltd for "Hazardous, Industrial or Group A Waste Generation or Storage" located approximately 212 m north of the site, which is noted to be delicensed.</li> <li>• Sydney Olympic Park Authority for "Miscellaneous licensed discharge to waters (at any time) approximately 265 m west of the site.</li> <li>• Sydney Trains for "Railway infrastructure operations, rolling stock operations"</li> <li>• John Holland Pty Ltd for "Railway infrastructure operations"</li> <li>• John Holland Pty Ltd for "Land-based extractive activity Rail systems activities", noted to be surrendered.</li> </ul>
<b>National Pollutant Inventory Map</b>	<p>The National Pollutant Inventory (NPI) did not identify any facilities within 1 km of the site.</p>

### 4.4 SafeWork NSW Dangerous Goods Records

A SafeWork NSW Dangerous Goods Records search was undertaken for the site, the records held indicate there are currently two underground storage tanks (USTs) present onsite. The two USTs consist of one (1) x 10,000L diesel tank, and one (1) x 55,000L diesel tank. Both tanks are located towards the eastern boundary of the site within the open air

carparking area and south of the onsite electrical transformer. There were no signs of investigations or groundwater monitoring wells installed around the tanks. The condition and integrity of the tanks are therefore unknown. Refer to **Appendix E** for copies of the Dangerous Goods Records.

## 4.5 Planning Certificate

### 4.5.1 PLANNING CERTIFICATE

Planning Certificates under section 10.7(2) and 10.7(5) of the Environmental Planning & Assessment Act (1979) were obtained for the site on 1 March 2022. A copy of the Section 10.7 planning certificate for the site is provided as **Appendix F**.

The following zoning and planning policies and instruments apply to the site:

- Canada Bay Local Environmental Plan (LEP) 2013.
- State Environmental Planning Policy (SEPP) No. 19 – Bushland in Urban Areas.
- SEPP No. 33 – Hazardous & Offensive Development.
- SEPP No. 50 – Canal Estates.
- SEPP No. 55 – Remediation of Land.
- SEPP No. 64 – Advertising and Signage.
- SEPP No. 65 – Design Quality of Residential Flat Development.
- SEPP – Building Sustainability Index: BASIX (2004).
- SEPP – Concurrences and Consent (2018).
- SEPP – Educational Establishments and Child Care Facilities (2017).
- SEPP – Exempt and Complying Development Codes (2008).
- SEPP – Housing (2021).
- SEPP – Infrastructure (2007).
- SEPP – Mining, Petroleum Production and Extractive Industries (2007).
- SEPP – Primary Production and Extractive Industries (2007).
- SEPP – State & Regional Development (2011).
- SEPP – State Significant Precincts (2005).
- SEPP – Vegetation in Non-rural Areas (2017)
- SEPP – Sydney Harbour Catchment (2005).
- The following proposed environmental planning instruments apply to the carrying out of development on the land and are or have been the subject of community consultation or on public exhibition under the *Environmental Planning and Assessment Act 1979*:
  - Planning Proposal – LEP Miscellaneous Amendments (PP2020/0002).
  - SEPP Environment.
  - Design and Place SEPP.
- The City of Canada Bay Development Control Plan (DCP) applies to the land.
- No fixed minimum land dimensions apply to the land.
- The land does not comprise or include a critical habitat, heritage conservation area or heritage item.
- The land is not identified within a zone under Part 3 of SEPP Sydney Region Growth Centres (2006), a Precinct Plan, or a Proposed Precinct Plan that is or has been the subject of community consultation or on public exhibition.

- The land is not proclaimed to be a mine subsidence district within the meaning of section 15 of the *Mine Subsidence Compensation Act 1961*.
- The land is not affected by any road widening or road realignment under Division 2 of Part 3 of the *Roads Act 1993*, or any environmental planning instrument or any resolution of the Council.
- The land is not affected by a policy adopted by Council that restricts the development of land because of the likelihood of land slip, bushfire, tidal inundation or subsidence.
- However, the land is affected by a policy adopted by council that restricts the development of land because of the likelihood of acid sulfate soils. The land has been identified as being within Class 5 on the Acid Sulfate Soil Map under the Canada Bay LEP 2013.
- The land is affected by a policy adopted by council that restricts the development of land because of the likelihood of land contamination. It is noted Council has adopted by resolution a policy on contaminated land that applies to all land within the City of Canada Bay and is not a statement on whether the property is affected by contamination or potential contamination.
- The land or part of the land is within the flood planning area and subject to flood related development controls.
- None of the land is bush fire prone land as defined in the *Environmental Planning & Assessment Act 1979*.
- The land does not include any residential premises affected by loose-fill asbestos insulation (within the meaning of Division 1A of Part 8 of the *Home Building Act 1989*) that are listed on the register that are required to be maintained under that Division.
- Under matters prescribed by section 59(2) of the *Contaminated Land Management Act 1997* (CLM Act) the land is not significantly contaminated, subject to a management order, subject of an approved voluntary management proposal, subject of an ongoing maintenance order, or subject of a site audit statement.
- Under the LEP applying to the land, development consent is required for the demolition of any building on the land except where the demolition complies with the exempt development requirements specified in the SEPP Exempt and Complying Development Codes (2008) and the Canada Bay LEP 2013.
- The land has been identified as being adjoining or opposite a heritage item under the provisions of the LEP applying to the land.
- The land could be affected by aircraft noise.
- The council has a copy of the following report regarding land contamination and remediation at the site:
  - Contaminated Site Remediation – Remediation Management Plan for 1 King Street Concord West, prepared by Australian Site Assessment, dated September 1996.

#### 4.5.2 ZONING

The site is currently zoned as 'IN1 – General Industrial' as specified in the Canada Bay Local Environmental Plan 2013. The objectives of this zoning are:

- To provide a wide range of industrial and warehouse land uses.
- To encourage employment opportunities.
- To minimise any adverse effect of industry on other land uses.
- To support and protect industrial land for industrial uses.

## 4.6 PFAS Investigation Sites

Per- and poly-fluorinated substances (PFAS) have more recently been highlighted as a persistent and mobile contaminant, of significant toxicity. The potential risk posed by PFAS contamination has been evaluated by using available site history information with a preliminary decision tree assessment matrix. The potential risk presented by PFAS contamination is presented in **Table 4-3**.

**Table 4-3** Summary of PFAS Preliminary Risk Assessment

ITEM	PROBABILITY	DETAIL
<b>Did fire training occur on-site? <sup>1</sup></b>	Low	Historical aerial imagery and title deed searches deem it unlikely that fire training occurred at the site.
<b>Is an airport or fire station up gradient of or adjacent to the site?</b>	Low	No airports or fire stations have been identified upgradient or adjacent of the site.
<b>Have "fuel" fires ever occurred on-site? e.g., ignition of fuel (solvent, petrol, diesel, kerosene) tanks.</b>	Low	The history of whether fires have or have not occurred is unknown. No indication of such was identified in historical photographs.
<b>Have PFAS been used in manufacturing or stored on-site? <sup>2</sup></b>	Low	There is evidence of manufacturing having occurred at the site, however, there is no evidence of PFAS containing materials historically being stored or used on site.

Notes:

1. Runoff from fire training areas may impact surface water, sediment, and groundwater.
2. PFAS is used in a wide range of industrial processes and consumer products  
(<https://www.industrialchemicals.gov.au/consumers-and-community/and-poly-fluorinated-substances-pfas>)

## 5 Previous Environmental Investigations

The section 10.7 planning certificate identified a Remediation Management Plan for 1 King Street Concord West, prepared by Australian Site Assessment, dated September 1996. This report was not available for review.

At the time of reporting Reditus is not aware of any other previous investigations that have been conducted at the site.

## 6 Preliminary Conceptual Site Model

Based on the information presented in Sections 1-5 of this report, a Conceptual site Model (CSM) has been prepared for the site. The ASC NEPM 2013 defines a CSM as:

*"A representation of site-related information regarding contamination sources, receptors and exposure pathways between those sources and receptors"*

The essential elements of the CSM, as required by the ASC NEPM (NEPC, 2013), include an understanding of:

- Known and potential sources of contamination and contaminants of concern including the mechanism(s) of contamination (e.g., 'top down' spill or sub-surface release from corroded tank or pipe).
- Potentially affected media (soil, sediment, groundwater, surface water, indoor and ambient air) and human and ecological receptors.
- Potential and complete exposure pathways.

A tabular CSM provided in **Table 6-2** identifies the complete and potential pathways between the known or potential source(s) of contamination and receptor(s).

### 6.1 Potential Sources of Contamination

The potential sources of contamination identified during this PSI are summarised in **Table 6-1**.

**Table 6-1** Potential Sources of Contamination

SOURCE	LOCATION	ASSOCIATED CHEMICALS	CONTAMINANTS OF POTENTIAL CONCERN
<b>Bulk underground fuel storage</b>	Onsite	Potential spills and leaks from in-situ Underground Petroleum Storage Systems (UPSS) identified at the site.	TRH, BTEX, PAH, metals (lead).
<b>Historical use of fill</b>	Onsite	Importation of fill from an unknown source used for site infilling/levelling.	Metals, TRH, BTEX, PAH, OCP/OPP, PCBs, asbestos.
<b>Historical industrial land use</b>	Onsite/Offsite	Spills, leaks, and deposition of contamination from historical industrial land uses (including manufacturing) both on and surrounding the site.	Metals, TRH, BTEX, PAH, PCBs, phenols, PFAS.
<b>Hazardous Building Materials</b>	Onsite	Improper demolition of previous structures onsite or weathering of potential existing hazardous building fabrics.	Asbestos in building materials, lead paint.
<b>Electrical substation and transformer</b>	Onsite/Offsite	Leakage of PCBs containing insulating fluid.	PCBs.

### 6.2 Potentially Affected Media

The potentially affected media at the site includes:

- Soil.
- Groundwater.
- Soil gas.



## 6.3 Potential Receptors and Pathways

### 6.3.1 PROPOSED LAND USE SCENARIO AND POTENTIAL RECEPTORS

Based on the proposed mixed-use commercial/residential development potential receptors of contamination include the following:

- Future site occupants and site users.
- Construction/maintenance workers.
- Powells Creek and the Parramatta River.

### 6.3.2 HUMAN HEALTH – DIRECT CONTACT PATHWAY

It is considered appropriate to assess whether a direct contact source may be present onsite for future site occupants/site users and construction and maintenance workers. Direct contact pathway health impacts should be taken into consideration where there are likely accessible soils.

### 6.3.3 HUMAN HEALTH – INHALATION / VAPOUR INTRUSION PATHWAY

It is considered necessary to assess whether a vapour source may be present onsite for future site occupants/site users and construction and maintenance workers given the presence of UPSS identified and the proposed development to include basement parking.

### 6.3.4 AESTHETICS

No visual evidence of widespread or significant staining was observed at the site at the time of inspection however an assessment of aesthetics can be made during assessment of other pathways.

### 6.3.5 ECOLOGICAL – TERRESTRIAL ECOSYSTEMS

The NEPC (2013) NEPM requires a pragmatic risk-based approach should be taken in applying ecological investigation and screening levels in residential and commercial/industrial land use settings.

The EIL and ESL guidelines are considered by Reditus to only be applicable where there are likely accessible soils, such as garden beds and landscaped areas.

Given the proposed development includes landscaped areas with accessible soils, it is considered that further assessment (NEPC (2013) NEPM EILs/ESL) of unacceptable risk to terrestrial ecosystems is warranted.

### 6.3.6 GROUNDWATER

Assessment of groundwater is considered warranted due to the presence of on and offsite sources of potential groundwater contamination, particularly onsite UPSS infrastructure.

## 6.4 Potential Transport Mechanisms and Exposure Pathways

Potential transport mechanisms of contamination relevant to the site include:

- Spills and leaks from UPSS infrastructure identified at the site.
- Potential historical placement of fill materials.
- Spills, leaks, and deposition of contamination from historical industrial land use both on and surrounding the site.
- Improper demolition of previous structures onsite or weathering of potential existing hazardous building fabrics.
- Leakage of PCBs containing insulating fluid on and adjacent the site.

Potential exposure pathways and receptors relevant to the site may include:

- Direct contact with contaminated soils at the surface or subsurface by current or future site occupants/site users and construction and maintenance workers.
- Inhalation of hazardous ground gas by current or future site occupants/site users and construction and maintenance worker.
- Direct contact, ingestion, or inhalation of disturbed soil as dust by site users or offsite receptors.

- Surface water run-off discharging sediment to Powells Creek via the local stormwater network.

## 6.5 Source, Pathway and Receptor Linkages

A preliminary tabular CSM has been prepared for the site based on the outcomes of the PSI. The tabular CSM describes potential linkages and assesses each of the linkages as probably, possible, or unlikely based on the likelihood of occurrence and availability of data.

**Table 6-2** Preliminary Conceptual Site Model

SOURCE	EXPOSURE PATHWAY	RECEPTOR	EXPOSURE
<p><b>Bulk underground fuel storage</b></p> <p><i>Potential spills and leaks from UPSS</i></p>	<ul style="list-style-type: none"> <li>• Direct contact with contaminated soil.</li> <li>• Inhalation of dust and/or vapour.</li> <li>• Surface water run-off.</li> <li>• Extraction/discharge of potentially contaminated groundwater</li> </ul>	<ul style="list-style-type: none"> <li>• Site Users/Occupants.</li> <li>• Construction Workers.</li> <li>• Maintenance workers.</li> <li>• Offsite receptors.</li> </ul>	<p><b>Possible</b></p> <p>Potential source-pathway-receptor linkages have been identified and as such assessment of these linkages are warranted.</p>
<p><b>Historical use of fill</b></p> <p><i>Importation of fill from unknown sources.</i></p>	<ul style="list-style-type: none"> <li>• Direct contact with contaminated soil.</li> <li>• Inhalation of dust and/or vapour.</li> <li>• Surface water run-off.</li> </ul>	<ul style="list-style-type: none"> <li>• Site Users/Occupants.</li> <li>• Construction Workers.</li> <li>• Maintenance workers.</li> <li>• Offsite receptors.</li> </ul>	<p><b>Possible</b></p> <p>Potential source-pathway-receptor linkages have been identified and as such assessment of these linkages are warranted.</p>
<p><b>Historical industrial land use</b></p> <p><i>Spills, leads, and deposition of contamination from historical land uses both on and surrounding the site</i></p>	<ul style="list-style-type: none"> <li>• Direct contact with contaminated soil.</li> <li>• Inhalation of dust and/or vapour.</li> <li>• Surface water run-off.</li> <li>• Extraction/discharge of potentially contaminated groundwater</li> </ul>	<ul style="list-style-type: none"> <li>• Site Users/Occupants.</li> <li>• Construction Workers.</li> <li>• Maintenance workers.</li> <li>• Offsite receptors.</li> </ul>	<p><b>Possible</b></p> <p>Potential source-pathway-receptor linkages have been identified and as such assessment of these linkages are warranted.</p>
<p><b>Hazardous Building Materials</b></p> <p><i>Improper demolition of previous structures or weathering of existing hazardous building fabrics</i></p>	<ul style="list-style-type: none"> <li>• Direct contact with contaminated soil.</li> <li>• Inhalation of dust and/or vapour.</li> <li>• Surface water run-off.</li> </ul>	<ul style="list-style-type: none"> <li>• Site Users/Occupants.</li> <li>• Construction Workers.</li> <li>• Maintenance workers.</li> <li>• Offsite receptors.</li> </ul>	<p><b>Possible</b></p> <p>Potential source-pathway-receptor linkages have been identified and as such assessment of these linkages are warranted.</p>
<p><b>Electrical substation and transformer</b></p> <p><i>Leakage of PCBs containing insulating fluid</i></p>	<ul style="list-style-type: none"> <li>• Direct contact with contaminated soil.</li> <li>• Inhalation of dust and/or vapour.</li> <li>• Surface water run-off.</li> </ul>	<ul style="list-style-type: none"> <li>• Site Users/Occupants.</li> <li>• Construction Workers.</li> <li>• Maintenance workers.</li> <li>• Offsite receptors.</li> </ul>	<p><b>Possible</b></p> <p>Potential source-pathway-receptor linkages have been identified and as such assessment of these linkages are warranted.</p>

## 7 Conclusions and Recommendations

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

- Review of historical aerial photographs has identified that the site appears to have been used primarily for industrial/commercial use since at least 1943.
- Between 1951 and 1955 the main warehouse/commercial building in the central and northern portion of the site was extended into the southern portion of the site.
- Between 1994 and 1998 the existing site buildings appears to have been either renovated or demolished and the current site buildings constructed.
- The site appears to have remained relatively unchanged since the 1998 aerial photograph to present day.
- The results of the historical title deed search detail from 1915 to 1972 the site was owned by Massey-Harris Company Limited then H.V. McKay Massey Harris Proprietary Limited (now Massey-Ferguson (Australia) Limited). This suggests the site could have been used for the manufacturing of agricultural machinery at this time.
- The NSW EPA Register of Contaminated Sites identified the Bicentennial Park Landfill located approximately 265m west of the site.
- A search of the NSW EPA Public Registers identified a surrendered licence for Westinghouse Brakes Australia Pty Ltd for "Hazardous Industrial or Group A Waste Generation or Storage" at the site.
- The results of the SafeWork NSW Dangerous Goods Records search indicated there are two diesel tanks (10,000L and 55,000L) present onsite located within the eastern carparking area.
- The Section 10.7 Planning Certificate for the site identified the land is affected by a policy adopted by council that restricts the development of land because of the likelihood of acid sulfate soils. The land has been identified as being within Class 5 zone on the Acid Sulfate Soil Map under the Canada Bay LEP 2013. A class 5 zone limits the drawdown of the water table below 1 mAHD on surrounding sites (500m radius) if the adjacent land is characterised as classes 1-4 on ASS maps.
- The Section 10.7 Planning Certificate for the site identified the council has a copy of the Remediation Management Plan for 1 King Street Concord West, prepared by Australian Site Assessment, dated September 1996.

The PSI has identified the site is located on former industrial land, which appears to have been potentially remediated sometime around 1996. If the site has been remediated the environmental risk is likely to be adequately controlled as a result of the Remediation Management Plan (dated September 1996). Reditus note it is important for Concord West Pty Ltd to understand the Remediation Management Plan and the responsibility involved in administering environmental controls (if any). Soil and groundwater sampling is still considered warranted to characterise the contamination status of the site given the age of the Remediation Management Plan and the risk to soil and groundwater underlying the site associated to the underground storage tanks identified.

**Based on the key findings of the PSI, Reditus considers that there is a moderate risk of contamination at the site, in particular due to the presence of underground petroleum storage tanks identified onsite.**

Reditus recommends the following:

- Completion of a Detailed Site Investigation (DSI) to properly characterise the nature and extent of potential contamination of soil, groundwater, and soil gas at the site.
- The DSI should include a review of the Remediation Management Plan (if available).
- Due to the presence of UPSS infrastructure any remedial strategy for the site will be required to address the proper and safe removal and disposal of such infrastructure adhering to the relevant guidelines and legislation.
- A Destructive Hazardous Materials Assessment should be undertaken prior to the demolition of any above ground structures at the site.
- An Acid Sulfate Soil Assessment is undertaken. It is noted that the Planning Certificate (section 10.7) for the land identified that the site is affected by a policy adopted by council that restricts the development of land because of the likelihood of acid sulfate soils.

## 8 Limitations

This report has been prepared in accordance with the scope of services described in the **Section 1.2**. The letter has been prepared for the sole use of the client and has been prepared in accordance with a scope of work agreed by the client.

The report or document does not purport to provide legal advice and any conclusions or recommendations made should not be relied upon as a substitute for such advice.

The report does not constitute a recommendation by Reditus for the client or any other party to engage in any commercial or financial transaction and any decision by the client or other party to engage in such activities is strictly a matter for the client.

The report relies upon data, surveys, measurements and results taken at or under the site at particular times and conditions specified herein. Any findings, conclusions or recommendations only apply to the aforementioned circumstances and no greater reliance should be assumed or drawn by the client. Furthermore, the report has been prepared solely for use by the client and Reditus accepts no responsibility for its use by other parties. The client agrees that Reditus' report or associated correspondence will not be used or reproduced in full or in part for promotional purposes and cannot be used or relied upon by any other individual, party, group or company in any prospectus or offering. Any individual, party, group or company seeking to rely on this report cannot do so and should seek their own independent advice.

No warranties, express or implied, are made. Subject to the scope of work undertaken, Reditus assessment is limited strictly to identifying typical environmental conditions associated with the subject property based on the scope of work and testing undertaken and does not include an evaluation of the structural conditions of any buildings on the subject property or any other issues that relate to the operation of the site and operational compliance of the site with state or federal laws, guidelines, standards or other industry recommendations or best practice. Scope of work undertaken for assessments are agreed in advance with the client and may not necessarily comply with state or federal laws or industry guidelines for the type of assessment conducted.

Additionally, unless otherwise stated Reditus did not conduct soil, air or wastewater analyses including asbestos or perform contaminated sampling of any kind. Nor did Reditus investigate any waste material from the property that may have been disposed off-site or undertake an assessment or review of related site waste management practices.

The results of this assessment are based upon (if undertaken as part of the scope work) a site inspection conducted by Reditus personnel and/or information from interviews with people who have knowledge of site conditions and/or information provided by regulatory agencies. All conclusions and recommendations regarding the property are the professional opinions of the Reditus personnel involved with the project, subject to the qualifications made above.

While normal assessments of data reliability have been made, Reditus assumes no responsibility or liability for errors in any data obtained from regulatory agencies, statements from sources outside of Reditus, or developments resulting from situations outside the scope of this project/assessment.

Reditus is not engaged in environmental auditing and/or reporting of any kind for the purpose of advertising sales promoting, or endorsement of any client's interests, including raising investment capital, recommending investment decisions, or other publicity purposes. Reditus assumes no responsibility or liability for errors in any data obtained from regulatory agencies, statements from sources outside of Reditus, or developments resulting from situations outside the scope of this project.

In relation to the conduct of asbestos inspections or the preparation of hazardous materials reports Reditus has conducted inspections and the identification of hazardous material within the constraints presented by the property. Whilst efforts are made to access areas not normally accessed during normal use of the site to identify the presence of asbestos or other hazardous material, unless explicitly tested no guarantee can be provided that such material is or is not present.

Reditus' professional opinions are based upon its professional judgment, experience, and training. These opinions are also based upon data derived from the limited testing and analysis described in this report or reports reviewed. It is possible that additional testing and analysis might produce different results and/or different opinions or other opinions. Reditus has limited its investigation(s) to the scope agreed upon with its client. Reditus believes that its opinions are reasonably supported by the testing and analysis that has been undertaken (if any), and that those opinions have been developed according to the professional standard of care for the environmental consulting profession in this area at this time. Other opinions and interpretations may be possible. That standard of care may change and new methods and practices of exploration, testing and analysis may develop in the future, which might produce different results.

## 9 References

### Environmental Planning

*NSW Environmental Planning and Assessment Act (the EP&A Act 1979).*

*NSW State Environmental Planning Policy Number (SEPP) Resilience and Hazards 2021. Superseding SEPP55 – Remediation of Land, 1998.*

### Site Contamination

*NSW Contaminated Land Management Act (the CLM Act 1997).*

*NSW EPA statutory guidelines made or approved under section 105 of the CLM Act, including:*

- *NSW EPA Guidelines for the NSW Site Auditor Scheme (3rd Edition), 2017.*
- *NSW EPA Guidelines for Consultants Reporting on Contaminated Land, 2020.*
- *NSW EPA Sampling Design Guidelines, August 2022.*
- *NSW EPA Guidelines for the Assessment and Management of Groundwater Contamination, 2007.*
- *NSW EPA Guidelines for Assessment and Management of Hazardous Ground Gases, 2020.*

*National Environment Protection Council (1999, Revised 2013) National Environment Protection (Assessment of Site Contamination) Amendment Measure 2013 – Schedule B1 Guideline on Investigation levels for Soil and Groundwater (NEPC, 2013).*

*Australian and New Zealand Governments Guidelines for Fresh and Marine Water Quality 2018.*

*Australian Standard AS4482.1-2005. Guide to the Investigation and Sampling of sites with Potentially Contaminated Soil. Part 1: Non-volatile and Semi-volatile Compounds, 2005.*

*Australian Standard AS4482.2-1999. Guide to the Investigation and Sampling of sites with Potentially Contaminated Soil. Part 2: Volatile Substances, 1999.*

*PFAS National Environmental Management Plan version 2.0 (the PFAS NEMP 2.0), 2020.*

### Acid Sulfate Soils

*The Acid Sulfate Soil Management Advisory Committee (ASSMAC) Acid Sulfate Soils Assessment Guidelines 1998 (Also referred to as the "Acid Sulfate Soils Manual").*

### Waste

*NSW Protection of the Environment Operations Act (POEO Act) 1997.*

*NSW Protection of the Environment Operations (Waste) Regulations 2014.*

*NSW EPA Waste Classification Guidelines, Part 1 Classifying Waste, 2014.*

*NSW EPA Resource Recovery Order, Excavated Natural Material Order under Part 9, Clause 93 of POEO Waste Regulation 2014 (the ENM Order 2014).*

### Asbestos

*NSW Work Health and Safety Act, 2011 (WHS Act 2011).*

*NSW Work Health and Safety Regulations, 2017 (WHS Reg 2017), Chapter 8 Asbestos, 2017 (NSW WHS Reg 2017).*

*NSW EPA Managing Asbestos in or on Soil, 2014 (NSW EPA 2014).*

*Western Australia Department of Health Guidelines for the Assessment Remediation and Management of Asbestos Contaminated Sites in Western Australia 2009 (WA DoH, 2009) as referred to by NEPM 2013*

# A

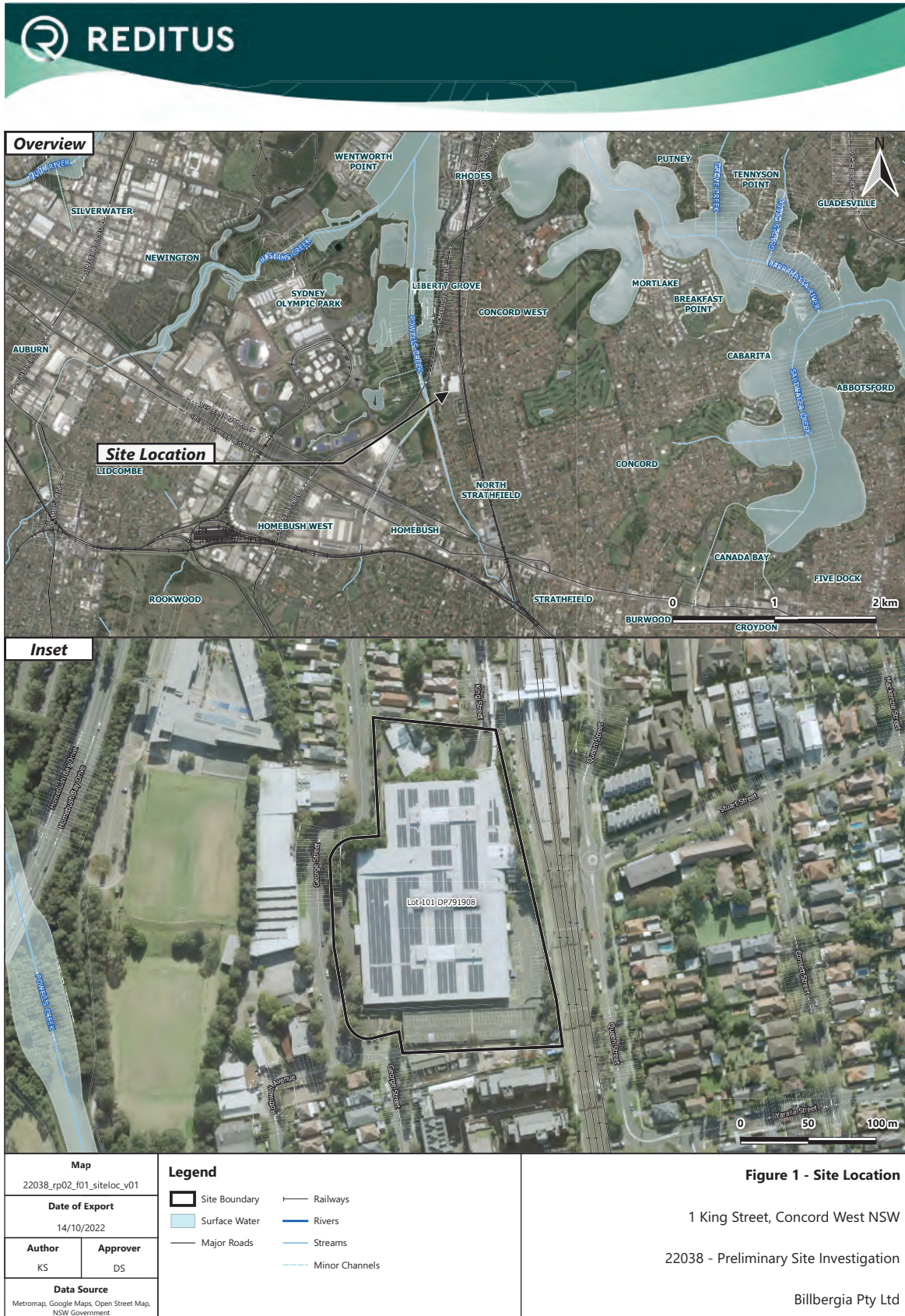
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## Figures

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<b>Map</b>	
22038_rp01_f02_sitelayout_v01	
<b>Date of Export</b>	<b>Map Scale (approx. at A3)</b>
18/10/2022	1:1,200
<b>Author</b>	<b>Approver</b>
RC	DS
<b>Data Source</b>	
Metromap, Google Maps, Open Street Map, Geoscience Australia	

<b>Legend</b>	
	Site Boundary
	Railways

**Figure 2 - Site Layout**  
1 King Street, Concord West NSW  
22038 - Preliminary Site Investigation  
Billbergia Pty Ltd

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# B

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## Photo Board

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<b>APPENDIX B</b> <b>SITE PHOTOGRAPHS</b>		
<b>Report Title</b> Preliminary Site Investigation		
<b>Client Name</b> Billbergia Pty Ltd	<b>Site Location</b> 1 King Street, Concord West NSW	<b>Project Number</b> 22038

<b>Photo No.</b> 1	<b>Date</b> 24 Feb 2022	
<b>Direction Facing</b> Southeast		
<b>Description</b> Childcare centre and associated carpark area located in the northwest portion of the site.		

<b>Photo No.</b> 2	<b>Date</b> 24 Feb 2022	
<b>Direction Facing</b> East		
<b>Description</b> Substation located onsite.		

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<b>APPENDIX B</b> <b>SITE PHOTOGRAPHS</b>		
<b>Report Title</b> Preliminary Site Investigation		
<b>Client Name</b> Billbergia Pty Ltd	<b>Site Location</b> 1 King Street, Concord West NSW	<b>Project Number</b> 22038


<b>Photo No.</b> 3	<b>Date</b> 24 Feb 2022	
<b>Direction Facing</b> Northeast		
<b>Description</b> Location of underground storage tanks (USTs) onsite.		


<b>Photo No.</b> 4	<b>Date</b> 24 Feb 2022	
<b>Direction Facing</b> South		
<b>Description</b> Substation located on immediately on the southern boundary of the site.		

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<b>APPENDIX B</b> <b>SITE PHOTOGRAPHS</b>		
<b>Report Title</b> Preliminary Site Investigation		
<b>Client Name</b> Billbergia Pty Ltd	<b>Site Location</b> 1 King Street, Concord West NSW	<b>Project Number</b> 22038

<b>Photo No.</b> 5	<b>Date</b> 24 Feb 2022	
<b>Direction Facing</b> East		
<b>Description</b> Telstra tower in southeast corner of the site.		

<b>Photo No.</b> 6	<b>Date</b> 24 Feb 2022	
<b>Direction Facing</b> West		
<b>Description</b> Carpark building in southern portion of the site and the southern end of the main commercial building located at the site.		

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# C

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## Land Insight Report

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# Enviro-Screen

1 King Street,  
Concord West New South Wales 2138

22 February 2022



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[Land Insight Product Guide and Terms and Conditions](#)

## SUMMARY

	<b>Section 1</b>	<b>PROPERTY SETTING</b>	<b>Identified</b>
<p>Sensitive Receptors Planning Control Heritage Soil and Land Information Geology and Topography</p>			
	<b>Section 2</b>	<b>HYDROGEOLOGY</b>	<b>Identified</b>
<p>Aquifer Groundwater Bores and Other Borehole investigations Groundwater Dependent Ecosystems (GDE) Hydrogeology Units Wetlands</p>			
	<b>Section 3</b>	<b>ENVIRONMENTAL REGISTERS LICENCES AND INCIDENTS</b>	<b>Identified</b>
<p>Contaminated Land Public Register Sites Regulate by Other Jurisdictional Body (Former Gaswork sites / PFAS sites) Licensing and Regulated Sites National Pollutant Inventory (NPI)</p>			
	<b>Section 4</b>	<b>POTENTIALLY CONTAMINATED AREAS</b>	<b>Identified</b>
<p>Former Potentially Contaminated Land Current and Historical Potentially Contaminating activities (PCA)</p>			
	<b>Section 5</b>	<b>NATURAL HAZARDS</b>	<b>Identified</b>
<p>Erosion risk Bushfire prone land Fire history Flood hazards</p>			





## Section 1 Property Setting



### 1.1 SENSITIVE RECEPTORS

Map 1.1 (200m Buffer)

Sensitive receptor	Category	Distance (m)	Direction
Powells Creek Community Centre	Sports and Recreation Activities	185.0	West
Powells Creek Reserve	Parks	55.0	West
St Ambrose Catholic Primary School	School Education	260.0	East
Victoria Avenue Public School	School Education	85.0	North-west
Bapilio Child Care Centre	Child Care Services	35.0	South
Only About Children Concord	Child Care Services	0.0	Onsite
Long Day Childcare	Child Care Services	130.0	North-west
Cornerstone Homebush Bay Church	Places of Worship & Religious Organisations	164.0	North-west

### 1.2 PLANNING CONTROLS

Map 1.2 (onsite)

#### Zoning

Code	Zoning	Details
INT	General Industrial	Canada Bay Local Environmental Plan 2011 - Amendment No 14

#### Environmental Planning Instruments

Type	Category	Details
Not identified	-	-

**Other Planning Information**

Type	Category	Details
Not identified	-	-

**1.3 HERITAGE**

**Map 1.3 (200m Buffer)**

**State and Local Heritage**

Site ID	Site Name	Type	Details	Distance (m)	Direction
120	Shop	Heritage conservation	Item - significance= Local	155.0	North-east
121	Street trees - landscape	Heritage conservation	Item - General significance= Local	114.0	East
1467	Bowells Creek Reserve - landscape	Heritage conservation	Item - significance= Local	95.0	West
1495	Concord West Railway Station park - landscape	Heritage conservation	Item - General significance= Local	45.0	North-east

**Australian Heritage Database**

Site ID	Site Name	Type	Details	Distance (m)	Direction
Not identified	-	-	-	-	-

*Commonwealth Heritage List, National Heritage List and World Heritage Area.*

**1.4 SOIL AND LAND USE INFORMATION**

**Map 1.4a/1.4b (onsite)**

**Soil Landscape**

Soil Landscape	REbt <sup>1</sup>	BLACKTOWN	Soil Group	RESIDUAL
Description	Landscape—gently undulating rises on Wianamatta Group shales. Local relief to 30 m, slopes usually >5%. Broad rounded crests and ridges with gently inclined slopes. Cleared Eucalypt woodland and tall open-forest (dry sclerophyll forest). Soils—shallow to moderately deep (>100 cm) hardsetting mottled texture contrast soils, red and brown podzolic soils (Dr3.21, Dr3.31, Db2.11, Db2.21) on crests grading to yellow podzolic soils (Dy2.11, Dy3.11) on lower slopes and in drainage lines. Limitations—localised seasonal waterlogging, localised water erosion hazard, moderately reactive highly plastic subsoil, localised surface movement potential.			

**Salinity**

Salinity Hazard	Not identified	-
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**Radon**

Radon Level	Bq/m <sup>3</sup>	8
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*Typical radon levels in Australia are low and the values shown are the average values for each census district. For specific location, factors such as the local geology and house type could lead to different values. (ARPANSA).*



### Acid Sulfate Soil

ASS Risk Map (Table 1.4.1)	On the Property?	Within Buffer?
Disturbed terrain	-	Yes
High probability at or near the ground surface	-	Yes
High probability below water level	-	Yes
Class 2	-	Yes
Class 5	Yes	Yes

### National Acid Sulfate Soils Atlas

Atlas of Australian ASS (Table 1.4.2)	Probability of Occurrence
waterways, wetlands and riparian zones	Extremely low probability of occurrence

**Table 1.4.1. Classification scheme in the ASS Planning Maps**

Class of Land as shown on ASS Planning Maps	
1	Any works
2a	Works below the natural ground surface. Works by which the watertable is likely to be lowered.
2b	Works other than ploughing below the natural ground surface. Works by which the watertable is likely to be lowered.
3	Works more than 1 metre below the natural ground surface. Works by which the watertable is likely to be lowered more than 1 metre below the natural ground surface.
4	Works more than 2 metres below the natural ground surface. Works by which the watertable is likely to be lowered more than 2 metres below the natural ground surface.
5	Works within 500 metres of adjacent Class 1, 2a, 2b, 3 or 4 land that is below 5 metres Australian Height Datum and by which the watertable is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2a, 2b, 3 or 4 land.

For each class of land, the maps identify the type of works likely to present an environmental risk if undertaken in the particular class of land. If these types of works are proposed, further investigation is required to determine if ASS are actually present and whether they are present in such concentrations as to pose a risk to the environment.

**Table 1.4.2. Atlas of Australian Acid Sulfate Soils (ASSIS) (CSIRO/NatCASS)**

Probability of Occurrence of ASS <sup>1</sup>	
A	High Probability of occurrence - (>70% chance of occurrence in mapping unit)
B	Low Probability of occurrence - (6-70% chance of occurrence in mapping unit)
C	Extremely low probability of occurrence - (1-5% chance of occurrence in mapping unit)
D	No probability of occurrence - (<1% chance of occurrence in mapping unit)
x	Disturbed ASS <sup>1</sup> terrain - (ASS <sup>1</sup> material present below urban development).
u	Unclassified - (Insufficient information to classify map unit)
Zones	
a	Potential acid sulfate soil material and/or Monosulfidic Black Ooze (MBO).
b, c	Potential acid sulfate soil generally within upper 1 m.
c, d, e	ASS <sup>1</sup> generally within upper 1 m.
f	ASS <sup>1</sup> generally below 1 m from the surface
g	ASS <sup>1</sup> generally below 3 m from the surface.

Table 1.4.2. Atlas of Australian Acid Sulfate Soils (AASRIS) (CSIRO/NatCASS)	
<b>h</b>	ASS <sup>1</sup> generally within 1 m of the surface.
<b>i, j</b>	ASS <sup>1</sup> generally below 1 m of the surface.
<b>k</b>	ASS <sup>1</sup> material and/or Monosulfidic Black Ooze (MBO).
<b>l, m, n, o, p, q</b>	ASS <sup>1</sup> generally within upper 1 m in wet / riparian areas.
<b>Subscripts to codes</b>	
<b>(a)</b>	Actual acid sulfate soil (AASS) = sulfuric material.
<b>(p)</b>	Potential acid sulfate soil (PASS) = sulfidic material.
<b>(q)</b>	Monosulfidic Black Ooze (MBO) is organic ooze enriched by iron monosulfides.
<b>Confidence levels</b>	
<b>(1)</b>	All necessary analytical and morphological data are available
<b>(2)</b>	Analytical data are incomplete but are sufficient to classify the soil with a reasonable degree of confidence
<b>(3)</b>	No necessary analytical data are available, but confidence is fair, based on a knowledge of similar soils in similar environments
<b>(4)</b>	No necessary analytical data are available, and classifier has little knowledge or experience with ASS, hence classification is provisional

<sup>1</sup>Acid Sulfate Soils (ASS) are all those soils in which sulfuric acid may be produced, is being produced, or has been produced in amounts that have a lasting effect on main soil characteristics (Pons 1973). Acid sulfate soil (ASS) may include PASS or AASS + PASS. Potential acid sulfate soil (PASS) = sulfidic material. Actual acid sulfate soil (AASS) = sulfuric material.



## 1.5 GEOLOGY AND TOPOGRAPHY

Map 1.5 (onsite)

### Geology

Map Sheet	Code	Formation	Age	Group	Dominant Lithology	Description
Wollongong- Port Hacking 100k mod. by Southern CF 100K	Twia	Ashfield Shale	Middle Triassic	Wianamatta Group	Shale	Black to light grey shale and laminite.

### Naturally Occurring Asbestos Potential (NOA)

Category	On the Property?	Within Buffer?
Not identified	-	-

### Topography

Topography	4 - 10 mAHD
------------	-------------





## Section 2 Hydrogeology



### 2.1 HYDROGEOLOGY AND GROUNDWATER BORES

Map 2.1 (2000m Buffer)

	On the Property?	Within Buffer
<b>Aquifer Type</b>	Porous, extensive aquifers of low to moderate productivity	Porous, extensive aquifers of low to moderate productivity
<b>Drinking Water Catchments</b>	Not identified	Not identified
<b>Protected Riparian Corridor</b>	Not identified	Not identified
<b>UPSS Environmentally Sensitive Zone</b>	Sydney Coast-Georges River	Sydney Coast-Georges River
<b>Wetlands</b>	Not identified	Bicentennial Park Estuarine Wetland Reservoir Wetlands Protection Area

#### Groundwater Bores

Map ID	Groundwater Bore ID	Authorised Purpose	Completion Date	Profile Depth (m)	Final Depth (m)	WT (m)	Salinity (mg/l)	Yield (L/s)	Distance (m)	Direction
16	GW114861	Monitoring	5/04/2014	0.0	5.6	█	█	0.01	171.6	West
█	█	Monitoring	5/04/2014	0.0	2.3	█	█	█	173.2	West
15	GW114859	Monitoring	5/04/2014	█	█	1.3	█	█	178.6	West
13	GW114858	Monitoring	5/04/2014	0.0	1.9	█	█	█	188.5	West
32	GW102557	Monitoring	1/01/1996	█	4.0	█	█	█	311.9	West
26	GW102556	Monitoring	1/01/1996	█	4.0	1.83	█	█	362.4	West
29	GW102558	Monitoring	1/01/1996	█	4.0	1.83	█	█	477.5	West

Map ID	Groundwater Base ID	Water Use Category	Completion Date	Initial Depth (m)	Final Depth (m)	SWR (m)	Salinity (mg/l)	Yield (L/s)	Distance (m)	Direction
37	GW102554	Monitoring	1/01/1996	4.0	4.0	1.83			479.5	North-west
36		Monitoring	1/01/1996	4.0	4.0	1.83				West
33	GW102555	Monitoring	1/01/1996	4.0	4.0	1.83				West
	GW102561	Monitoring	1/01/1996	4.0	4.0	1.83			621.8	West
28	GW102553	Monitoring	1/01/1996	4.0	4.0	1.83				North-west
24	GW111672	Monitoring	9/02/2009	5.4	5.4	1.35			707.0	South
18	21310000	Unknown							731.0	West
25	GW111671	Monitoring	9/02/2009	5.3	5.3	0.68			738.4	South
34	GW102550	Monitoring	1/01/1996	4.0	4.0	1.8			740.2	West
35	GW102562	Monitoring	1/01/1996	4.0	4.0	1.83			797.2	West
23	GW111674	Monitoring	9/02/2009	5.4	5.4	1.35	<Null>	<Null>	873.0	South
	GW111673	Monitoring	9/02/2009	5.3	5.3	0.68			883.9	South
	GW100194	Monitoring	19/12/1995	90.0	90.0	3		0.5	1197.2	East
20	GW111342	Monitoring	6/11/2010	8.0	8.0				1197.2	West
19	GW111341	Monitoring	6/11/2010	8.0	8.0				1199.5	West
21	GW111343	Monitoring	6/11/2010	8.0	8.0				1204.6	West
30	GW102560	Monitoring	1/01/1996	4.0	4.0	1.83			1277.1	South-west
4	GW067978	Irrigated agriculture	5/05/1992	180	180	<Null>	Fresh	3	1326.9	North
2	GW102670	Monitoring	1/07/1993	2	2				1440.2	South
13	GW114180	Monitoring	16/04/2010	0	4.9				1446.6	South-east
11	GW114178	Monitoring	16/04/2010	0	5.6				1449.8	South-east
12	GW114179	Monitoring	16/04/2010	0	5.5				1451.6	South-east
10	GW114177	Monitoring	16/04/2010	0	5.5				1453.6	South-east
9	GW114176	Monitoring	16/04/2010	0	5.5				1457.3	South-east
8	GW114175	Monitoring	16/04/2010	0	5.8				1458.9	South-east
14	GW114181	Monitoring	16/04/2010	5	5				1469.3	South-east
7	GW111480	Monitoring	12/02/2011	6	6	3.07	6.87 mg/L	0.1	1537.7	South
6	GW111481	Monitoring	12/02/2011	5.9	5.9	2.71		0.1	1540.7	South
5	GW111479	Monitoring	12/02/2011	4.5	6	0.9	577 mg/L	0.2	1544.9	South
38	GW113377	Monitoring	24/08/2010	8	8				1590.7	North-west
40	GW113379	Monitoring	30/07/2009	0	4.5				1626.4	North-west

Map ID	Groundwater Bore ID	Water Use Category	Completion Date	Water Depth (m)	Final Depth (m)	SWR (m)	Salinity (mg/l)	Yield (L/s)	Distance (m)	Direction
39	GW113378	Monitoring	30/07/2009	0	6.5				1639.1	North-west
42	GW113381	Monitoring	3/07/2009	0	4.5				1703.0	West
41	GW113380	Monitoring	31/07/2009	0	5.5				1712.3	West
1	GW112138	Monitoring	14/11/2003	23.9					1864.4	South-east
37	GW305646	Household	17/01/2003		6				1905.2	South-east
3	GW102645	Monitoring	21/05/1992	10	10	7.3			1946.7	South-west

#### Groundwater Bores Driller Lithology Details

Groundwater Bore ID	From Depth (m) To Depth (m)	Lithology	Distance (m)	Direction
GW114861	#N/A		171.6	West
	#N/A		173.2	West
GW114859	#N/A		178.6	West
GW114858	#N/A		188.5	West
GW102557	#N/A		311.9	West
GW102556	#N/A		362.4	West
GW102558	#N/A		477.5	West
GW102554	#N/A		479.5	North-west
	#N/A			West
GW102555	#N/A			West
GW102561	#N/A		621.8	West
GW102553	#N/A			North-west
GW111672	0m-1.5m Fill 1.5m-5.4m Clay		707.0	South
21310000	#N/A		731.0	West
GW111671	0m-0.6m Bitumen 0.6m-5.3m Clay		738.4	South
GW102550	#N/A		740.2	West
GW102562	#N/A			West
GW111674	0m-1.5m Fill 1.5m-5.4m Clay		873.0	South
GW111673	0m-0.6m Bitumen 0.6m-5.3m Clay		883.9	South
GW100194	0m-2m Clay 2m-8m Clay rubbish 8m-8.5m Hawkesbury sandstone 8.5m-50m White sandstone 50m-90m Hawkesbury sandstone		1197.2	East
GW111342	0m-0.2m Bitumen 0.2m-0.4m Gravelly road base, grey, brown, moist 0.4m-0.6m Clay brown, angular gravels, moist 0.6m-8m Shale brown, hard, dry		1197.2	West
GW111341	0m-0.2m Bitumen 0.2m-0.4m Gravelly road base, grey/brown 0.4m-0.6m Clay brown, gravels moist 0.6m-8m Shale brown, hard, dry		1199.5	West
GW111343	0m-0.2m Bitumen 0.2m-0.4m Gravelly road base, grey/brown 0.4m-0.6m Clay brown, gravels moist 0.6m-8m Shale brown, hard, dry		1204.6	West
GW102560	#N/A		1277.1	South-west

Group/GW Asset Name	From Depth - To Depth (m)	Lithology	Distance (m)	Direction
GW067978	0m-1.8m Soil, clay 1.8m-12.7m Weathered shale 12.7m-29.5m Shale, micaceous, silty 29.5m-45m l/b fig grey sst and sh 45m-59.5m Wh calc sst, and slst 51-55m 59.5m-78m l/b br sst and thin slst calcareousto 70m 78m-121m Wh f.g. sst, more silty 96-113, massive 90-96 and 113-121m 121m-142m Grey f.g. slst and sh 142m-156m W/grey kaol f.g. sst with sh, and cglst 154m 156m-180m No sample recovery		1326.9	South
GW102670	0m-1m Soil 1m-2m Sandstone		1440.2	South
GW114180	#N/A		1446.6	South-east
GW114178	#N/A		1449.8	South-east
GW114179	#N/A		1451.6	South-east
GW114177	#N/A		1453.6	South-east
GW114176	#N/A		1457.3	South-east
GW114175	#N/A		1458.9	South-east
GW114181	#N/A		1469.3	South-east
GW111480	0m-0.3m Fill, grey, gravelly road base 0.3m-0.5m Clay fill moist, brown, some gravel 0.5m-1.3m Clay natural brown, moist, plastic 1.3m-1.7m Clay red plastic dry 1.7m-3.4m Clay grey/red, moist, m/plasticity 3.4m-4.2m Shale, brown, dry, stiff 4.2m-6m Shale brown, dry, stiff grading to grey		1537.7	South
GW111481	0m-0.3m Fill, grey, gravelly road base 0.3m-1.3m Clay natural brown, moist, plastic 1.3m-2.6m Clay red, dry, plastic 2.6m-2.8m Clay residul, grey and red 2.8m-4.7m Shale, weathered, grey, minor clay 4.7m-5.9m Shale brown, dry, hard, becoming wet		1540.7	South
GW111479	0m-0.25m Fill, grey gravelly road base 0.25m-1.2m Clay, natural brown, moist, plastic 1.2m-2.5m Clay red wet plastic, water at 1.5m 2.5m-4.1m Clay residul, grey and orange material		1544.9	South
GW113377	#N/A		1590.7	North-west
GW113379	#N/A		1626.4	North-west
GW113378	#N/A		1639.1	North-west
GW113381	#N/A		1703.0	West
	#N/A			West
	#N/A			South-east
GW305646	#N/A		1905.2	South-east
GW102645	0m-5m Shale weathered 5m-10m Shale		1946.7	South-west



## 2.2 HYDROGEOLOGY AND OTHER BOREHOLES

Map 2.2 (500m Buffer)

	On the Property?	Within Buffer?
Groundwater Vulnerability	Not identified	Not identified
Groundwater Exclusion Zones <sup>1,2</sup>	Not identified	Not identified
Hydrogeologic Unit	Late Permian/Triassic sediments (porous - consolidated)	Late Permian/Triassic sediments (porous - media-consolidated)

<sup>1</sup> - Botany Groundwater Management Zones (BGMZ): Zone 1 – the use of groundwater remains banned; Zones 2 to 4 – domestic groundwater use is banned, especially for drinking water, watering gardens, washing windows and cars, bathing, or to fill swimming pools.

<sup>2</sup> - Willamtown Groundwater Management Zones (WGMZ): Primary Management Zone – this area has significantly higher levels of PFAS detected and therefore, the strongest advice applies. Secondary Management Zone – this area has some detected levels of PFAS; Broader Management Zone – the topography and hydrology of the area means PFAS detections could occur now and into the future.

### Groundwater Dependent Ecosystems (GDE)

	On the Property?	Within Buffer?
Aquatic	Not identified	Not identified
Terrestrial	Not identified	High potential for GW interaction

Aquatic - Ecosystems that rely on the Surface expression of groundwater.

Terrestrial - Ecosystems that rely on the Subsurface expression of groundwater.

### Other Known Borehole Investigations (Coal Seam Gas (CSG), Petroleum Wells and Other Boreholes)

Borehole ID	Category	Source	Client/ License	Date Drilled	Depth (m)	Distance (m)	Direction
OB02	BH	SydneyMetroDatabase	<Null>		6.0	20.1	North-east
RW10	BH	SydneyMetroDatabase	<Null>		8.7	24.1	East
ST01	BH	SydneyMetroDatabase	<Null>		10.0	34.7	North
RW11	BH	SydneyMetroDatabase	<Null>		8.5	40.4	East
TP18	BH	SydneyMetroDatabase	<Null>		2.6	41.2	East
RW12	BH	SydneyMetroDatabase	<Null>		6.8	44.8	East
RL04	BH	SydneyMetroDatabase	<Null>		2.2	45.1	East
TP19	BH	SydneyMetroDatabase	<Null>		2.0	46.7	East
RL05A	BH	SydneyMetroDatabase	<Null>		1.3	48.5	East
RL05E	BH	SydneyMetroDatabase	<Null>		1.4	49.5	East
RL05	BH	SydneyMetroDatabase	<Null>		2.3	50.2	East
OB08	BH	SydneyMetroDatabase	<Null>		7.5	50.5	North-east
RL05D	BH	SydneyMetroDatabase	<Null>		1.6	51.0	East
RL05B	BH	SydneyMetroDatabase	<Null>		1.2	53.9	East
RL05C	BH	SydneyMetroDatabase	<Null>		1.7	55.1	East
RL06	BH	SydneyMetroDatabase	<Null>		2.4	59.0	North-east



Well ID	Program	Project	Client/ License	Date Drilled	Depth (m)	Distance (m)	Direction
OB13	BH	SydneyMetroDatabase	<Null>		10.2	63.6	East
RL07	BH	SydneyMetroDatabase	<Null>		2.7	79.7	North-east
OB06	BH	SydneyMetroDatabase	<Null>		6.0	84.9	North
OB04	BH	SydneyMetroDatabase	<Null>		9.0	91.4	North-east
OB05	BH	SydneyMetroDatabase	<Null>		7.0		North-east
	BH	SydneyMetroDatabase	<Null>		10.0	199.4	North
TB501	BH	SydneyMetroDatabase	<Null>		6.1	221.0	West
TA401	TP	SydneyMetroDatabase	<Null>			245.6	West
TP403	TP	SydneyMetroDatabase	<Null>		3.0	261.8	South-west
TP402	TP	SydneyMetroDatabase	<Null>		3.0	289.8	West
TB502	BH	SydneyMetroDatabase	<Null>		5.0	319.6	West
TB503	BH	SydneyMetroDatabase	<Null>		3.5	361.7	South
TP23	BH	SydneyMetroDatabase	<Null>		2.0	364.0	North
RW17	BH	SydneyMetroDatabase	<Null>		7.5	375.3	North
RW08	BH	SydneyMetroDatabase	<Null>		8.6	410.5	South
TB504	BH	SydneyMetroDatabase	<Null>		4.2	411.6	South
TP404	TP	SydneyMetroDatabase	<Null>		3.0	430.4	South
TB505	BH	SydneyMetroDatabase	<Null>		3.6		South
TP405	TP	SydneyMetroDatabase	<Null>		3.0	484.4	South



## Section 3 Environmental Registers, Licences and Incidents



### 3.1 CONTAMINATED LAND PUBLIC REGISTER

Map 3.1 (1000m Buffer)

#### Sites Notified as Contaminated to the EPA

Site Name	Address	Activity that caused Contamination	EPA Site Management Class (Table 3.1.1)	Distance (m)	Direction
[REDACTED]	1 Underwood ROAD HOMEBUSH	Other Industry	Regulation under CLM Act not required	924.0	[REDACTED] west
Caltex Service Station - 369-375 Concord Road, Concord West	369-375 Concord ROAD CONCORD WEST	Service Station	Regulation under CLM Act not required	878.0	South
Former Golf Driving Range Landfill	Sarah Durack AVENUE SYDNEY OLYMPIC PARK	Landfill	Ongoing maintenance required to manage residual contamination (CLM Act)	810.0	West
Bicentennial Park	Bicentennial DRIVE SYDNEY OLYMPIC PARK	Landfill	Ongoing maintenance required to manage residual contamination (CLM Act)	265.0	West

*If the record does not contain a complete street address and/or cannot be located, the records' geographic location will be approximated and reported as being within the surrounding area.*

#### Contaminated Land Record of Notices

Site Name	Area n°	Address	Notices	Distance (m)	Direction
Bicentennial Park	3032	Bicentennial DRIVE, SYDNEY OLYMPIC PARK	Notices relating to this site (1 current and 2 former)	265.0	West
Former Golf Driving Range Landfill	3036	Sarah Durack AVENUE, SYDNEY OLYMPIC PARK	Notices relating to this site (2 current and 6 former)	810.0	West

Site Name	Area n°	Address	Notices	Distance (m)	Direction
Homebush Bay General Area	3033	No specific Street OTHER, HOMEBUSH BAY	Notices relating to this site (2 former)	228.0	West
Concord RSL Club	3024	Nullawarra AVENUE,CONCORD	Notices relating to this site (2 current)	985.0	East
Majors Bay Reserve	3023	Nullawarra AVENUE,CONCORD	Notices relating to this site (1 current and 1 former)	985.0	East

If the record does not contain a complete street address and/or cannot be located, the records' geographic location will be approximated and reported as being within the surrounding area.

Table 3.1.1 EPA Site Management Class Explanation	
EPA Site Management Class	
<b>Under Assessment</b>	The contamination is being assessed by the EPA to determine whether regulation is required. The EPA may require further information to complete the assessment. For example, the completion of management actions regulated under the planning process or Protection of the Environment Operations Act 1997. Alternatively, the EPA may require information via a notice issued under s77 of the Contaminated Land Management Act 1997 or issue a Preliminary Investigation Order.
<b>Regulation being finalised</b>	The EPA has completed an assessment of the contamination and decided that regulation under the Contaminated Land Management Act 1997 is not required.
<b>Contamination currently regulated under the CLM Act</b>	The EPA has completed an assessment of the contamination and decided that the contamination is significant enough to warrant regulation under the Contaminated Land Management Act 1997 (CLM Act). Management of the contamination is regulated by the EPA under the CLM Act. Regulatory notices are available on the EPA's Contaminated Land Public Record.
<b>Contamination currently regulated under the POEO Act</b>	The EPA has completed an assessment of the contamination and decided that the contamination is significant enough to warrant regulation. Management of the contamination is regulated under the Protection of the Environment Operations Act 1997 (POEO Act). The EPA's regulatory actions under the POEO Act are available on the POEO public register.
<b>Contamination being managed via the planning process (EP&amp;A Act)</b>	The EPA has completed an assessment of the contamination and decided that the contamination is significant enough to warrant regulation. The contamination of this site is managed by the consent authority under the Environmental Planning and Assessment Act 1979 (EP&A Act) planning approval process, with EPA involvement as necessary to ensure significant contamination is adequately addressed. The consent authority is typically a local council or the Department of Planning and Environment.
<b>Contamination formerly regulated under the CLM Act</b>	The EPA has determined that the contamination is no longer significant enough to warrant regulation under the Contaminated Land Management Act 1997 (CLM Act). The contamination was addressed under the CLM Act.
<b>Contamination formerly regulated under the POEO Act</b>	The EPA has determined that the contamination is no longer significant enough to warrant regulation. The contamination was addressed by the appropriate consent authority via the planning process under the Environmental Planning and Assessment Act 1979 (EP&A Act).
<b>Contamination was addressed via the planning process (EP&amp;A Act)</b>	The EPA has determined that the contamination is no longer significant enough to warrant regulation. The contamination was addressed by the appropriate consent authority via the planning process under the Environmental Planning and Assessment Act 1979 (EP&A Act).
<b>Ongoing maintenance required to manage residual contamination (CLM Act)</b>	The EPA has determined that ongoing maintenance, under the Contaminated Land Management Act 1997 (CLM Act), is required to manage the residual contamination. Regulatory notices under the CLM Act are available on the EPA's Contaminated Land Public Record.

The EPA maintains a record of sites that have been notified to the EPA by owners or occupiers as contaminated land. The sites notified to the EPA are recorded on the register at various stages of the assessment and/or remediation process.



### 3.2 LICENCES, APPROVALS & ASSESSMENTS

### Map 3.2 (500m Buffer)

#### Licences

Licence No	Licence holder	Location Name	Premise Address	Fee Based Activity	Distance (m)*	Direction
10243	SYDNEY OLYMPIC	Olympic (wetlands treatment systems)	OFF NEWINGTON ROAD, SILVERWATER NSW	Miscellaneous licensed discharge to waters (at any time)	265.0	West
12208	SYDNEY TRAINS	SYDNEY TRAINS	SYDNEY TRAINS, HAYMARKET NSW	Railway infrastructure operations, Rolling stock operations	Not mapped	Not mapped
13421	JOHN HOLLAND RAIL PTY LTD	JOHN HOLLAND RAIL NETWORK	JOHN HOLLAND RAIL NETWORK, PARRAMATTA NSW	Railway infrastructure operations	Not mapped	Not mapped

If the record does not contain a complete street address and/or cannot be located, the records' geographic location will be approximated and reported as being within the surrounding area.

#### Other Licences still Regulated by EPA

Licence No	Licence holder	Location Name	Premise Address	Fee Based Activity	Status	Distance (m)*	Direction
485	WESTINGHOUSE BRAKES AUSTRALIA PTY LIMITED	WESTINGHOUSE BRAKES AUSTRALIA PTY LIMITED	WESTINGHOUSE BRAKES AUSTRALIA PTY LIMITED	Hazardous, Industrial or Group A Waste Generation or Storage	Surrendered	0.0	South
6839	FRED HOSKING PTY LTD	FRED HOSKING PTY LTD	STATION AVE, CONCORD WEST NSW	Hazardous, Industrial or Group A Waste Generation or Storage	Delicensed	212.0	North
20241	JOHN HOLLAND PTY LTD	JOHN HOLLAND PTY LTD	JOHN HOLLAND PTY LTD	Land-based extractive activity Railway systems activities	Surrendered	Not mapped	Not mapped

If the record does not contain a complete street address and/or cannot be located, the records' geographic location will be approximated and reported as being within the surrounding area.

#### Clean Up and Penalty Notices

Location ID	Notice Type	Notice No	Licence holder	Location Name	Premise Address	Distance (m)*	Direction
1006	Penalty Notice	1521812	SYDNEY WATER CORPORATION	North Strathfield Rail Underpass	Main North Line Corridor - 11km section located between Parramatta Road and Homebush Bay Drive, NORTH STRATHFIELD, NSW, 2137	Not mapped	Not mapped

If the record does not contain a complete street address and/or cannot be located, the records' geographic location will be approximated and reported as being within the surrounding area.

### 3.3 SITES REGULATED BY OTHER JURISDICTIONAL BODY

Map 3.3 (2000m Buffer)

#### Defence, Military Sites and UXO Areas

Site name	Type <sup>a</sup>	Description	Distance (m)	Direction
Former Homebush - Training depot	Defence Area / Military Sites	Former Homebush; Gres training depot Sold 1999/00	1688.0	South

<sup>a</sup>RCIP (Regional Contamination Investigation Program), UXO (Unexploded Ordnance Areas)

#### Former Gasworks Sites

Site name	Description	Distance (m)	Direction
Not identified	-	-	-

#### PFAS Sites

Site name	Description	Source	Distance (m) <sup>*</sup>	Direction
Not identified	-	-	-	-

#### National Pollutant Inventory (NPI)

Facility name	Address	Primary ANZSIC Code	Latest report	Distance (m)	Direction
BP Solar Homebush	2 Australia Avenue	Other Electrical Equipment Manufacturing	2008/2009	1111.0	West
Elgas NSW Chamber (Services) Pty Ltd Meter Plan	East Road	Petroleum Product Wholesaling	2018/2019	1540.0	West





## Section 4 Potentially Contaminated Areas



### 4.1 POTENTIALLY CONTAMINATING ACTIVITIES

Map 4.1 (500m Buffer)

#### Liquid Fuel Facilities

Site Name	Category	Location	Status*	Distance (m)	Direction
Not identified	-	-	-	-	-

#### Waste Management Facilities & Recycling Centres

Site Name	Category	Location	Status*	Distance (m)	Direction
Not identified	-	-	-	-	-

\*Status: Data is current as when this report was created.

The operational status of the business is determined using the available data sources and does not indicate real-time conditions at the site.

Current: business is operating on the day this report was issued.

Former: business that have been closed or discontinued within 2 years from the date of this report.

Liquid Fuel Facilities Datasets, representing the spatial locations of liquid fuel depots, refineries, terminals and petrol stations present in the Australian Government National Liquid Fuel Facilities Dataset and Petrol stations identified by Land Insights. Waste Management Facilities, representing the spatial locations of reprocessing facilities, transfer stations and landfills present in the Australian Government National Waste Management Facilities Dataset and Waste/Recycling facilities identified by Land Insights.

A more comprehensive list of all Potentially Contaminating Activities is available in the Due Diligence Insight report.

#### 4.2 HISTORICAL BUSINESS DIRECTORIES

(not mapped)

##### 1930 Historical Business Data

Activity	Name	Address	Positional Accuracy	Distance (m)	Direction
Motor Garage Equipment & Supplies	Williams MS	28 Victoria Avenue, Concord West, NSW	Address	170.0	East

##### 1940 Historical Business Data

Activity	Name	Address	Positional Accuracy	Distance (m)	Direction
Carriers - Light Transportation	Hopkins D W	66 Consett Street, Concord, NSW	Address	170.0	East
Lubricating Equipment M/Facrs &/Or W/Salers	Oil Reclaiming Works	King Street, Concord, NSW	Street		North

##### 1950 Historical Business Data

Activity	Name	Address	Positional Accuracy	Distance (m)	Direction
Toilet & Washroom Services & Equipment	Watkins J R Co The	188 George Street, North, NSW	Address	35.7	West
Graziers	Clark & Cutmore	[REDACTED]	Address	[REDACTED]	West
Taxi - Truck Service	[REDACTED]	Railway Station, Concord West, NSW	Place	44.1	North-east
Electric Hand Dryers	Gordon S & Co	245a Queen, [REDACTED]	Address	111.1	North-east
Furniture - M/Facrs &/Or W/Salers	Barton Staggs&Co	30 Victoria Avenue, [REDACTED]	Address	142.8	East
Furniture - M/Facrs &/Or W/Salers	Staggs Barton&Ca	30 Victoria Avenue, [REDACTED]	Address	142.8	East
Lampshades & Lamp Finials	Barton Staggs&Co	30 Victoria Avenue, [REDACTED]	Address	142.8	East
Plywood Wood Panels & Veneers	Barton Staggs & Co	30 Victoria Avenue, [REDACTED]	Address	142.8	East
Builder Handyman Contractor Equipment Sale/ Hire	Ryan CJ&Thompson DT	11 King, [REDACTED]	Address	159.0	North
Engineers - General	Watts H C	15 Stuart Street, West Concord, NSW	Address	162.6	East
Electrical W/Salers	Burns J T	24 Victoria Avenue, [REDACTED]	Address	167.4	East
Carriers - Light Transportation	Hopkins D W	66 Consett, Concord West, NSW	Address	170.0	East
Agricultural Machinery Tractors & Parts	McKay H V Massey Harris Pty Ltd	George Street, [REDACTED]	Street		South
Agricultural Machinery Tractors & Parts	Mitchell-Shearer Farm Machinery Pty Ltd	George Street, [REDACTED]	Street		South
Air Suspension Vehicles & Equipment	Westinghouse Brake (A/sia) Pty Ltd	George Street, Concord West, NSW	Street		South
Edible Oil Merchants	Oil Reclaiming Works	King Street, [REDACTED]	Street		North
Engineers - General	Westinghouse Brake (A/sia) Ltd	George Street, [REDACTED]	Street		South
Engineers - Marine	McKay H V Massey Harris Pty Ltd	George Street, [REDACTED]	Street		South
Industrial Trucks and Tractors	McKay H V Massey Harris Pty Ltd	George Street, [REDACTED]	Street		South
Industrial Trucks and Tractors	Mitchell-Shearer Farm Machinery Pty Ltd	George Street, [REDACTED]	Street		South



Activity	Name	Address	Residential Address	Distance (m)	Direction
Lubricating Equipment M/Factrs &/Or W/Salers	Oil Reclaiming Works Paul Heiniger	King Street, [REDACTED]	Street		North
Oils - Eucalyptus Tea Tree Essential	Oil Reclaiming Works (Paul Heiniger)	King Street, [REDACTED]	Street		North
Oils - Eucalyptus Tea Tree Essential	Oil Reclaiming Works Paul Heiniger	King Street, [REDACTED]	Street		North
Soil Treatments & Conditioners	Oil Reclaiming Works	King Street, [REDACTED]	Street		North
Flower Merchants	Oil Reclaiming Works Paul Heiniger	King Street, Concord West NSW	Street		North

#### 1965 Historical Business Data

Activity	Name	Address	Residential Address	Distance (m)	Direction
[REDACTED]	CONCORD AIR CONDITIONING	58,VictoriaAv,NSW	Address	103.7	North- west
Pallets & Platforms Sales & Hire	Barton Staggs Pty Ltd	30,VictoriaAv,NSW	Address	142.8	East
Taxi - Truck Service	Dawson E	82,Queen,NSW	Address	188.4	North
Joinery Services	Barton Staggs Pty Ltd	RothwellAv,NSW	Street		[REDACTED] west
Name Plates - Brass	Hutchinson Bros	RothwellAv,NSW	Street		South- west

#### 1970 Historical Business Data

Activity	Name	Address	Residential Address	Distance (m)	Direction
Electric Motor & Generator Repairs & Service	O'Donnell Griffin Pty Ltd	184 George Street, [REDACTED]	Address	31.6	West
Electric Motor & Generator Repairs & Service	O'Donnell, F. T. S., Griffin&Co. Pty. Ltd.,	184 George St., Concord West	Address	31.6	West
Electrical Switchboards - M/Factrs &/Or W/Salers	O'Donnell Griffin Pty Ltd	184 George Street, [REDACTED]	Address	31.6	West
Electrical Switchboards - M/Factrs &/Or W/Salers	O'Donnell, F. T. S., Griffin & Co. Pty. Ltd.,	184 George St., Concord West	Address	31.6	West
Electrical Switches & Control Equipment & Machinery	O'Donnell, F. T. S., Griffin&Co. Pty. Ltd.,	184 George St., Concord West	Address	31.6	West
Engineers - Electrical	O'Donnell, F. T. S. Griffin & Co. Pty. Ltd.,	184 George St., Concord West	Address	31.6	West
Engineers - Electronic	O'Donnell Griffin Pty Ltd	184 George Street, [REDACTED]	Address	31.6	West
Engineers - Electronic	O'Donnell, F. T. S. Griffin & Co. Pty. Ltd.,	184 George St., Concord West	Address	31.6	West
Engineers - Electronic	O'Donnell, F. T. S., Griffin&Co. Pty. Ltd,	184 George St., Concord West	Address	31.6	West
Engineers - Maintenance & Installation	O'Donnell, F. T. S., Griffin & Co. Pty. Ltd.,	184 George St., Concord West	Address	31.6	West
Fire Prevention Consultants	O'Donnell, F. T. S. Griffin & Co. Pty. Ltd.,	184 George St., Concord West	Address	31.6	West
Fire Prevention Consultants	Reichel Automatic Fire Alarm Co of Aust	184 George Street, [REDACTED]	Address	31.6	West
Fire Prevention Consultants	Reichel Automatic Fire Alarm Co. of Australia,	184 George St., Concord West	Address	31.6	West
Lighting Specialists	O'Donnell, F. T. S., Griffin & Co. Pty. Ltd.,	184 George St., Concord West	Address	31.6	West
Rectifiers & Inverters	O'Donnell Griffin Pty Ltd	184 George Street, [REDACTED]	Address	31.6	West

Activity	Company	Address	Geometrical Footprint	Dimensions (m)	Direction
Safety - Deposit Boxes & Services	Video Guard	184 George Street,	Address	31.6	West
Speed Variation Equipment & Supplies	Multitrol Drives	184 George Street,	Address	31.6	West
Welding	O'Donnell, F. T. S., Griffin & Co. Pty. Ltd.,	184 George St., Concord West	Address	31.6	West
Taxi - Truck Service	Concord West Taxi Rank,	Railway Station, Concord West	Place	44.1	North-east
Engineers - Plastics & Toolmakers	Ella H C	8 Rothwell Avenue, Concord West, NSW	Address	45.8	West
Engineers - Plastics & Toolmakers	Ella, H. C.,	8 Rothwell Ave., Concord West	Address	45.8	West
Press Knives & Dies Sales Repair & Sharpening	Ella, H. C.,	8 Rothwell Ave., Concord West	Address	45.8	West
Rubber & Metal Stamps	Ella, H. C.,	8 Rothwell Ave., Concord West	Address	45.8	West
Scrap Metal Merchants	Ella, H. C.,	8 Rothwell Ave., Concord West	Address	45.8	West
Foundry - Non-Ferrous Metals	Hutchison Bros. (Sunbeam Brass Foundry),	6 Rothwell Ave., Concord West	Address	57.2	West
		40 Victoria Ave., Concord West	Address	71.3	North
Printers - General	Post Auto Service,	40 Victoria Ave., Concord West	Address	71.3	North
Dry Cleaning Services	Rosemark Dry Cleaners,	200 George St., Concord West	Address	72.8	North-west
Tanneries	P.L.S. Industrial Launderers & Dry Cleaners,	200 George St., Concord	Address	72.8	North-west
Workwear & Overall Hire Services	Workmans Overalls Pty Ltd	200 George Street,	Address	72.8	North-west
Plastic - Molders	Optical Components Pty. Ltd.,	4 Rothwell Ave., Concord West	Address	93.7	South-west
Precision Gauges	Correx Tension Gauges	4 Rothwell Avenue,	Address	93.7	South-west
Rustproofing & Protection Services	Gloscoat	4 Rothwell Avenue,	Address	93.7	South-west
Safety - Road & Traffic Equipment	Optical Components Pty, Ltd	4 Rothwell Ave, Concord West	Address	93.7	South-west
Electrical Switchboards - M/Facrs &/Or W/Salers	Cadwallader Engineering Pty Ltd	3 King Street, Concord West, NSW	Address	110.6	North
Electrical Switchboards - M/Facrs &/Or W/Salers	Cadwallader, E. T.,	3 King St., Concord West	Address	110.6	North
Engineers - Electrical	Cadwallader Engineering Pty. Ltd.,	3 King St., Concord West	Address	110.6	North
Laundry Equipment & Supplies - Commercial	McKinnon Nicholls Pty. Ltd.,	3 King St., Concord West	Address	110.6	North
Manufacturers' Agents & Representatives	McKinnon, Nicholls Pty. Ltd.,	3 King St., Concord West	Address	110.6	North
Transformers - Inductors & Power Supplies	Cadwallader Engineering Pty Ltd	3 King Street, Concord West, NSW	Address	110.6	North
Transformers - Inductors & Power Supplies	Cadwallader Engineering Pty. Ltd.,	3 King St., Concord West	Address	110.6	North
Instruments & Accessories - Scientific & Clinical	Perkins-Elmer Pty Ltd	2a Rothwell Avenue,	Address	117.4	South-west
Insulation Materials & Supplies	L & M Insulations Pty Ltd	2a Rothwell Avenue,	Address	117.4	South-west
Insulation Materials & Supplies	L&M Insulations Pty Ltd	2a Rothwell Avenue,	Address	117.4	South-west



Activity	Company	Address	Geographical Location	Distance (m)	Direction
Metal - Spraying Equipment	Metco Australia	2a Rothwell Avenue,	Address	117.4	West
Soundproofing & Acoustic Insulation Services	L & M Insulations Pty Ltd	2a Rothwell Avenue,	Address	117.4	South-west
Paint M/Facrs & W/Salers	Camfen Pty Ltd	247b Queen Street,	Address	120.9	North-east
Compressed Air & Pneumatic Tools	WESTINGHOUSE BRAKE (AUSTRALASIA) PTY LTD.	353 George St, Concord West	Address	120.9	South
Motor Cycle - New Parts & Repairs	[Redacted]	[Redacted] Concord West	Address	142.6	North-east
Car & Truck Body Builders' Supplies	Barton Staggs Pty. Ltd.,	2 Rothwell Ave., Concord West	Address	152.5	West
Electric Motor & Generator Repairs & Service	Braybon Bros Pty Ltd	2 Rothwell Avenue,	Address	152.5	South-west
Engineers - Marine	Braybon Bros Pty Ltd	2 Rothwell Avenue, Concord West NSW	Address	152.5	West
Metal - Merchants	Barton Staggs Pty. Ltd.,	2 Rothwell Ave., Concord West	Address	152.5	West
Textiles - Wholesale	Debenhams (Aust.) Pty. Ltd.	10 King St.,NSW	Address	153.3	North
Chemist & Pharmaceutical Supplies	Railway Pharmacy,	74 Queen St., Concord West	Address	154.5	North
Engineers - Manufacturing	Hall, I. D. & Son Pty. Ltd.,	249 Queen St., Concord West	Address	185.5	South-east
Engineers - Manufacturing	Yeh Pty. Ltd.	249 Queen St., [Redacted]	Address	185.5	North-east
Paging Systems	Hall, I. D & Son Pty. Ltd.,	249 Quene St., Concord West	Address	185.5	North-east
Plastic - Fabricators	Hall, I. D. & Son Pty. Ltd.,	249 Queen St., Concord West	Address	185.5	North-east
Curtain Cleaning Services	Rorle, K.,	82-84 Queen St., Concord West	Address	188.4	North
Furniture Restorations & Repairs	Rorie, K.,	82-84 Queen St., Concord West	Address	188.4	North
Lithographic Printers	Hannis Printing Pty Ltd	82 Queen Street, [Redacted]	Address	188.4	North
Printers - General	Hannis Printing	82 Queen Street, [Redacted]	Address	188.4	North
Printers - General	Hannis Printing Pty Ltd	82 Queen Street, [Redacted]	Address	188.4	North
Services	Westinghouse Brake (Australasia) Pty. Ltd.,	George St., Concord West	Street		South
Battery Charging Equipment Industrial	McKenzie & Holland (Australia) Pty. Ltd.,	George St., Concord West	Street		South
Compressed Air Control Equipment & Service	Westinghouse Brake (A/asia) Pty. Ltd.,	George St., Concord West	Street		South
Compressed Air Control Equipment & Service	Westinghouse Brake & Signal Co (Aust) Pty Ltd	George Street, [Redacted]	Street		South
Compressed Air Control Equipment & Service	Westinghouse Brake (A/Asia) Pty. Ltd.	George Street, [Redacted]	Street		South
Compressed Air Control Equipment & Service	Westinghouse Brake (A'Asia) Pty Ltd	George Street, [Redacted]	Street		South
Compressed Air Control Equipment & Service	Westinghouse Brake (A'sia) Pty Ltd	George Street, [Redacted]	Street		South
Compressed Air Control Equipment & Service	Westinghouse Brake (A'sia) Pty. Ltd.	George Street, Concord West NSW	Street		South
Compressed Air Control Equipment & Service	Westinghouse Brake Pty Ltd	George Street, [Redacted]	Street		South
Craft Materials & Supplies - Retail	Westinghouse Brake & Signal Co (aust) Pty Ltd	George Street, [Redacted]	Street		South



Activity	Name	Address	Geometrical Footprint	Setback (m)	Direction
Engineers - Heating & Combustion	Bricesco (Australia) Pty Ltd	King Street & Victoria Avenue, Concord West, NSW	Street		North
Engineers - Marine	Westinghouse Brake (A/asia) Pty. Ltd.,	George St., Concord West	Street		South
Engineers - Mechanical	Westinghouse Brake (Australasia) Pty. Ltd.,	George St., West Concord	Street		South
Foundry - Non-Ferrous Metals	Hutchinson Bros	Rothwell Avenue, Concord West NSW	Street		West
Horticultural Services	WESTINGHOUSE BRAKE (Australasia) PTY. LTD.	GEORGE STREET, CONCORD WEST	Street		South
Merchants - General	Andrews Geoff Pty Ltd	King Street, Concord West, NSW	Street		North
Optical Supplies & Service	Optuna Australia,	Rothwell Ave., Concord West	Street		West
Pump Manufacturers, Sales & Service	Westinghouse Brake (A/asia) Pty. Ltd.,	George St., Concord West	Street		South
Railway Construction Equipment	McKenzie & Holland (Aust.) Pty. Ltd.,	George St., Concord West	Street		South
Rectifiers & Inverters	McKenzie & Holland (Aust.) Pty. Ltd.,	George St., Concord West	Street		South
	Westinghouse Brake & ... Ltd	George Street,	Street		South

**1980 Historical Business Data**

Activity	Name	Address	Geometrical Footprint	Setback (m)	Direction
Battery Charging Equipment Industrial	O'Donnell Griffin Pty Ltd	184 George St., Concord West, NSW	Address	31.6	West
Electric Motor & Generator Repairs & Service	O'Donnell Griffin Pty Ltd	184 George St., Concord West, NSW	Address	31.6	West
Electrical W/Salers	O'Donnell Griffin Pty Ltd	184 George St., Concord West, NSW	Address	31.6	West
Electroplating Services	O'Donnell Griffin Pty Ltd	184 George St., Concord West, NSW	Address	31.6	West
Engineers - Electrical	O'Donnell Griffin Pty Ltd	184 George St., Concord West, NSW	Address	31.6	West
Engineers - Electronic	O'Donnell Griffin Pty Ltd	184 George St., Concord West, NSW	Address	31.6	West
Fire Prevention Consultants	O'Donnell Griffin Pty Ltd	184 George St., Concord West, NSW	Address	31.6	West
Rectifiers & Inverters	O'Donnell Griffin Pty Ltd	184 George St., Concord West, NSW	Address	31.6	West
Safety - Deposit Boxes & Services	O'Donnell Griffin Pty Ltd	184 George St., Concord West, NSW	Address	31.6	West
Engineers - Plastics & Toolmakers	Ella H C	8 Rothwell Avenue, Concord West, NSW	Address	45.8	West
Laundries - Commercial/Industrial	Workman Overalls Pty Ltd	200 George St., Concord West, NSW	Address	72.8	North-west
Workwear & Overall Hire Services	Workmans Overalls Pty Ltd	200 George St., Concord West, NSW	Address	72.8	North-west
Engineers - Supplies & Equipment	Medical & Optical Instruments Pty Ltd	4 Rothwell Avenue, Concord West, NSW	Address	93.7	West
Medical Equipment - Supplies	Medical & Optical Instruments Pty Ltd	4 Rothwell Avenue, Concord West, NSW	Address	93.7	West
Precision Gauges	Correx Tension Gauges (British Optical Co Pty Ltd)	4 Rothwell Avenue, Concord West, NSW	Address	93.7	West

Business	Name	Address	Business Category	Distance (m)	Direction
Rustproofing & Protection Services	Gloscoat (British Optical Co Pty Ltd)	4 Rothwell Avenue, Concord West, NSW	Address	93.7	West
Electrical Switches & Control Equipment & Machinery	Thomson Trading	3 King St., Concord West, NSW	Address	110.6	North
Electrical W/Salers	Dobson David Pty Ltd	3 King St., Concord West, NSW	Address	110.6	North
Engineers - Electrical	Radwallader Engineering (NSW) Pty Ltd	3 King St., Concord West, NSW	Address	110.6	North
Engineers - Electronic	Dryx Electronics	3 King St., Concord West, NSW	Address	110.6	North
Engineers - Electronic	Thomas & Walters Electronics Pty Ltd	3 King St., Concord, NSW	Address	110.6	North
Engineers - Machine Tools	[REDACTED]	[REDACTED]	Address	110.6	North
Transformers - Inductors & Power Supplies	Radwallader Engineering (NSW) Pty Ltd	3 King St., Concord West, NSW	Address	110.6	North
Transformers - Inductors & Power Supplies	Radwallader Engineering (N.S.W.) Pty Ltd	3 King Street, Concord West, NSW	Address	111.5	North
Air Conditioning - Industrial & Commercial	L & M Insulations (NSW) Pty Ltd	2a Rothwell Avenue, Concord West, NSW	Address	117.4	West
Insulation Materials & Supplies	L & M Insulation (NSW) Pty Ltd	2a Rothwell Avenue, Concord West, NSW	Address	117.4	South-west
Soundproofing & Acoustic Insulation Services	L & M Insulation Engineers Pty Ltd	2a Rothwell Avenue, Concord West, NSW	Address	117.4	West
Electric Motor & Generator Repairs & Service	Braybon Bros Pty Ltd	2 Rothwell Avenue, Concord West, NSW	Address	152.5	West
Chemist & Pharmaceutical Supplies	Railway Pharmacy	74 Queen St., Concord West, NSW	Address	154.5	North
Pharmaceuticals - M/Facrs & W/Salers	Oto Laboratories	74 Queen St., Concord West, NSW	Address	154.5	North
Printers - General	Hannis Printing & Publishing Pty Ltd	76 Queen St., Concord West, NSW	Address	164.6	North
Printers - General	Lilyfield Printing	76 Queen St., Concord West, NSW	Address	164.6	North
Ship Builders & Repairers	Butynol Fixers (NSW) Pty Ltd	76 Queen St., Concord West, NSW	Address	164.6	North
Hardware - Retailers	Concord West Home Centre	25 Victoria Avenue, Concord West, NSW	Address	173.4	North-east
Lighting Specialists	Composite Lighting Pty Ltd	82 Queen St., Concord West, NSW	Address	188.4	North
Graziers	Ace Glass	86 Queen St., Concord West, NSW	Address	199.1	North
Graziers	Concord Glass	86 Queen St., Concord West, NSW	Address	199.1	North
Leadlighting New & Repairs	Ace Glass	86 Queen St., Concord West, NSW	Address	199.1	North
Mirrors - M/Facrs & Retail	Ace Glass	86 Queen St., Concord West, NSW	Address	199.1	North
Shower Screens Supply & Installation	Ace Glass	86 Queen St., Concord West, NSW	Address	199.1	North
Shower Screens Supply & Installation	Concord Glass	86 Queen St., Concord West, NSW	Address	199.1	North



**1990 Historical Business Data**

Activity	Name	Address	Business Category	Distance (m)	Direction
Electrical W/Salers	ANI Energy Controls	184 George, Concord West, NSW	Address	31.6	West
Fire Prevention Consultants	O'Donnel Griffin	184 George, Concord West, NSW	Address	31.6	West
Transformers - Inductors & Power Supplies	Ani Energy Controls	184 George Street, Concord West, NSW	Address	31.6	West
Electronic Equipment - M/Facts &/Or W/Salers	Thomas P Electronics Pty Ltd	3 King, Concord West, NSW	Address	110.6	North
Transformers - Inductors & Power Supplies	Cadwallader Engineering (NSW) Pty Ltd	3 King, Concord West, NSW	Address	110.6	North
Transformers - Inductors & Power Supplies	Circle-C Transformers	3 King Street, Concord West, NSW	Address	110.6	North
Transformers - Inductors & Power Supplies	Circle-C Transformers	3 King, Concord West, NSW	Address		
Fire Protection Consultants	Phoenix Fire Systems Pty Ltd	25 Victoria Avenue, Concord West, NSW	Address	173.4	North-east
Lighting Displays Repairs	Concord Glass	86 Queen, Concord West, NSW	Address	199.1	North

**2005 Historical Business Data**

Activity	Name	Address	Business Category	Distance (m)	Direction
Management Information Services & Tender Services	Ma Chimport Pty Ltd	1/25 George St, NORTH STRATHFIELD, NSW, 2137	Address	0.0	Onsite
Printers - General	Chippendale Printing Co Pty Ltd, Concord West	180 George St, CONCORD WEST, NSW, 2138	Address	31.6	West
Concrete - Repair & Treatment Services	C.T.I. Consultants Pty Ltd	4 Rothwell Ave, CONCORD WEST, NSW, 2138	Address	93.7	West
Floor & Flooring - Anti-Corrosive & Composite	Ironbark Flooring & Maintenance Services, Concord west	4 Rothwell Ave, CONCORD WEST, NSW, 2138	Address	93.7	West
Soil Testing & Investigation Services	Pavement Services	4 Rothwell Ave, CONCORD WEST, NSW, 2138	Address	93.7	West
Soil Testing & Investigation Services	Testrite Laboratories Pty Ltd	4 Rothwell Ave, CONCORD WEST, NSW, 2138	Address	93.7	South-west
Rectifiers & Inverters	Australian Transformer Industries	3 King St, CONCORD WEST, NSW, 2138	Address	110.6	North
Transport Depots	Circle - C Transformers	3 King St, CONCORD WEST, NSW, 2138	Address	110.6	North
Transport Depots	Circle-C Transformers, Concord west	3 King St, CONCORD WEST, NSW, 2138	Address	110.6	North
Industrial Capacitors	L & M Insulations Pty Ltd	2a Rothwell Ave, CONCORD WEST, NSW, 2138	Address	117.4	South-west
Animal Pet Cages & Enclosures	Concord Animal Hospital	45 Victoria Ave, CONCORD WEST, NSW, 2138	Address	130.6	North-east
Glass Merchants & Installation Service Glaziers	Ace Glass Services	45 Victoria Ave, CONCORD, NSW, 2137	Address	130.6	North-east
Glass Merchants & Installation Service Glaziers	Concord Glass	45 Victoria Ave, CONCORD, NSW, 2137	Address	130.6	North-east
Glass Merchants & Installation Service Glaziers	Concord Glass Services	45 Victoria Ave, CONCORD, NSW, 2137	Address	130.6	North-east
Veterinary Surgeon	Noe-Nordberg Alice	45 Victoria Ave, CONCORD WEST, NSW, 2138	Address	130.6	North-east

Category	Name	Address	Additional Accuracy	Distance (m)	Direction
Photographer - Fashion & Advertising	Nicole Anderson Photography	29 Victoria Ave, CONCORD WEST, NSW, 2138	Address	158.0	North-east
Building Contractors - General	Holdmark (Aust) Pty Ltd	Office 2/ 22 Victoria Ave, CONCORD WEST, NSW, 2138	Address	170.0	East
Construction & Engineering Computer Software	Holdmark Developers Pty Ltd	[REDACTED] CONCORD WEST, NSW, 2138	Address	170.0	East
[REDACTED]	[REDACTED]	78-80 Queen St, CONCORD WEST, NSW, 2138	Address	179.9	North
Signs & Signage - Foam & Plastic	Complete Sign Services	78 Queen St, CONCORD WEST, NSW, 2138	Address	179.9	North
Valuers - Real Estate & Land	Macquarie Bell Pty Ltd	23 Victoria Ave, CONCORD WEST, NSW, 2138	Address	180.6	North-east
Quarries	Koala Laundry	Shop 2/249-251 Queen St, CONCORD WEST, NSW, 2138	Address	183.5	North-east
Sporting Goods - Retailers & Repairers	Sport Netball Shop, Concord west	Shop 15, 249-251 Queen St, CONCORD WEST, NSW, 2138	Address	183.5	North-east
Computer Equipment - Supplies & Service	Computer Source Australia	Cnr Railway Lane & George St, CONCORD WEST, NSW, 2138	Street		South

**2010 Historical Business Data**

Category	Name	Address	Additional Accuracy	Distance (m)	Direction
Demolition Contractors & House Wreckers	Demo Works Australia Pty Ltd	170 George St NORTH STRATHFIELD 2137 NSW	Address	28.6	[REDACTED]-west
Demolition Contractors & House Wreckers	Demo Works Group Pty Ltd	170 George St NORTH STRATHFIELD 2137 NSW	Address	28.6	[REDACTED]-west
Printers - General	Chippendale Printing Co Pty Ltd	184 George St CONCORD WEST 2138 NSW	Address	31.6	West
Carpenters Joiners & Fitters	Ray Grady Carpentry & Joinery	39 George St CONCORD WEST 2138 NSW	Address	33.6	North
Engineers - Machine Tools	Machimport Pty Ltd	1/25 George St NORTH STRATHFIELD 2137 NSW	Address	43.5	North
Glass Merchants & Installation Service Glaziers	Aj Glass & Aluminium Pty Ltd	3 King St CONCORD WEST 2138 NSW	Address	110.6	North
Insulation Supply Or Installation	L & M Insulations Pty Ltd	2A Rothwell Ave CONCORD WEST 2138 NSW	Address	117.4	[REDACTED]-west
Glass Merchants & Installation Service Glaziers	Ace Glass Services	45 Victoria Ave CONCORD 2137 NSW	Address	130.6	North-east
Earth Moving &/Or Excavating Contractors	Knockulty Excavation Pty Ltd	69 Victoria Ave CONCORD WEST 2138 NSW	Address	148.6	North-west
Dry Cleaning Services	Koala Laundry	Shop 2/249- 251 Queen St CONCORD WEST 2138 NSW	Address	183.5	North-east
Building - Construction Management Consultants	Ramsar Constructions Pty Ltd	84 Queen St CONCORD WEST 2138 NSW	Address	195.9	North



**2015 Historical Business Data**

Business	Name	Address	Business Type	Distance (m)	Direction
Demolition Contractors & House Wreckers	Demo Works Group Pty Ltd	170 George St, North Strathfield, NSW, 2137	Address	27.7	West
Internet Marketing Services	Nice.com.au Pty Ltd	170 George St, Concord West, NSW, 2138	Address	27.7	West
Plumbers & Gasfitters	Chiswick Plumbing	170 George St, Concord West, NSW, 2138	Address	28.1	West
Printers - General	Chippendale Printing Co Pty Ltd	180 George St, Concord West, NSW, 2138	Address	31.4	West
Engineers - Consultants	Coffey	4 Rothwell Ave, Concord West, NSW, 2138	Address	93.7	West
Floor & Flooring - Anti-Corrosive & Composite	Ironbark Flooring & Maintenance Services	4 Rothwell Ave, Concord West, NSW, 2138	Address	93.7	West
Abrasive Blasting Services	Firmstone Flooring Specialists	212 George St, Concord West, NSW, 2138	Address	103.8	West
Builder Handyman Contractor Equipment Sale/ Hire	Granny Flat Builders	U 2/ 2a Rothwell Ave, Concord West, NSW, 2138	Address	118.2	West
Insulation Supply Or Installation	Thermal Mechanical Suppliers	2a Rothwell Ave, Concord West, NSW, 2138	Address	118.2	West
Glass Merchants & Installation Service Glaziers	AJ Glass & Aluminium Pty Ltd	3 King St, Concord West, NSW, 2138	Address	128.1	North
Rectifiers & Inverters	Circle - C Transformers	3 King St, Concord West, NSW, 2138	Address	128.1	North
Glass Merchants & Installation Service Glaziers	Ace Glass Services	45 Victoria Ave, Concord, NSW, 2137	Address	131.7	North
Glass Merchants & Installation Service Glaziers	Concord Glass Services	45 Victoria Ave, Concord, NSW, 2137	Address	131.7	North
Veterinary Clinics & Animal Hospitals	Concord Animal Hospital	45 Victoria Ave, Concord West, NSW, 2138	Address	131.7	North
Paints & Painting Products - Retail	Promised Land Painting Pty Ltd	67 Victoria Ave, Concord West, NSW, 2138	Address	143.9	North
Earth Moving &/Or Excavating Contractors	Knockuly Excavation Pty Ltd	69 Victoria Ave, Concord West, NSW, 2138	Address	148.6	North-west
Bus & Coach Charters & Tours	Sun Horizon Tours Pty Ltd	15 Stuart St, Concord West, NSW, 2138	Address	162.3	East
Missions & Missionaries		Concord West, NSW, 2138	Address	166.8	East
Chemists - Retail Pharmacies	Concord West Chemist	25 Victoria Ave, Concord West, NSW, 2138	Address	176.2	North-east
Signs & Signage - Timber & Metal	Complete Sign Services	78 Queen St, Concord West, NSW, 2138	Address	177.5	North
Laundries - Commercial/Industrial	Koala Laundry	Shop 2/249- 251 Queen St, Concord West, NSW, 2138	Address	183.5	North-east
Sporting Goods - Retailers & Repairers	Netball Shop The	Shop 15 249-251 Queen St, Concord West, NSW, 2138	Address	183.5	North-east
Valuers - Real Estate & Land	Macquarie Bell Pty Ltd	23 Victoria Ave, Concord West, NSW, 2138	Address	184.7	North-east
Joinery Services	Civardi Furniture Pty Ltd	202-210 George St, Concord West, NSW, 2138	Address	199.7	North-west
Home Repairs & Maintenance	Interline Projects Pty Ltd	Concord West, NSW, 2138	Suburb		North-east
Printers - General	Graphic Overprint	Station Ave Cnr George St, Concord West, NSW, 2138	Street		West



Land Insight uses a number of address geocoding techniques and has characterised them based on completeness (match rates) and positional accuracy. When a historical street address is incomplete or a match is not found, a record identified as being in the surrounding area will be included for reference and the accuracy of the data is approximate only. An explanation of the positional accuracy records is defined in the table below.

Historical data positional accuracy and georeferencing results explanation		
Positional accuracy	Georeferenced	Description
Address	Located to the address level	When street address and names fully match
Street	Located to the street centroid	When street names match but no exact address was found
	Located to the structure, building or complex	When building, residential complex or structure name match but no exact address was found. Location is approximate.
Suburb	Located to the suburb area	When suburb name match but no exact address was found.

The data used in this section was extracted from range of historical commercial trade directories and business listings. The business addresses were geocoded using historical information and the accuracy of the data may vary due to changes to the physical address at a given locality over time or the quality of the original records. From 2005, the historical business records in this section are considered more accurate as information was extracted from digital directories with geographic coordinate location information available. On this basis, reliance on the historic listing data should be considered when assessing the risk of contamination from an activity at the site. The presence of a business listing does not definitively confirm the actual activity that has occurred at the site. For more information on how these records were geocoded and the methodology used by Land Insight, contact us at [info@landinsight.co](mailto:info@landinsight.co).

Historical business directory listings have been filtered to match activities and industries considered to have a likelihood of causing contamination. These activities have been identified through published state and national guidelines and regulations. Please note that any record not identified within this section (due to error or unforeseen omission) does not necessarily mean that the screened area is not potentially contaminated or free of any risks.



## Section 5 Natural Hazards



### 5.1 Natural Hazards

Map 5.1 (500m Buffer)

#### Erosion Risk

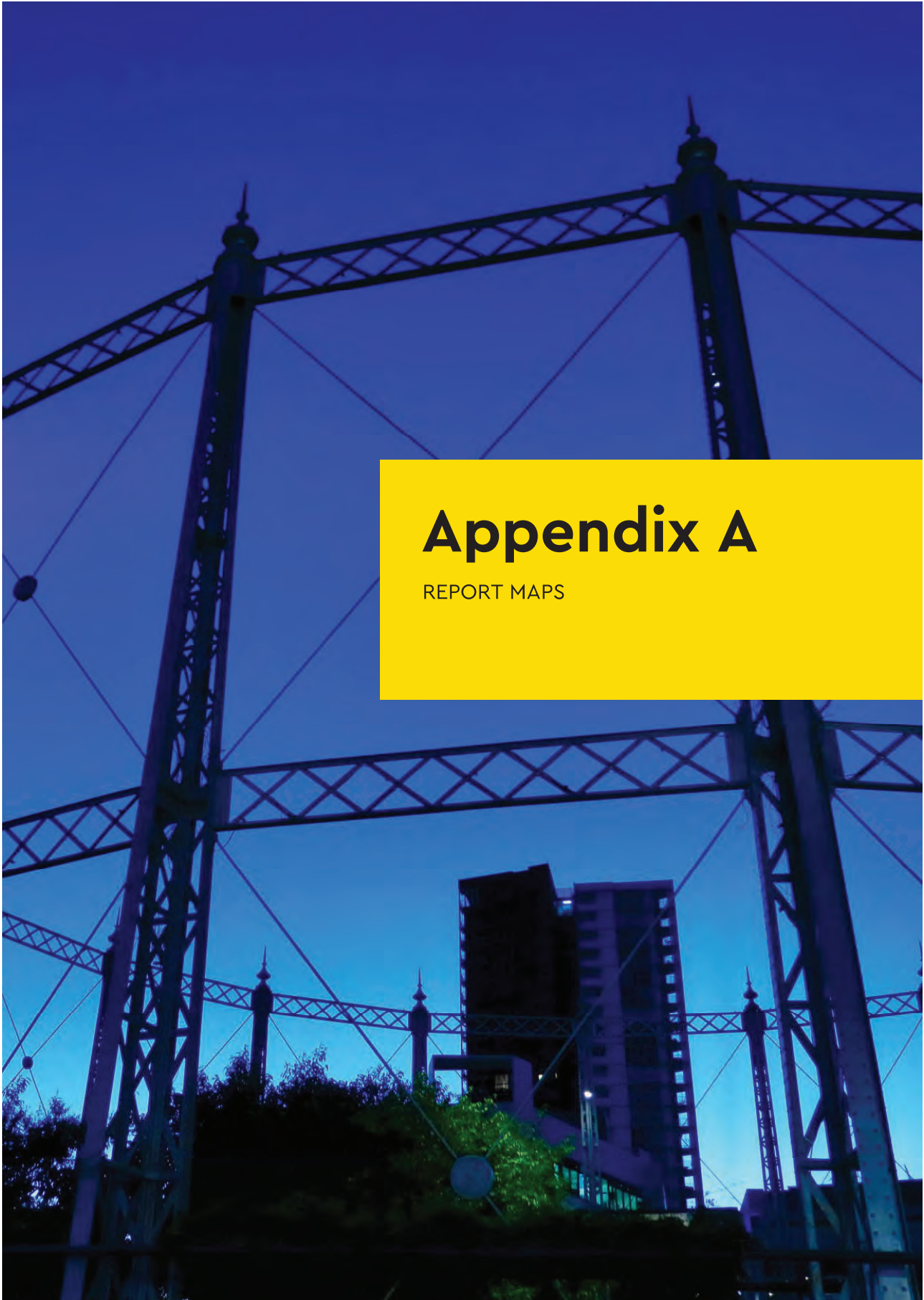
Category	On the Property?	Within Buffer?
Erosion Risk	Minor to moderate	Minor to moderate High

#### Fire Hazard

Category	On the Property?	Within Buffer?
Bush Fire Prone Land (BLP)	-	-
Fire History	-	-

#### Flood Hazard

Category	On the Property?	Within Buffer?
Flood Planning Area	-	Yes
Probable Maximum Flood	-	Yes







PROPERTY SETTING

MAP 1.1

Subject Area and Sensitive Receptors



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- |                     |                            |   |
|---------------------|----------------------------|---|
| Subject area        | <b>Sensitive Receptors</b> | Places of Worship & Religious Organisations |
| Child Care Services | Education Facility         | Sports and Recreation Activities            |
| Parks               | Sewer main                 | Water main                                  |



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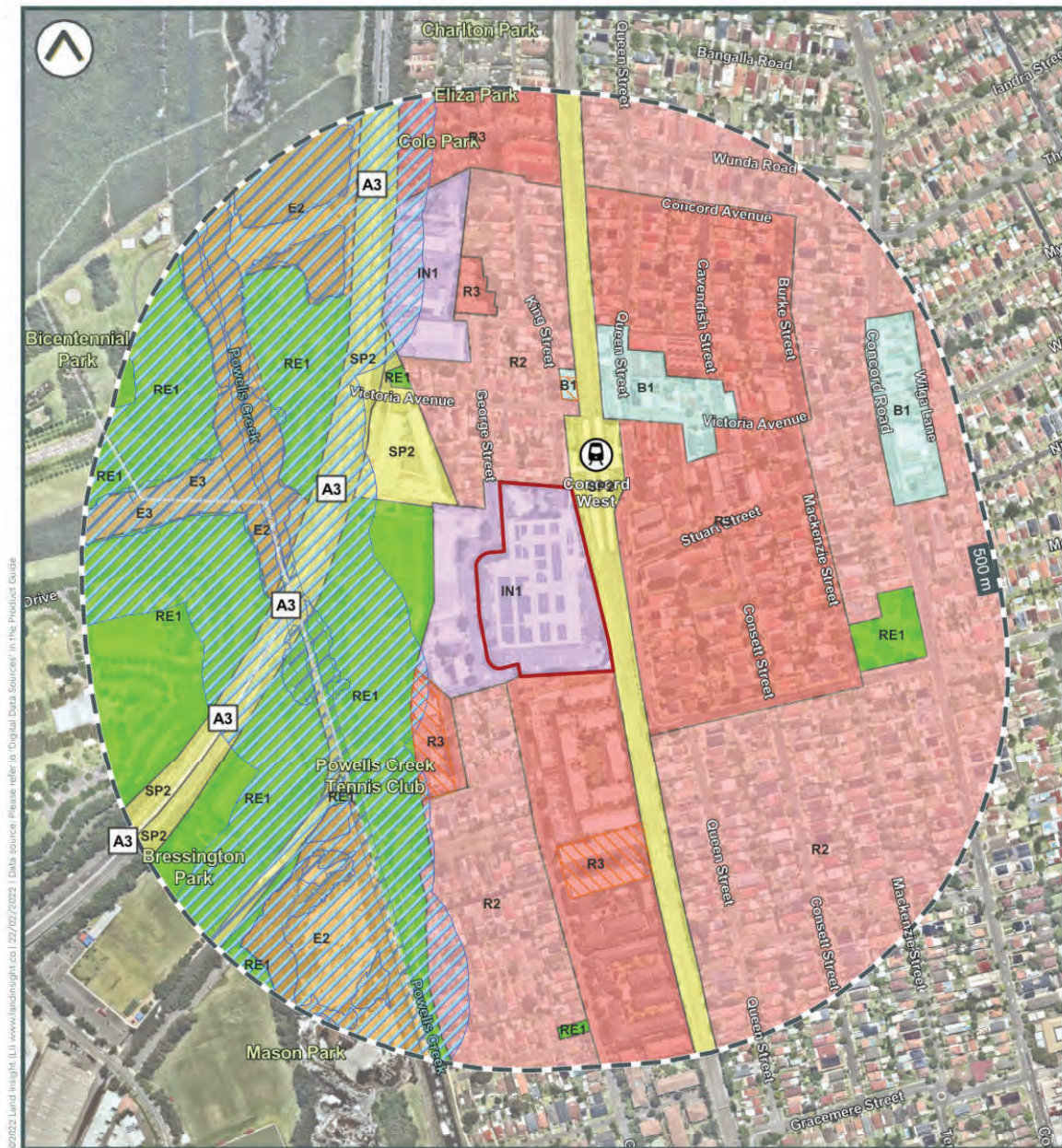




PROPERTY SETTING

MAP 1.2

Planning Controls



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Subject area	Land Zoning	R2   Low Density Residential	Coastal Management SEPP
Local Provisions	B1   Neighbourhood Centre	R3   Medium Density Residential	Coastal Wetlands and Littoral Rainforest Map
	E2   Environmental Conservation	RE1   Public Recreation	Coastal Environment Area Map
	E3   Environmental Management	SP2   Special Purposes Zone - Infrastructure	
	IN1   General Industrial		



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PROPERTY SETTING

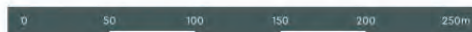
MAP 1.3

Heritage



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- Subject area
- Heritage conservation Area (LEP)
- National Heritage List (NHL)
- State Heritage Register
- Commonwealth Heritage List (CHL)
- World Heritage Area (WHA)



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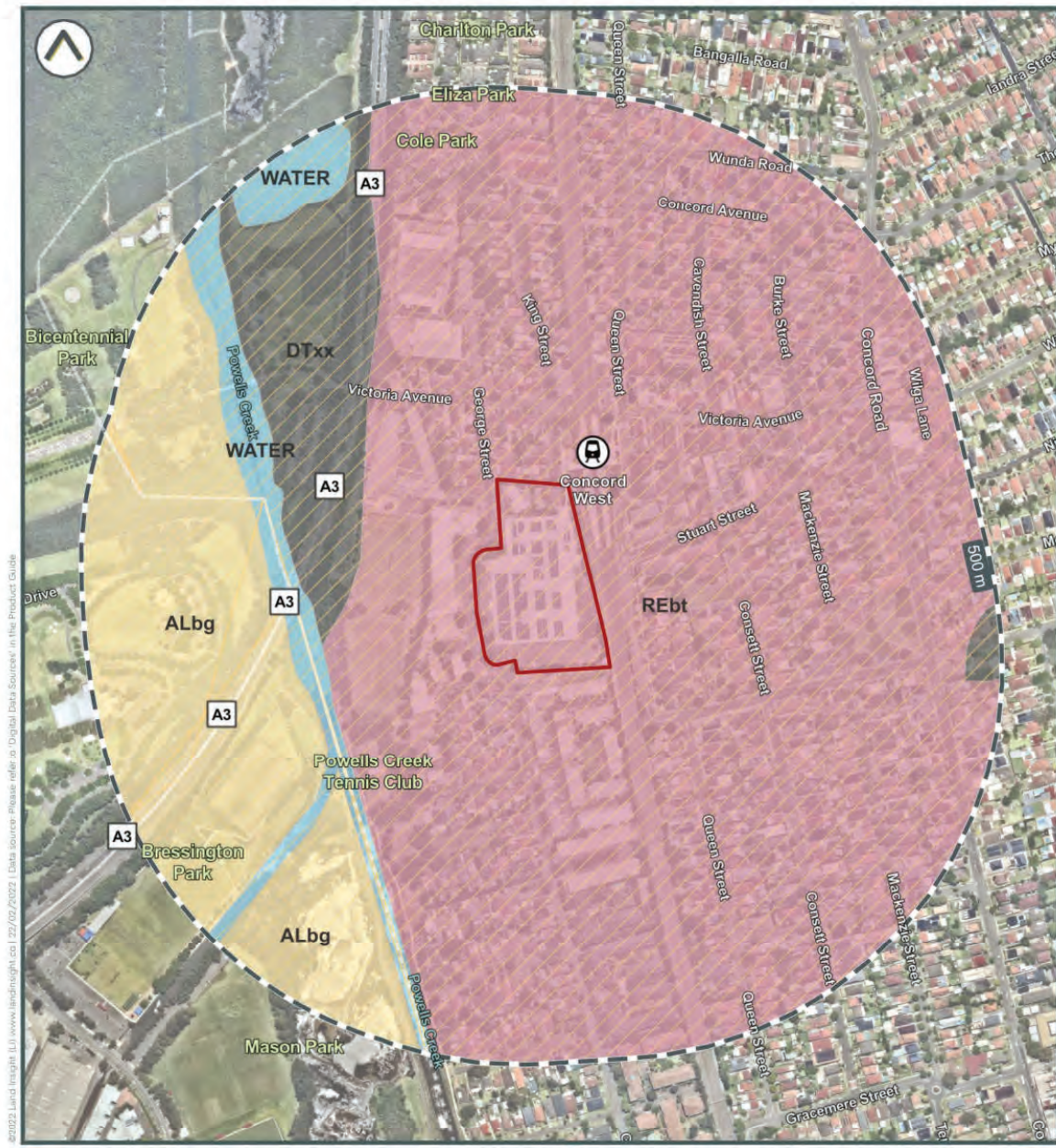




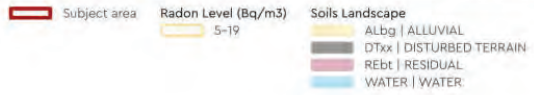
PROPERTY SETTING

MAP 1.4a

Soil Landscape and Salinity



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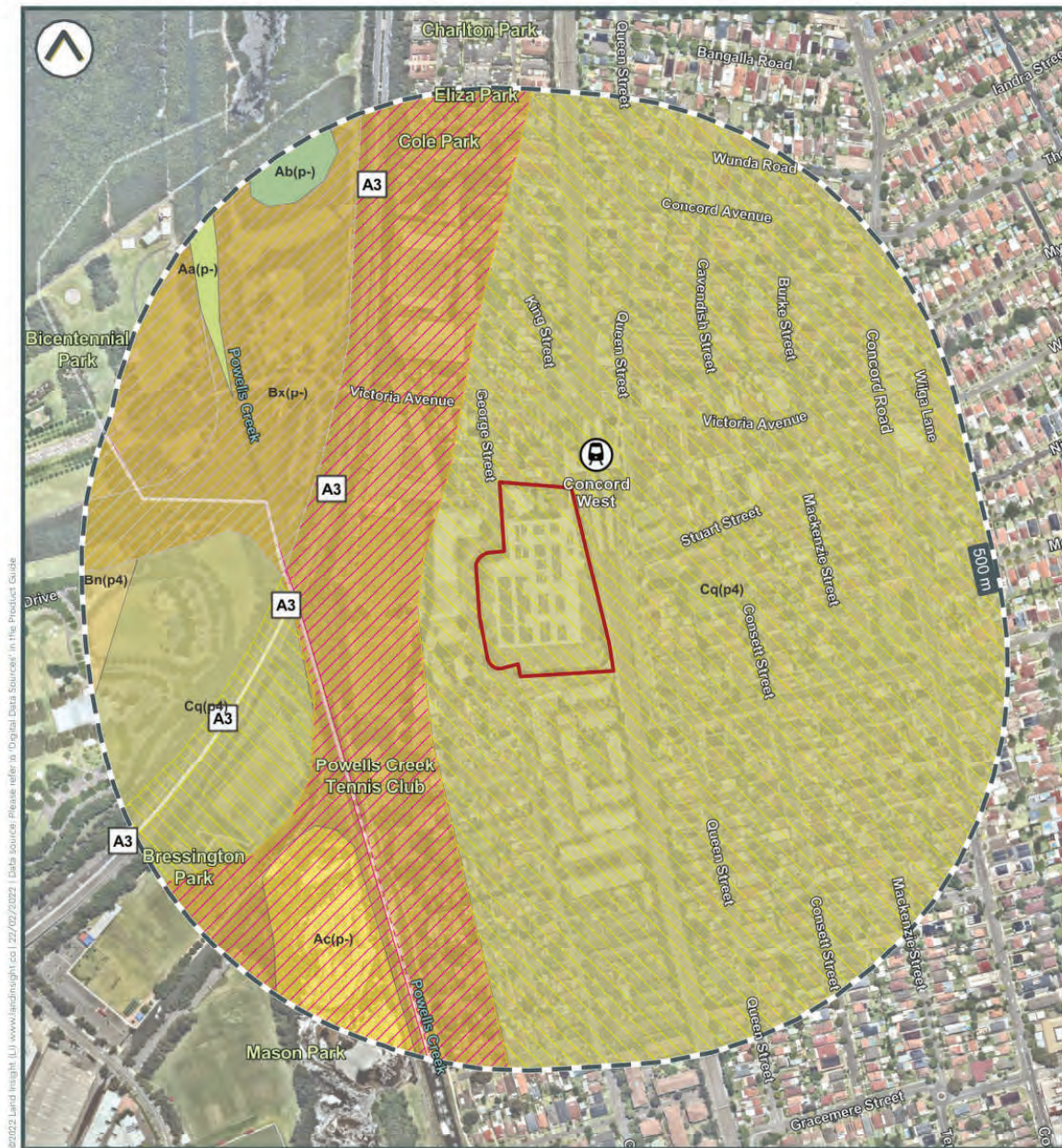




PROPERTY SETTING

MAP 1.4b

Acid Sulfate Soils



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Subject area	<b>Acid Sulfate Soil Risk</b>	<b>ASRIS Atlas of Australian Sulfate Soils</b>
Class 2	Class 5	Aa(p-)   ASS in subtidal marine environments
Disturbed terrain	High probability at or near the ground surface	Ab(p-)   ASS in tidal zones
High probability of bottom sediments below water level		Ac(p-)   ASS in tidal zones
		Bn(p4)   ASS in inland lakes, waterways, wetlands and riparian zones
		Bx(p-)   Disturbed ASS
		Cq(p4)   ASS in inland lakes, waterways, wetlands and riparian zones



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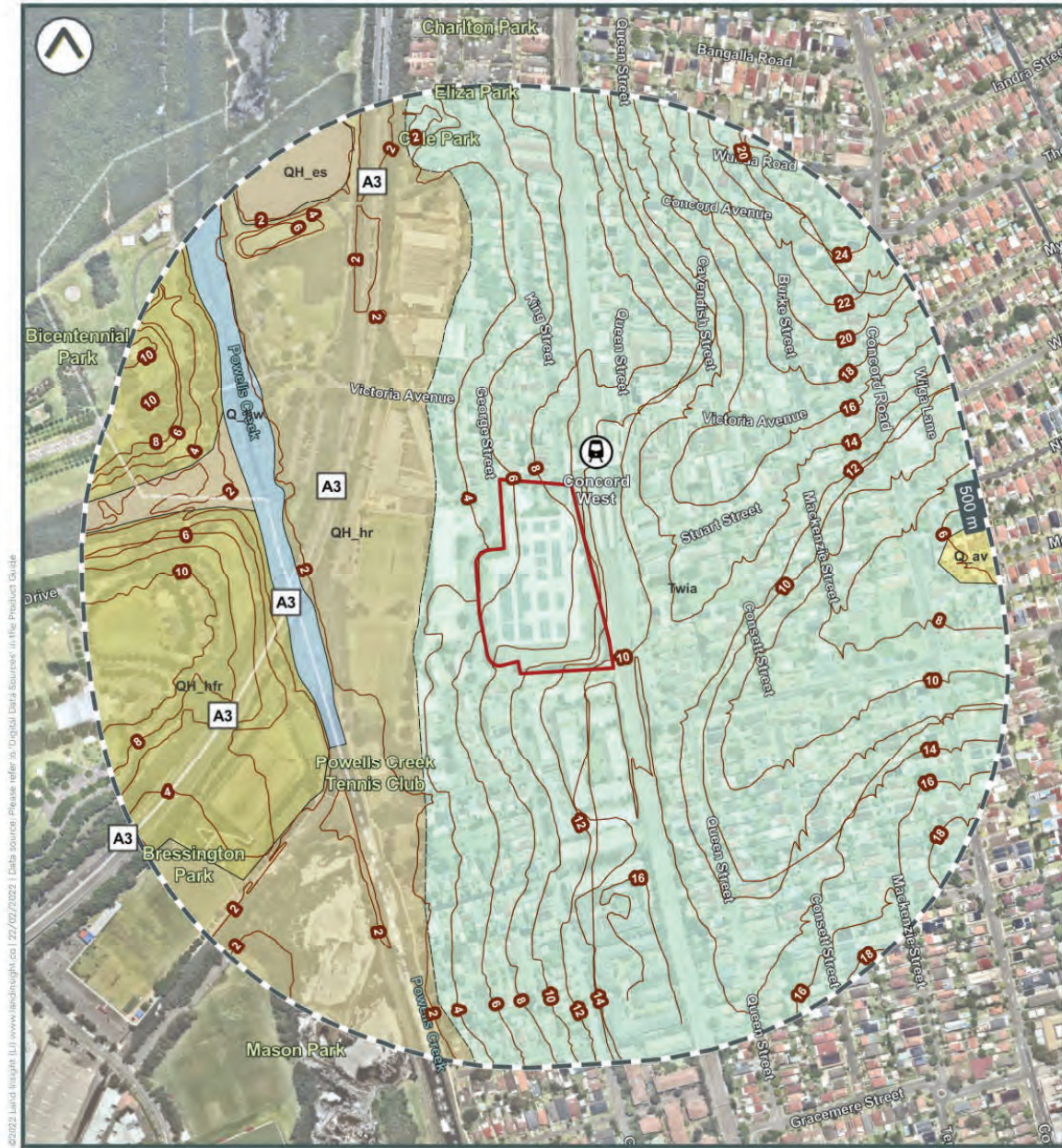




PROPERTY SETTING

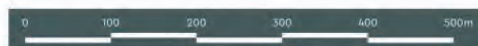
MAP 1.5

Geology and Topography



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- ▬ Subject area
- ▬ Topographic contour (m)
- Cenozoic Sedimentary Province
  - QH\_es
  - QH\_hr
  - QH\_av
  - QH\_hfr
- PERMO-TRIASSIC BASINS
  - Twia



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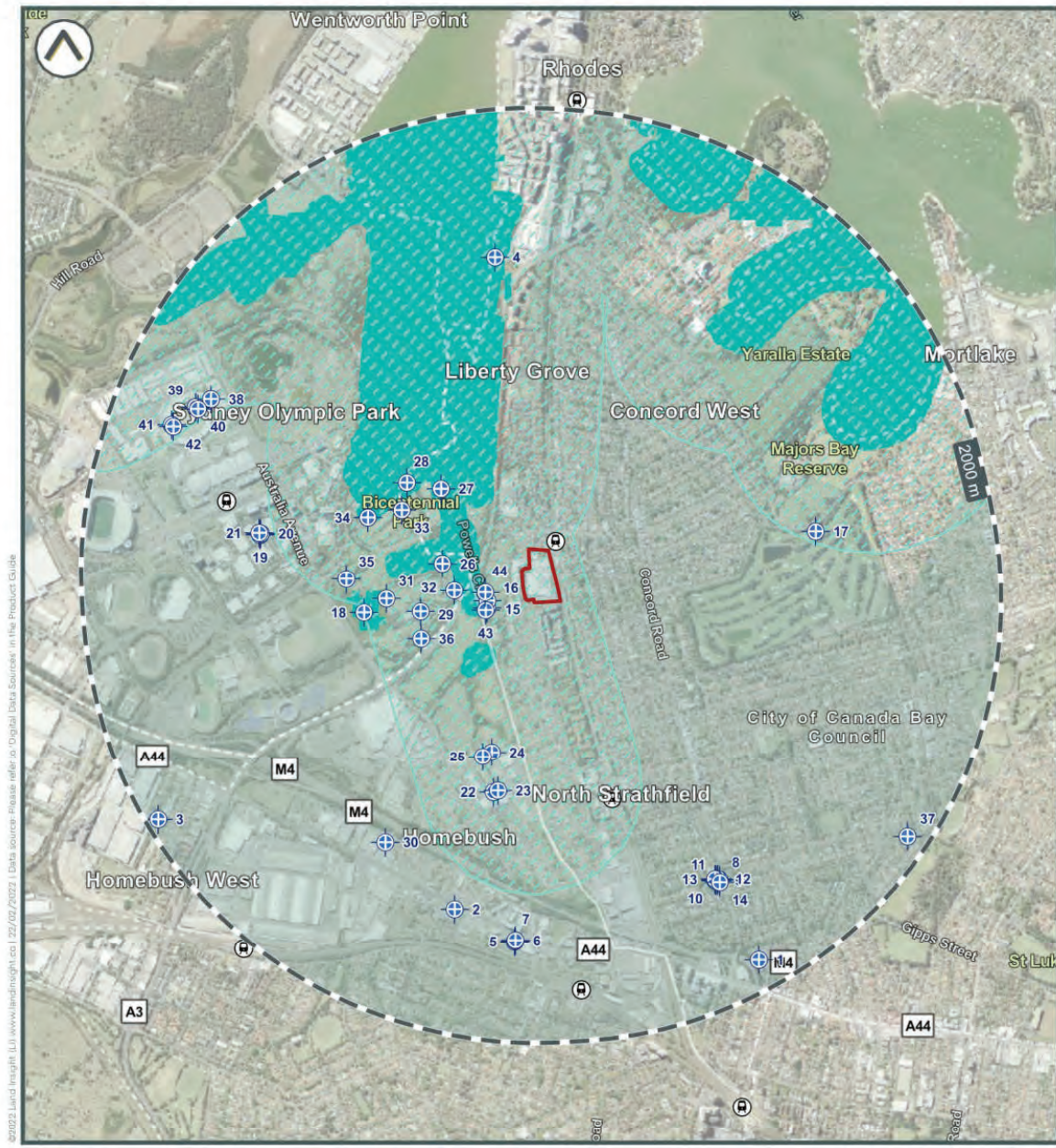




HYDROGEOLOGY

MAP 2.1

Hydrogeology and Groundwater Boreholes



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- Subject area
- Groundwater bores
- Wetlands
- UPSS Environmentally Sensitive Zone
- Aquifer type
- Porous, extensive aquifers of low to moderate productivity



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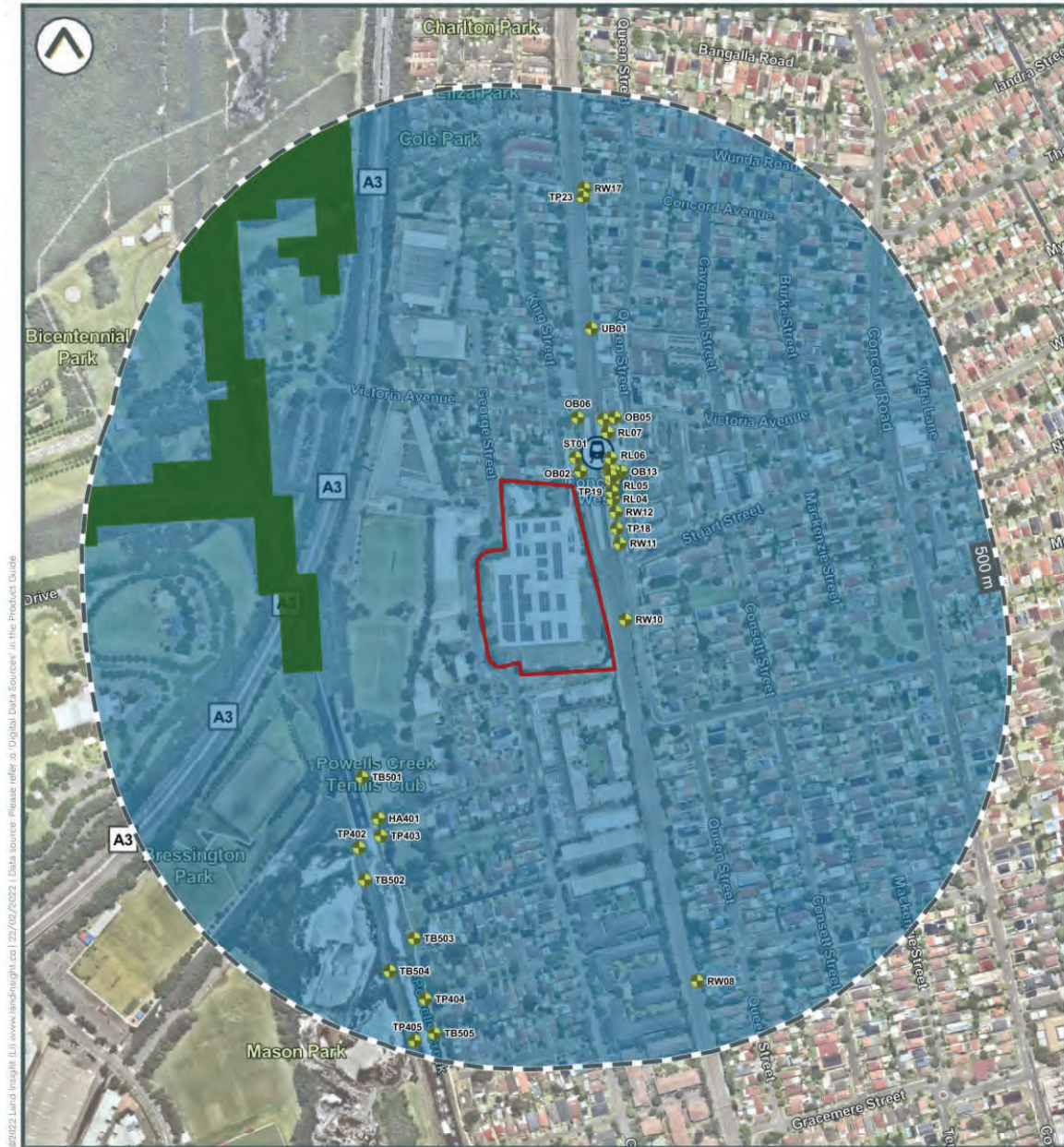




HYDROGEOLOGY

MAP 2.2

Hydrogeology and Other Boreholes



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- Subject area
- Other borehole/monitoring well location
- Ecosystems that rely on Subsurface presence of Groundwater
- High potential for GW interaction
- Hydrogeologic Unit
- Late Permian/Triassic sediments (porous media - consolidated)



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ENVIRONMENTAL REGISTERS LICENSES AND INCIDENTS

MAP 3.1

Contaminated Land Public Register



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- Subject area
- Contaminated Land Register (EPA)
- Sites Notified as Contaminated to the EPA
- Contaminated Land Record of Notices



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ENVIRONMENTAL REGISTERS LICENSES AND INCIDENTS

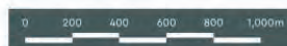
MAP 3.3

Sites Regulated by Other Jurisdictional Body



©2022 Land Insight, Ltd. www.landinsight.co.uk 2022/02/20221 Data source: Please refer to 'Digital Data Sources' in the Product Guide

- Subject area
- PFAS sites
- NPI Facilities
- Former Gasworks
- Defence Area / Military Sites
- Defence Controlled Area
- Unexploded Ordnance (UXO) Areas
- Substantial Potential
- Slight potential
- Sea Dumping of Depth Charges
- Sea Dumping of Depth Charges (Chemical munitions sea dumping)
- Other Sea Dumping Sites
- Other



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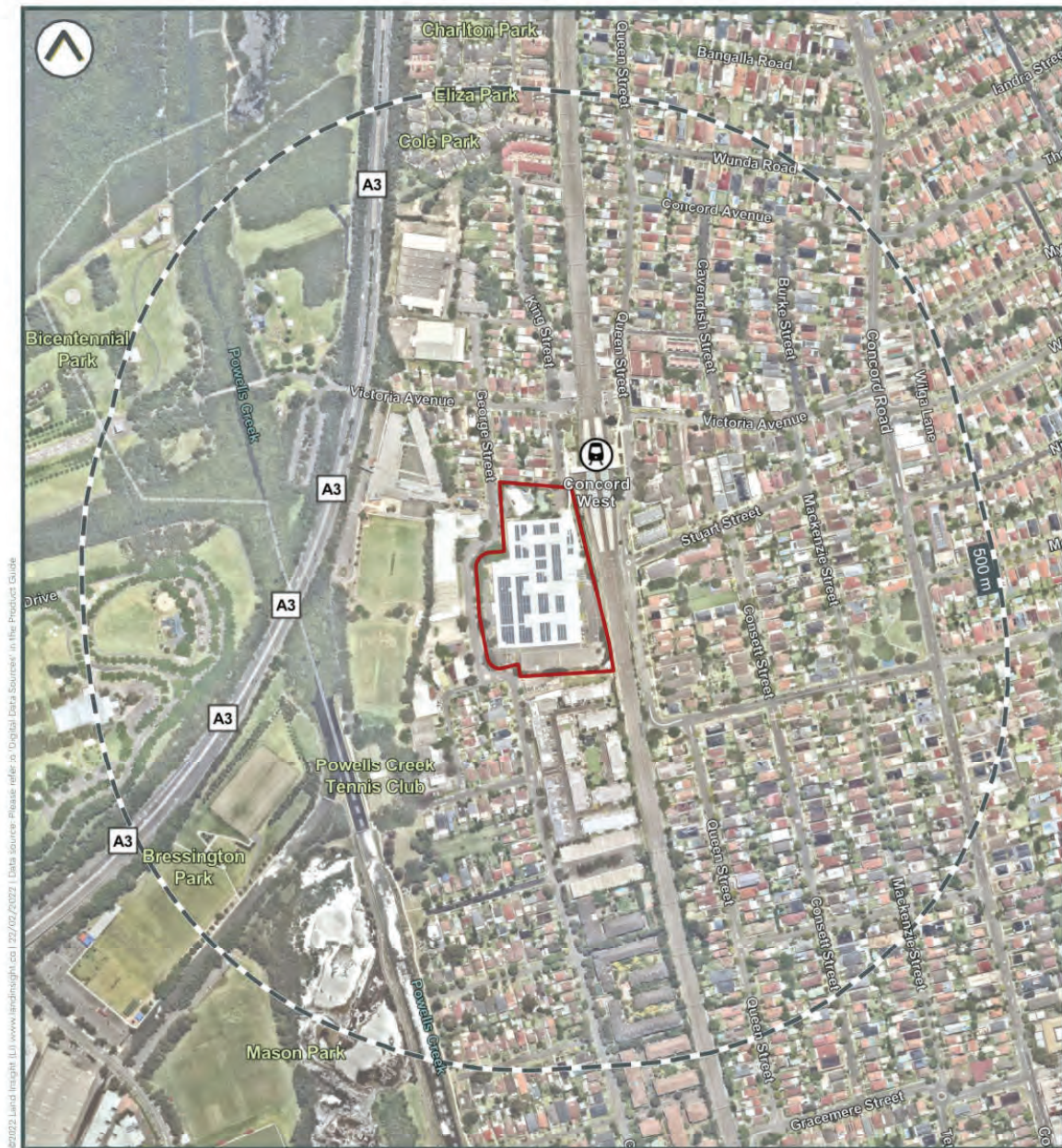




POTENTIALLY CONTAMINATED AREAS

MAP 4.1

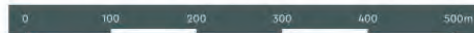
Potentially Contaminating Activities (PCAs)



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- Subject area
- Fuel Terminals & Depots
- Waste and Recycling Facilities
- Petrol Stations

Data is current as when this report was created. However due to the turnover of business locations, some addresses may be former.



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NATURAL HAZARDS

MAP 5.1

Fire and Flood Hazards



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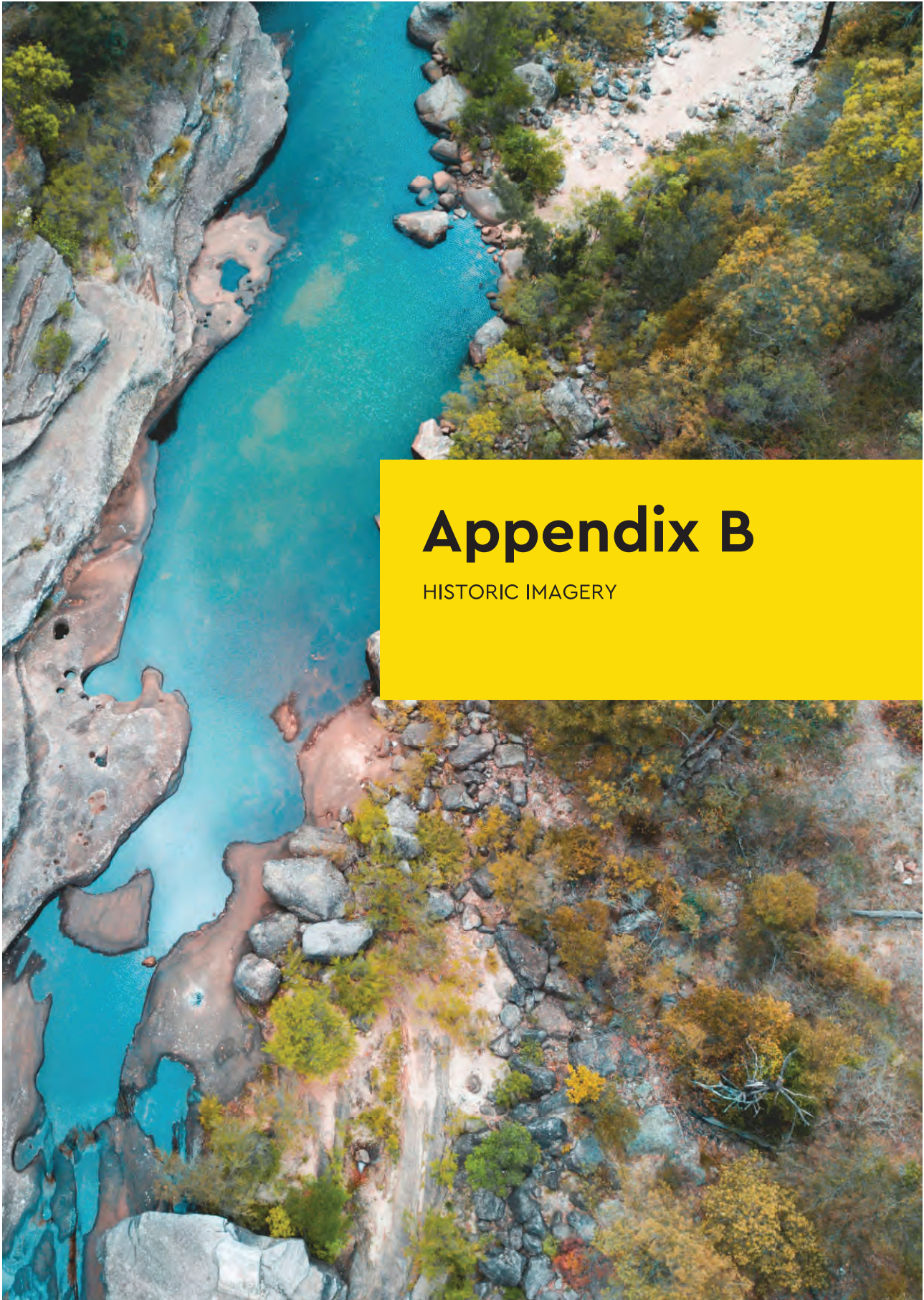
Subject area	Erosion Hazard	Flood Hazard
	High	Flood Planning Area
	Minor to moderate	PMF



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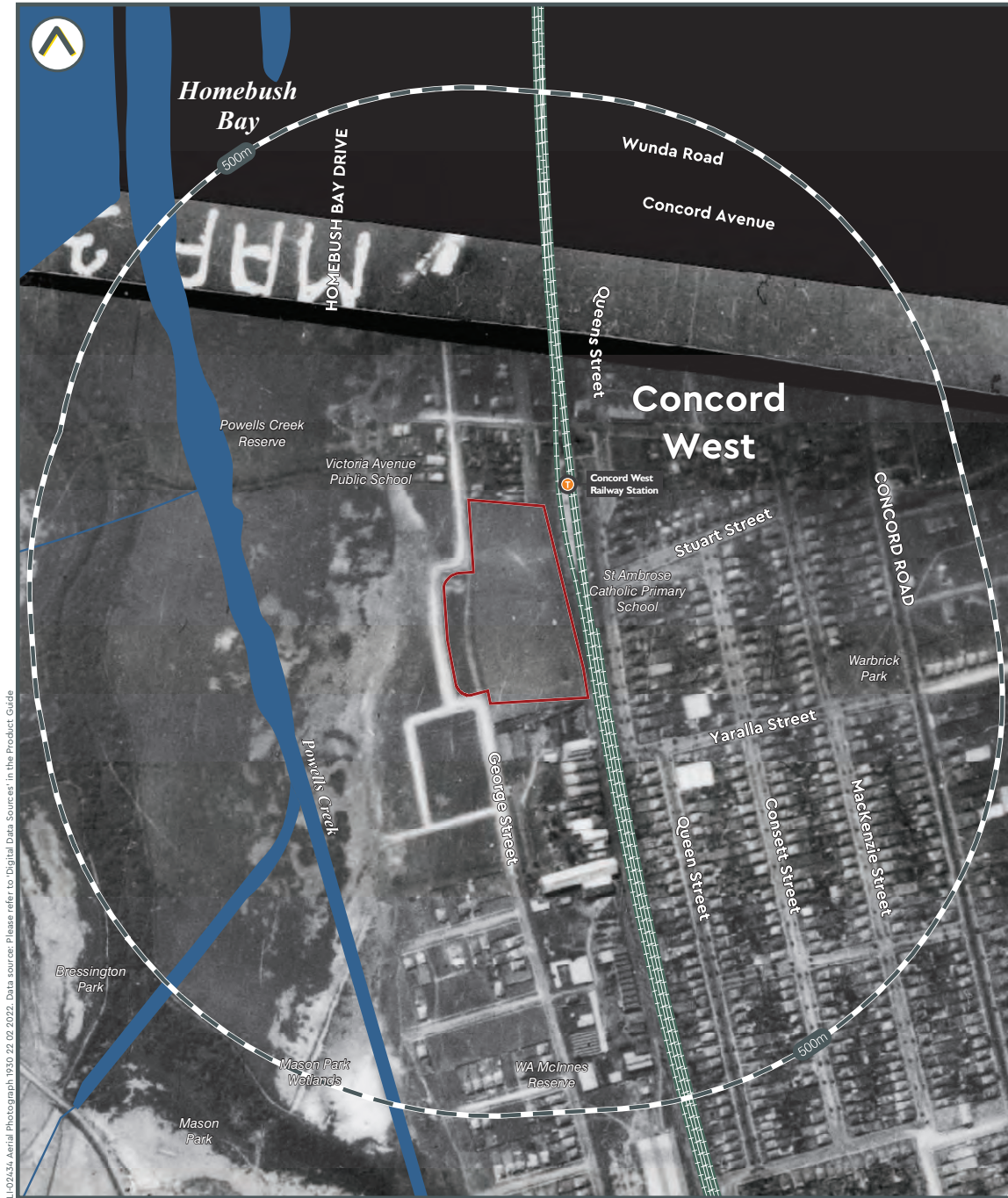




IMAGERY INSIGHT

MAP B1

Historic Aerial Photograph - 1930



L100234 Aerial Photograph 1930 22.02.2022. Data source: Please refer to 'Digital Data Sources' in the Product Guide

0 200m



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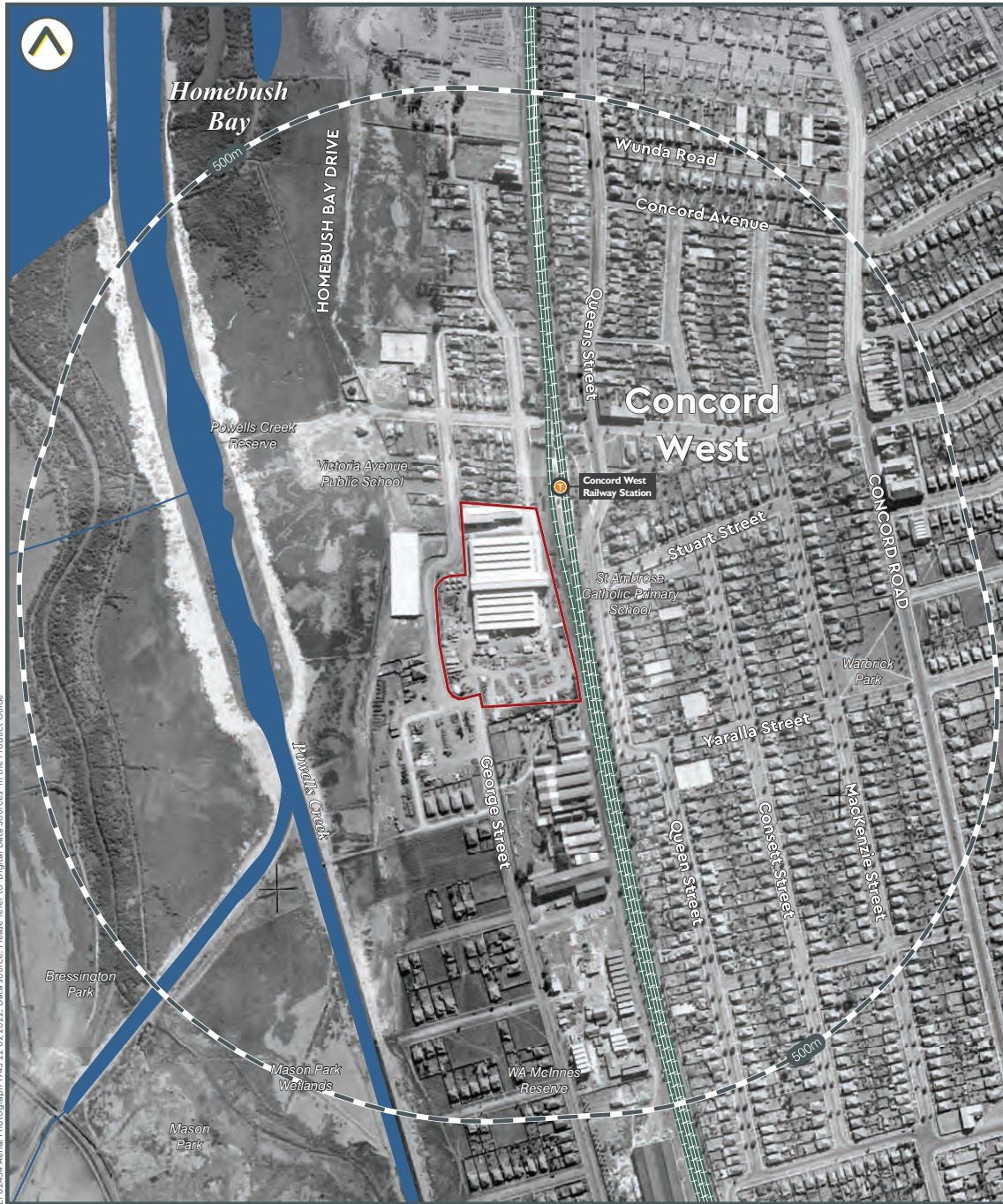




IMAGERY INSIGHT

MAP B2

Historic Aerial Photograph - 1943



L100234\_Aerial Photograph 1943 22.02.2022. Data source: Please refer to Digital Data Sources in the Product Guide

0 200m



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IMAGERY INSIGHT

MAP B3

Historic Aerial Photograph - 1951



L100034, Aerial Photograph 1943 22 02 2022, Data source: Please refer to Digital Data Sources in the Product Guide

Subject area

0 200m



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IMAGERY INSIGHT

MAP B4

Historic Aerial Photograph - 1955



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Subject area  
0 200m



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IMAGERY INSIGHT

MAP B5

Historic Aerial Photograph - 1961



L100034 Aerial Photograph 1955-22-02-2022. Data source: Please refer to Digital Data Sources in the Product Guide

Subject area

0 200m



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IMAGERY INSIGHT

MAP B6

Historic Aerial Photograph - 1965



L100234, Aerial Photograph 1965 02 02 2022, Data source: Please refer to Digital Data Sources in the Product Guide

Subject area  
0 200m



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IMAGERY INSIGHT

MAP B7

Historic Aerial Photograph - 1970



L1400334\_Aerial Photograph 1955-22-02-2022. Data source: Please refer to Digital Data Sources in the Product Guide



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IMAGERY INSIGHT

MAP B8

Historic Aerial Photograph - 1975



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Subject area  
0 200m



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IMAGERY INSIGHT

MAP B9

Historic Aerial Photograph - 1978



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Subject area  
0 200m



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IMAGERY INSIGHT

MAP B10

Historic Aerial Photograph - 1986



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0 200m



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IMAGERY INSIGHT

MAP B11

Historic Aerial Photograph - 1991



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0 200m



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IMAGERY INSIGHT

MAP B12

Historic Aerial Photograph - 1994



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0 200m



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IMAGERY INSIGHT

MAP B13

Historic Aerial Photograph - 1998



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Subject area

0 200m



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IMAGERY INSIGHT

MAP B14

Historic Aerial Photograph - 2002



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Subject area  
0 200m



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IMAGERY INSIGHT

MAP B15

Historic Aerial Photograph - 2004



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Subject area  
0 200m



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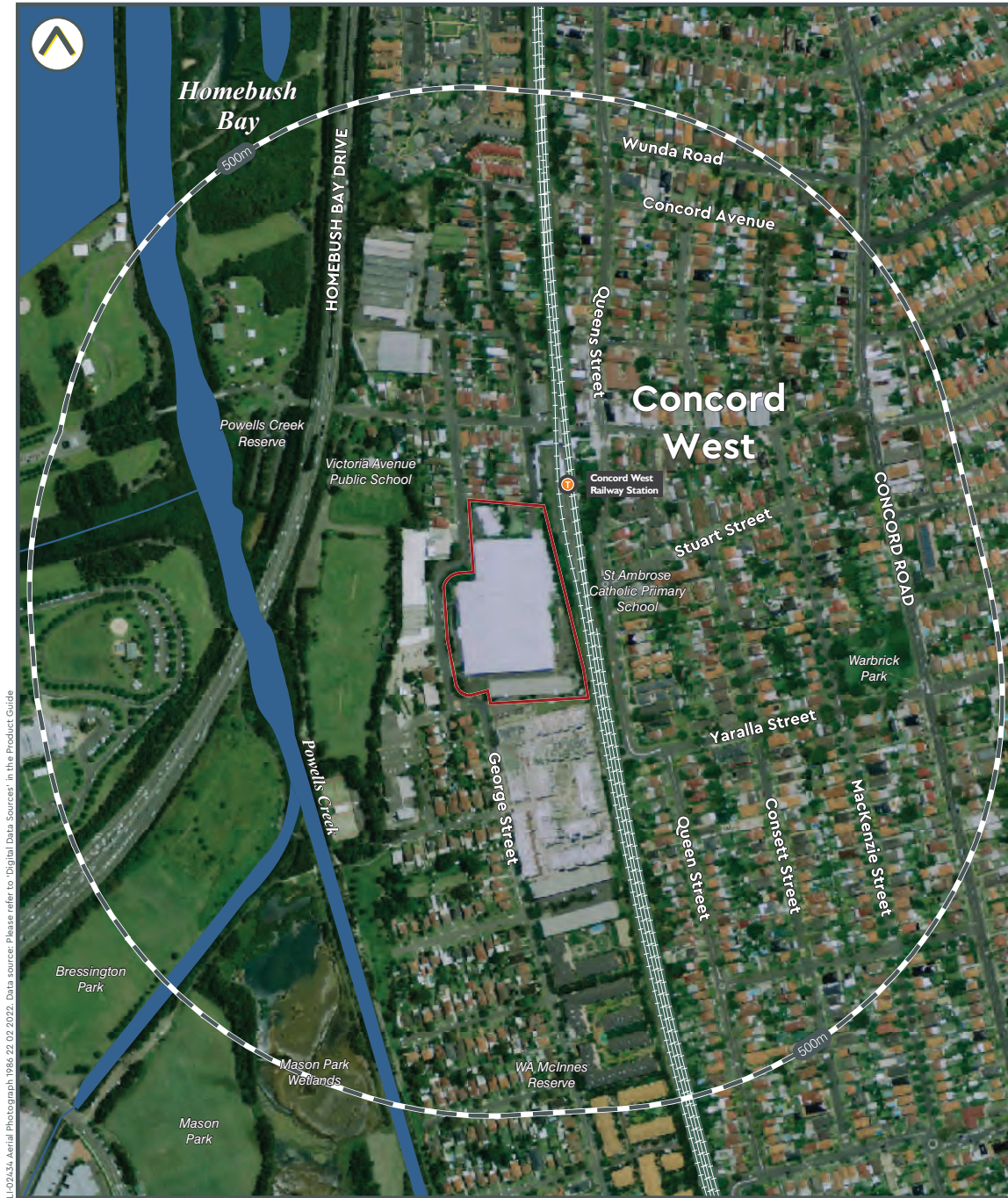




IMAGERY INSIGHT

MAP B16

Historic Aerial Photograph - 2007



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Subject area

0 200m



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IMAGERY INSIGHT

MAP B17

Historic Aerial Photograph - 2009



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Subject area  
0 200m



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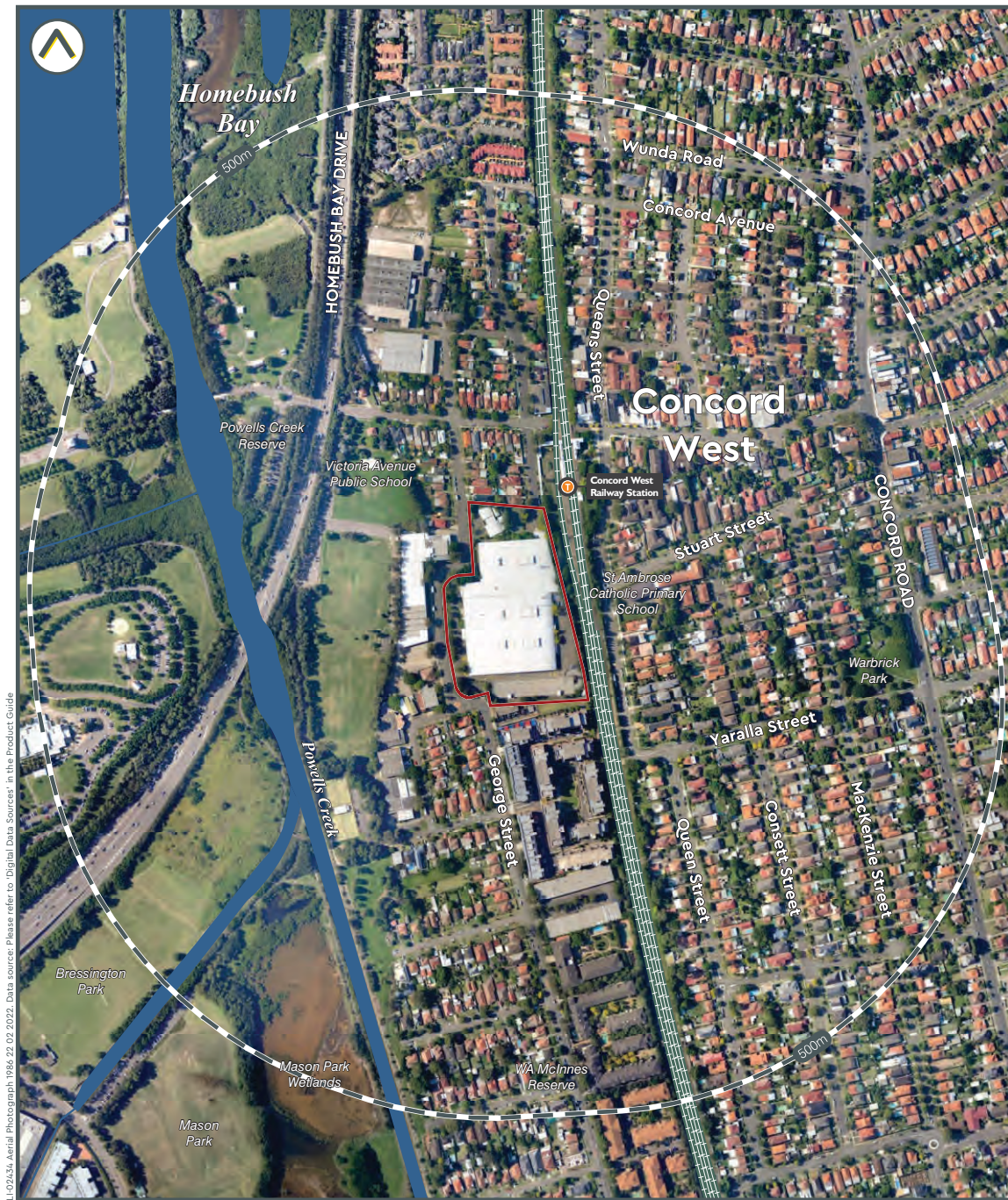




IMAGERY INSIGHT

MAP B18

Historic Aerial Photograph - 2012



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Subject area

0 200m



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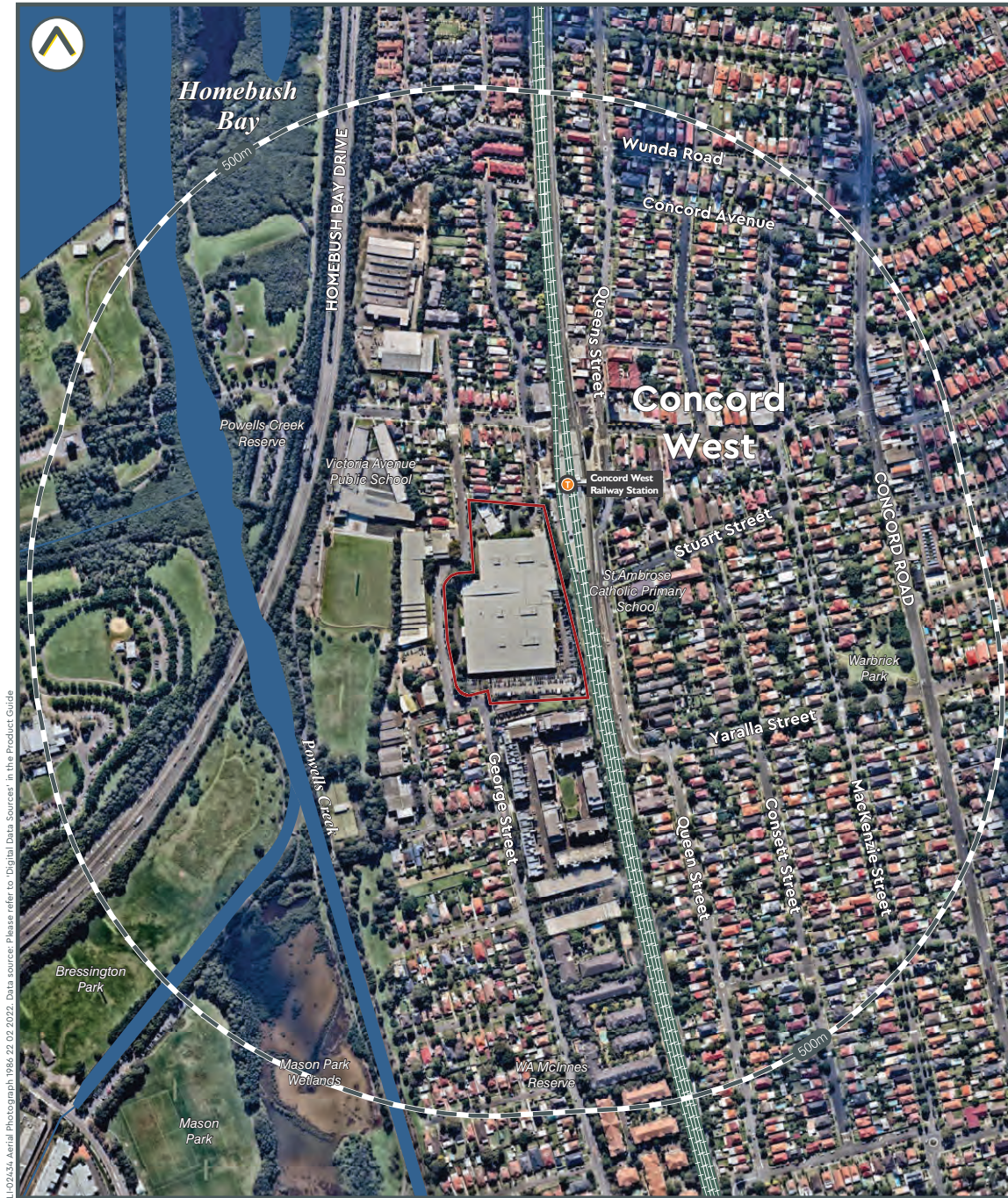




IMAGERY INSIGHT

MAP B19

Historic Aerial Photograph - 2015



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0 200m



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IMAGERY INSIGHT

MAP B20

Historic Aerial Photograph - 2018



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 Subject area  
0 200m



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IMAGERY INSIGHT

MAP B21

Historic Aerial Photograph - 2021



L1000334, Aerial Photograph, 2021, 02, 02, 2022. Data source: Please refer to 'Digital Data Sources' in the Product Guide

Subject area  
0 200m



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# Product Guide

NEW SOUTH WALES



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Coastal SEPP Data – © State of New South Wales, Planning and Environment Information Management Unit licenced under Creative Commons CC-BY (<https://creativecommons.org/licenses/by/4.0/deed.en>), 2019

Bushfire Prone Land - NSW Rural Fire Service © 2020

NPWS Fire History, Wildfires and Prescribed Burns - © State of New South Wales, National Parks and Wildlife Management Unit licenced under Creative Commons CC-BY (<https://creativecommons.org/licenses/by/4.0/deed.en>), 2020

Flood Hazard Area - © State of New South Wales, Planning and Environment Information Management Unit licenced under Creative Commons CC-BY (<https://creativecommons.org/licenses/by/4.0/deed.en>), 2020 and LI Resources proprietary dataset - datasets are digitised from verified local government records/published reports.

***Other Data – if applicable***

Cattle Dip Site Locator Northern Rivers Region - © State of New South Wales through NSW Department of Industry

Legacy Landfills – LI Resources proprietary dataset. Dataset is derived from verified Council Records, Aerial Photography Interpretation, Historic Zoning Maps, Historic Topographic Maps, Historic Parish Maps and Derelict Mines and Quarries Information - © State of New South Wales through NSW Department of Industry, 2019

Parramatta River Catchment Land Use Areas - Compiled by LIR, derived from Parramatta River Estuary Processes Study (2010)

Naturally Occurring Asbestos - © State of New South Wales and Department of Planning and Environment licenced under Creative Commons CC-BY (<https://creativecommons.org/licenses/by/4.0/deed.en>)

Historic Aerial Photography - © State of New South Wales, Department of Finance, Services & Innovation licenced under Creative Commons CC-BY (<https://creativecommons.org/licenses/by/4.0/deed.en>), Google Earth Professional, Nearmap, Jacobs (formerly SKM), AeroMetrex, AAMHatch, Fugro Spatial Solutions, Wheelans Insites, Aerial Acquisitions, Geo-Spectrum (Australia) Pty Ltd

**Historical Commercial & Trade Directory Data –**

***Sydney***

1932-1933 John Sands Sydney Trades Directory – Copyright Expired

1940 & 1950 Commonwealth of Australia Telephone Directory Sydney – Copyright Expired

1960-1961 Telecom Australia Pink Pages Sydney – Permission for use Sensis 2017

1970-1971 United Business Directories Sydney – Licenced under Hardie Grant 2017.

1974-1975 NSW Post Office Yellow Pages Sydney Buying Guide and Commercial/Industrial Directories – Permission for use Sensis 2017

1980-1981 & 1990-1991 Telecom Australia Yellow Pages Sydney – Permission for use Sensis 2017

2005 - 2015 Datajet.com.au - Permission for Use 2020

***Regional NSW***

1971, 1981 & 1991 Telecom Australia Yellow Pages Country NSW Directories – Permission for use Sensis 2017

While every effort is made to ensure the details in your Report are correct, LI Resources cannot guarantee the accuracy or completeness of the information or data provided or obtained from the data sources.

**For more detailed information regarding data source and update frequency, please contact LI Resources at [info@liresources.com.au](mailto:info@liresources.com.au)**

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## Glossary

### **AVIATION RESCUE FIRE FIGHTING FACILITIES (ARFF); LIQUID FUEL & AVIATION FUEL DEPOTS/TERMINALS; POWER STATIONS; TELEPHONE EXCHANGES & WASTEWATER TREATMENT FACILITIES**

These facilities may be associated with the use, storage, treatment and disposal of a range of chemicals and products such as PFAS (Per- and poly-fluoroalkyl substances), solvents, petroleum products, asbestos, PCBs (polychlorinated biphenyls) and others.

### **BUSHFIRE PRONE LAND**

This data may assist environmental consultants, developers and others understand whether any bushfire risk is present in the area that may require specific management and/or restrict site investigations and development works.

### **COAL SEAM GAS, PETROLEUM WELLS AND BOREHOLES**

This data may assist environmental consultants during investigations as to previous resource exploration with an area, resources present (i.e. coal, gas and petroleum), lithological data and potential for environmental contamination.

### **DEPARTMENT OF DEFENCE UNEXPLODED ORDNANCE (UXO) SITES**

UXO is any sort of military ammunition or explosive ordnance which has failed to function as intended. It includes a range of ammunition used by the Navy, Army and Air Force; and many other types of ammunition and explosives including training munitions. UXO contamination has arisen mainly as a result of military training activities, since European settlement. In the past large numbers of ranges and training areas were approved for use in many areas of Australia. As a result, there are now a number of sites around Australia which are affected by UXO. For more information see [www.defence.gov.au/UXO](http://www.defence.gov.au/UXO)

### **DERELICT MINES AND QUARRIES**

Outstanding legacy issues surrounding derelict mines and quarries have the potential to cause safety and environmental impacts and may also be an indicator of the presence of unregulated landfill.

### **DRY CLEANERS (CURRENT)**

Dry cleaners often use or have used hazardous and flammable chemicals in their operations. Incorrect storage and disposal of these chemicals may result in fire/explosion risks or contamination of soil and groundwater or result in human health risks.

### **GROUNDWATER EXCLUSION ZONES**

Groundwater exclusion zones are present in certain areas where aquifers are known to be contaminated or where past activities may have affected groundwater quality. Restrictions on the use of groundwater in those areas are in place and differ between the various management/exclusion zones.

### **HERITAGE – FEDERAL, STATE AND LOCAL**

This data may assist environmental consultants, developers and others understand whether any heritage items are present on the site that may require specific management and/or restrict site investigations and development works.

### **HISTORICAL COMMERCIAL & TRADE DIRECTORY DATABASE (1932, 1940, 1950, 1960, 1970; 1974, 1980 and 1990)**

An LI Resources proprietary database of historical potentially contaminating activities previously listed as having been undertaken on the property or surrounding area. Activities have been catalogued based on 'low to high risk activities' either known to cause potential contamination risk (based on Managing Land Contamination Planning Guidelines, SEPP 55 remediation of land, 1998) or to assist in guidance for sampling and remediation programs by environmental consultants.



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### **HISTORICAL (LEGACY) LANDFILLS**

An LI Resources proprietary dataset containing the location of former legacy landfills. Legacy landfills are widely present across the country, with many locations unknown. Most of these landfills were created prior to current environmental guidelines (i.e. remain unlined and uncapped) resulting in the potential for leaching of hazardous substances into waterways, production of odours, migration of landfill gas and stability issues.

### **HYDROGEOLOGY**

This data includes information for environmental consultants on aquifer properties, the presence of wetlands and groundwater monitoring bores. This information can assist in the understanding of contaminant pathways and receptors.

Groundwater monitoring bores are primarily needed to assess changes to water table levels, groundwater quality and to assess groundwater flow direction. Impacts on groundwater result from contaminated water movement, leaching of surface pollutants caused by rainfall or irrigation water percolation, leakage of stored matter or the disposal of wastes. The presence of a monitoring bore may indicate that a site has been or is being investigated.

### **LICENSING UNDER THE POEO ACT 1997**

The POEO public register includes a range of specified information on environment protection licences issued under the POEO Act to regulate air, noise, water and waste pollution and impacts. The licences and notices provide information on the type of industrial activities undertaken in an area and if any clean-up and preventative action notices have been issued under that licence.

### **MILITARY FACILITIES**

Military practices at certain facilities may cause potential contamination through the use of chemicals ranging from cleaning solvents and paints to ammunition, explosives and firefighting foam. These chemicals can cause human and ecological health risks.

### **NATURALLY OCCURRING ASBESTOS**

Asbestos is found as a naturally occurring mineral in many areas of regional NSW and may occur in veins within rock formations. Naturally occurring asbestos is generally found when building roads, working on construction sites and undertaking excavation activities. This data provides information on the areas identified with a low to high probability of naturally occurring.

### **NPI INDUSTRIAL FACILITIES**

Industrial facilities that trigger a defined threshold(s) for the emission of pollutants identified in the National Pollution Inventory (NPI), must estimate and report their emissions. The pollutants identified under the NPI are those that are known to have possible effects on human health and the environment.

### **NSW EPA CONTAMINATED LAND RECORD OF NOTICES ISSUED UNDER THE CLM Act 1997**

The EPA is required by law to maintain a record of notices relating to contaminated land, including notices declaring land to be 'Significantly Contaminated Land' under the Contaminated Land Management Act 1997. The EPA record of notices provides information on all sites that have been declared significantly contaminated.

### **NSW EPA FORMER GASWORKS SITES**

Former gasworks often leave a legacy of soil and groundwater contamination. The major contaminants in these instances include tars, oils, hydrocarbon sludges, spent oxide wastes, ash and ammoniacal recovery wastes. Some of these contaminants are carcinogenic to humans and toxic to aquatic ecosystems and therefore may pose a risk to human health and the environment.

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**NSW EPA FORMER URANIUM PROCESSING SITE AT HUNTERS HILL**

In 2008 a Parliamentary Inquiry held into the former uranium processing site at Hunters Hill, Sydney, found radiation levels were too low to require site remediation. During the investigation it became evident that there were two separate causes of gamma radiation in the vicinity of Nelson Parade (7-9 Nelson Parade – former uranium processing plant and Kelly's Bush – former tin smelter). The investigations found that levels of radiation on properties surrounding 7-9 Nelson Parade, at Kelly's Bush and in nearby areas of Hunters Hill were below relevant national and international guidelines for the protection of health and therefore remediation was not warranted. Further information can be found at [www.epa.nsw.gov.au](http://www.epa.nsw.gov.au)

**NSW EPA JAMES HARDIE ASBESTOS WASTE CONTAMINATION LEGACY**

During the 1960s and 70s, bulk asbestos waste associated with manufacturing and waste disposal by the former James Hardie Industries was delivered as fill to areas targeted because of their low-lying geography. Between December 2007 and February 2008, the Department of Environment Climate Change and Water conducted site inspections of those disposal sites. None of the inspected sites were found to be a significant risk to human health or the environment, provided the sites remained sealed or undisturbed. Further information can be found at [www.epa.nsw.gov.au](http://www.epa.nsw.gov.au)

**NSW EPA SITES NOTIFIED AS CONTAMINATED TO THE NSW EPA**

The EPA maintains a record of all sites notified to it by owners or occupiers of sites believed to be significantly contaminated.

**NSW EPA PFAS INVESTIGATION PROGRAM**

The NSW EPA is investigating particular sites to better understand the extent of PFAS use and contamination in NSW. PFAS are a group of chemicals that include perfluorooctane sulfonate (PFOS) and perfluorooctanoic acid (PFOA).

They have many specialty applications and are widely used in a range of products in Australia and internationally. PFAS are an emerging contaminant, which means that their ecological and/or human health effects are unclear. Further information can be found at [www.epa.nsw.gov.au](http://www.epa.nsw.gov.au)

**OTHER POTENTIALLY CONTAMINATED SITES**

An LI Resources proprietary database of recent potentially contaminating activities previously listed as having been undertaken on the property or surrounding area. Activities have been catalogued based on 'moderate to high risk activities' either known to cause potential contamination risk or to assist in guidance for sampling and remediation programs by environmental consultants. Please note this database is not exhaustive and may not list all activities in the area.

**PARRAMATTA RIVER CATCHMENT LAND USE AREAS**

An LI Resources proprietary dataset containing land use changes around the Parramatta River catchment area. Details include land reclamation areas, loss of foreshore and major land use changes (i.e. industrial to residential land). These changes may indicate presence of unregulated landfill and potential contamination associated with former industrial land use.

**PUBLIC REGISTER OF PROPERTIES AFFECTED BY LOOSE-FILL ASBESTOS INSULATION**

The NSW Government is required to maintain a register of residential properties that contain loose-fill asbestos insulation. This assists members of the wider community to be informed about any risks associated with a specific property and to take any appropriate safety measures. For more information see [www.fairtrading.nsw.gov.au](http://www.fairtrading.nsw.gov.au)

**SENSITIVE RECEPTORS**

This data may assist environmental consultants during investigations as to the location and proximity of any sensitive receptors in the area, such as aged care, child care, community and religious facilities; sports grounds; national and state parks etc.

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**COASTAL MANAGEMENT (STATE ENVIRONMENTAL PLANNING POLICY)**

The aim of this Policy is to promote an integrated and co-ordinated approach to land use planning in the coastal zone in a manner consistent with the objects of the Coastal Management Act 2016, including the management objectives for each coastal management area, by

- (a) managing development in the coastal zone and protecting the environmental assets of the coast, and
- (b) establishing a framework for land use planning to guide decision-making in the coastal zone, and
- (c) mapping the 4 coastal management areas that comprise the NSW coastal zone for the purpose of the definitions in the Coastal Management Act 2016.

**SOIL LANDSCAPE AND GEOLOGY**

This data may assist environmental consultants during investigations as to the physical site properties that could govern potential contaminant retention or migration.

**SERVICE STATIONS (CURRENT)**

Service stations may contain leaking tanks which can result in petroleum products migrating into, and contaminating, the soil or groundwater or other pathways to human and biological contact.

**UNDERGROUND PETROLEUM STORAGE SYSTEMS (UPSS) ENVIRONMENTALLY SENSITIVE ZONES**

UPSS environmentally sensitive zones represent a conservative assessment of areas likely to be vulnerable to contamination from leaking UPSS. This information can assist environmental consultants on the risk a UPSS site poses to a recognised environmentally sensitive receptor.

**WASTE MANAGEMENT FACILITIES**

A waste facility is a premises used for the storage, treatment, processing, sorting or disposal of waste. These include landfills, waste transfer stations and waste reprocessing facilities. Waste facilities emit regulated substances to air and water, such as methane gas, and can produce odours, dust and noise.



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## Terms and Conditions

### Terms and Conditions

1. Land Insight and Resources (LI Resources) will perform the Services in accordance with these terms and conditions
2. By submitting the Application Form, the User acknowledges that it has read and understood these terms and conditions and agrees to be bound by them.
3. LI Resources reserves the right to change these terms and conditions. Any change shall be effective upon notice, which may be given by LI Resources posting such change on the Website, or by direct communication with the User.

### Services

4. LI Resources agrees to undertake the Services using due skill, care and diligence.
5. The User assumes the sole risk of making use of, and/or relying on, the Report and the Services. LI Resources makes no representations about the suitability, completeness, timeliness, reliability, legality, or accuracy of the Services.
6. Unless LI Resources agrees expressly otherwise:
  - (A) The Services are solely for the use and benefit of the User; and
  - (B) LI Resources does not accept any liability, whether directly or indirectly, for any liability or loss suffered or incurred by any third party placing any reliance on the performance of the Services or any Documents or material arising from or in connection with the Services.
7. The User warrants to LI Resources that it will not use the Services for any purpose that is unlawful or is otherwise inconsistent with these terms and conditions.
8. The User will not alter in any way or provide a copy of the Report or any Document prepared by LI Resources to any other person without LI Resources's prior written consent.

### Payment Terms

9. The Fee will be payable at the time of submitting the Application Form unless invoicing payment terms have been negotiated prior to purchase with LI Resources.
10. The User and LI Resources may agree in writing to vary the Services. The fee for each variation shall be agreed between LI Resources and the User.
11. The User agrees to pay LI Resources the Fee, including the fee for any variation requested in accordance with clause 12.
12. If the User's rights are terminated and the User has made an advance payment, LI Resources will refund the User a reasonable proportion of the balance as determined by LI Resources in relation to the value of Services already provided.
13. GST at the prevailing rate is payable in addition to the Fee. The User agrees to pay any other applicable taxes, duties or government imposed fees related to the User's use of the Services.

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**Intellectual Property**

14. LI Resources owns all intellectual property in the Report and arising from or in connection with the Services.
15. LI Resources grants the User a royalty free licence to use LI Resources's intellectual property for that User's personal assessment of its Property(s) only.

**Privacy Policy**

16. Upon submitting the Application Form the User consents to LI Resources's use of the personal data provided by the User for the purposes of providing the Services.
17. The Reliance on the Report, the use of the Services and the use of LI Resources's Website is at the User's own risk. The User accepts that LI Resources does not guarantee the confidentiality of any communication or information transmitted through the use of the Website.
18. LI Resources will not provide to any third party any personal data provided by a User without the User's permission.
19. The User acknowledges that any feedback provided to LI Resources over the Website is not confidential and that LI Resources has the right to publish, reproduce, disseminate, transmit, distribute and copy (in whole or in part) any such feedback without the approval of the User.
20. LI Resources assumes no responsibility or liability for any content, communications or feedback submitted by a User over the Website. If a User has submitted objectionable content, communications or Feedback, LI Resources may, in its sole discretion, terminate that User's account, take legal action, or notify the appropriate authorities or parties, without prior notice.

**Third Party Services**

21. The User accepts that, although the Website may contain or provide information regarding applications, products and/or services provided or offered by third parties, LI Resources does not recommend or endorse any such third party applications, products and/or services.
22. The report contains content provided to LI Resources by other parties (Third Party Content). LI Resources is not responsible for, does not endorse and makes no representations either expressly or impliedly concerning the accuracy or completeness of any Third Party Content. You rely on the Third Party Content completely at your own risk.

**Limit and Extent of Liability**

23. LI Resources's liability is limited to the amount of the Fee. Liability arising in the provision of the Services is reduced to the extent that it arises out of or in connection with any negligent act or omission by the User.
24. Neither party is liable to the other for loss of actual or anticipated revenue or profits, increased capital or financing costs, increased operational or borrowing costs, pure economic loss, exemplary or punitive damages or indirect or consequential damages or loss.
25. In no event shall LI Resources or any directors, officers, employees or agents be liable for any indirect, punitive, incidental, special, or consequential damages arising out of or in any way connected with the use of the Website, any delay or inability to use the Website, any information available on the Website, or otherwise arising out of the utilisation of the Website, whether based in contract, tort, strict liability, or otherwise, even if LI Resources has been advised of the possibility of such damages. The negation of damages set forth herein is a fundamental element of the basis of the bargain between LI Resources and the User. The Services would not be provided without such limitations.

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**Property Verification**

26. The User accepts that the Services provided do not take into account any information relating to the actual state or condition of the Property.
27. The User acknowledges that the Services are not to be interpreted as commenting on the physical characteristics or condition of the Property, any particular purpose or use of that Property or the saleability or value of the Property.

**Termination and Modification**

28. LI Resources reserves the right in its sole discretion to terminate, block or restrict the User's use of the Services or any portion thereof, for any reason, and without notice. In addition, LI Resources reserves the right in its sole discretion to terminate or modify any part of the Website without notice, for any reason.

**Anti-Hacking**

29. The User agrees not to directly or indirectly, attempt to or disrupt, impair, interfere with, alter or modify the Website or any of its content.
30. The User agrees not to allow, aid or abet third parties to directly or indirectly, attempt to or disrupt, impair, interfere with, alter or modify the Website or any of its content, or obtain access to any information regarding any User or any other Report issued to a User.

**Complaints**

31. Any complaints in relation to the Services should, in the first instance, be in writing and addressed to LI Resources Customer Service at: [info@liresources.com.au](mailto:info@liresources.com.au). LI Resources will respond to any such complaints in writing as soon as practicably possible.

**General Matters**

32. These terms and conditions are governed by and will be construed and enforced in accordance with the laws of the State of New South Wales, Australia. If any dispute, controversy or claim arises out of or relating to these terms and conditions, whether sounding in contract, tort or otherwise, it shall be resolved by use of an alternative dispute resolution procedure acceptable to both parties with the assistance of a mediator. If the dispute has not been resolved to the satisfaction of either party within 60 days of initiation of the procedure or if either party fails or refuses to participate in or withdraws from participating in the procedure, then either party may refer the dispute to the court.
33. These terms and conditions apply to all Services provided by LI Resources.
34. If there is any inconsistency between these terms and conditions and any other document or agreement between the parties, these terms and conditions will prevail.
35. These terms and conditions represent the entire agreement between the parties.
36. The User authorises LI Resources to destroy Documents which LI Resources has prepared or holds in connection with the Services 7 years after the last date on which the Services were provided.
37. If any of the terms of the Application Form or the terms and conditions are invalid, unenforceable or void, the relevant term must be read down to the maximum extent possible or severed from the rest of the Application Form or these terms and conditions.



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38. These terms and conditions can only be amended or varied by a written document signed by both parties.
39. Neither party may assign or transfer any rights or obligations arising in the provision of the Services or these terms and conditions without the other party's written consent.

**Defined Terms**

<b>Application Form</b>	Means the form and accompanying information provided on the Website, completed and submitted by the User to request the Services.
<b>Document</b>	Includes a report, and any other written or electronic document.
<b>Fee</b>	Means the amount set out in the Application Form or confirmed via an invoice.
<b>Property</b>	Means the property to which the Services and the Report relate.
<b>Report</b>	Means the Document prepared by LI Resources and provided to the User which contains the environmental and development data which is relevant to the Property.
<b>Services</b>	Means the review of data and information on which the Report is based, and the preparation and provision to the User of the Report.
<b>Website</b>	Means LI Resources's online site, that is: <a href="http://www.liresources.com.au">www.liresources.com.au</a>
<b>User</b>	Means the person(s) set out in the Application Form including that person's permitted successors.



Tower Three, Level 24  
300 Barangaroo Avenue  
Sydney NSW 2000 Australia  
02 8067 8870  
info@liresources.com.au  
[www.liresources.com.au](http://www.liresources.com.au)

# D

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## Title Deed Search

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Ref : 1 King Street, Concord West

**Cadastral Records Enquiry Report : Lot 101 DP 791908**

Locality : CONCORD WEST  
LGA : CANADA BAY  
Parish : CONCORD  
County : CUMBERLAND



Report Generated 5:15:36 PM, 28 February, 2022  
Copyright © Crown in right of New South Wales, 2017  
This information is provided as a searching aid only. Whilst every endeavour is made to ensure that current map, plan and titling information is accurately reflected, the Registrar General cannot guarantee the information provided. For ALL ACTIVITY PRIOR TO SEPTEMBER 2002 you must refer to the RGS Charting and Reference Maps





Req:R406579 /Doc:CT 12065-101 CT /Rev:04-Feb-2011 /NSW LRS /Pgs:ALL /Prt:20-Feb-2022 17:13 /Seq:1 of 2  
© Office of the Registrar-General /Src:TRISEARCH /Ref:1 King Street, Concord West



12065101

**CERTIFICATE OF TITLE**  
REAL PROPERTY ACT, 1900

NEW SOUTH WALES  
Appln. Nos. 7372  
12723  
17891  
and 27265

Vol. **12065** Fol. **101**

Edition issued 19-3-1973

Prior Titles Vol.4809 Fol.50  
Vol.6671 Fol.100



I certify that the person described in the First Schedule is the registered proprietor of the undermentioned estate in the land within described subject nevertheless to such exceptions encumbrances and interests as are shown in the Second Schedule.

**CANCELLED**



Registrar General.

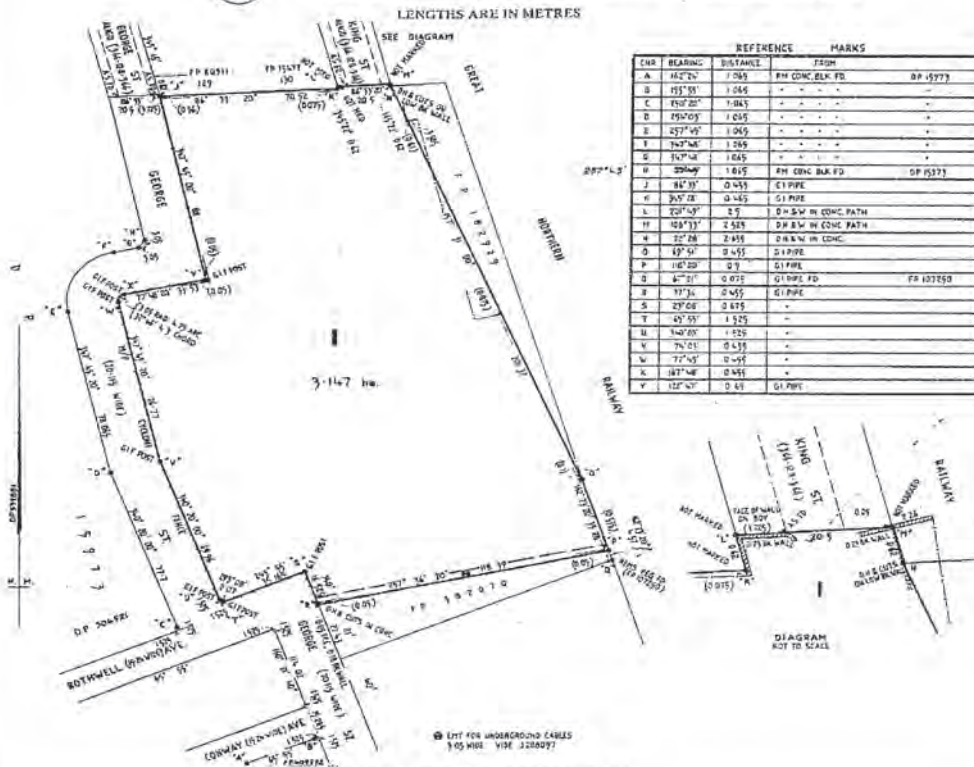
**PLAN SHOWING LOCATION OF LAND**

SEE AUTO FOLIO

12065 Fol. 101

PERSONS ARE CAUTIONED AGAINST ALTERING OR ADDING TO THIS CERTIFICATE OR ANY NOTIFICATION HEREON

WARNING: THIS DOCUMENT MUST NOT BE REMOVED FROM THE LAND TITLES OFFICE.



**ESTATE AND LAND REFERRED TO**

Estate in Fee Simple in Lot 1 in Deposited Plan 559881 at Concord West in the Municipality of Concord Parish of Concord and County of Cumberland being part of Portion 186 granted to James Hortal on 22-7-1795 part of Portion 184 granted to Mary Green on 1-1-1806 and land for which no Crown Grant has issued.

**FIRST SCHEDULE**

THE COMMONWEALTH OF AUSTRALIA.

**SECOND SCHEDULE**

- 1. Reservations and conditions, if any, contained in the Crown Grant above referred to.
- EA 2. Easement for Underground Cables created by Transfer No. J288097 affecting the part of the land above described 3.05 wide shown in the plan hereon.

*Jawatson*  
Registrar General

NOTE: ENTRIES RULED THROUGH AND AUTHENTICATED BY THE SEAL OF THE REGISTRAR GENERAL ARE CANCELLED.







**LAND  
REGISTRY  
SERVICES**

# Historical Title

Information Provided Through  
triSearch (Website)  
Ph. 1300 064 452 Fax.

NEW SOUTH WALES LAND REGISTRY SERVICES - HISTORICAL SEARCH

SEARCH DATE

28/2/2022 5:12PM

FOLIO: 1/559881

First Title(s): SEE PRIOR TITLE(S)  
 Prior Title(s): VOL 12065 FOL 101

Recorded	Number	Type of Instrument	C.T. Issue
28/3/1988		TITLE AUTOMATION PROJECT	LOT RECORDED FOLIO NOT CREATED
29/7/1988		CONVERTED TO COMPUTER FOLIO	FOLIO CREATED CT NOT ISSUED
27/9/1989	DP791908	DEPOSITED PLAN	FOLIO CANCELLED RESIDUE REMAINS
27/3/2001	7408114	DEPARTMENTAL DEALING	

\*\*\* END OF SEARCH \*\*\*

1 King Street, Concord West

PRINTED ON 28/2/2022

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Received: 28/02/2022 17:12:34



LAND  
REGISTRY  
SERVICES

## Historical Title

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NEW SOUTH WALES LAND REGISTRY SERVICES - HISTORICAL SEARCH

SEARCH DATE

28/2/2022 5:11PM

FOLIO: 101/791908

First Title(s): OLD SYSTEM  
Prior Title(s): 1/559881

Recorded	Number	Type of Instrument	C.T. Issue
27/9/1989	DP791908	DEPOSITED PLAN	FOLIO CREATED EDITION 1
16/2/1993	Z944756	REQUEST	
6/1/1997	2739463	CAVEAT	
17/4/1997	2985225	WITHDRAWAL OF CAVEAT	
17/4/1997	2985226	TRANSFER	
17/4/1997	2985227	LEASE	
17/4/1997	2985228	MORTGAGE	
17/4/1997	2985229	MORTGAGE	EDITION 2
18/11/1999	6250222	SURRENDER OF LEASE	
18/11/1999	6250223	SUB-LEASE	EDITION 3
27/3/2001	7408114	DEPARTMENTAL DEALING	
9/8/2005	AB684661	VARIATION OF LEASE	EDITION 4
18/9/2007	AD374179	LEASE	EDITION 5
10/10/2007	AD476605	DISCHARGE OF MORTGAGE	
10/10/2007	AD476606	DISCHARGE OF MORTGAGE	
10/10/2007	AD476607	TRANSFER	
10/10/2007	AD476608	MORTGAGE	EDITION 6
24/10/2007	AD302058	SUB-LEASE	
22/4/2008	AD903416	DEPARTMENTAL DEALING	
27/5/2008	AD978914	VARIATION OF LEASE	
8/12/2008	AE284095	SUB-LEASE	
10/12/2008	AE382098	CAVEAT	
25/2/2009	AE523403	TRANSFER	
25/2/2009	AE523404	MORTGAGE	EDITION 7

END OF PAGE 1 - CONTINUED OVER

1 King Street, Concord West

PRINTED ON 28/2/2022



NEW SOUTH WALES LAND REGISTRY SERVICES - HISTORICAL SEARCH  
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SEARCH DATE  
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28/2/2022 5:11PM

FOLIO: 101/791908  
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PAGE 2

Recorded -----	Number -----	Type of Instrument -----	C.T. Issue -----
7/3/2012	AG856964	LEASE	EDITION 8
6/6/2012	AH31097	DISCHARGE OF MORTGAGE	
6/6/2012	AH31098	TRANSFER	
6/6/2012	AH31099	MORTGAGE	EDITION 9
14/6/2012	AH47295	DEPARTMENTAL DEALING	EDITION 10
16/7/2012	AH113209	VARIATION OF LEASE	
23/5/2018	AN362021	VARIATION OF LEASE	
8/9/2018	AN695391	DEPARTMENTAL DEALING	EDITION 11 CORD ISSUED
18/3/2019	AP98216	DEPARTMENTAL DEALING	
21/5/2019	AP264991	DISCHARGE OF MORTGAGE	
21/5/2019	AP264992	TRANSFER	
21/5/2019	AP264993	MORTGAGE	EDITION 12 CORD ISSUED

\*\*\* END OF SEARCH \*\*\*

1 King Street, Concord West

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© Office of the Registrar-General /Src:TRISEARCH /Ref:1 King Street, Concord West  
97-01T

**TRANSFER**  
Real Property Act, 1900



2985226 X



Office of State Revenue use only

(A) **LAND TRANSFERRED**

Show no more than 20 References to Title.  
If appropriate, specify the share transferred.

**Folio Identifier: 101/791908**

(B) **LODGED BY**

L.T.O. Box <b>185H</b>	Name, Address or DX and Telephone <b>Clayton UT2 Levels 27-35, No 1 O'Connell Street SYDNEY NSW 2000, DX 310 Sydney Ph 9353 4000 REFERENCE (max. 15 characters): 779/184/1264477</b>
---------------------------	---

(C) **TRANSFEROR**

**TELSTRA CORPORATION LIMITED (ACN 051 775 556)**  
**(formerly Australian Telecommunications Commission)**

(D) acknowledges receipt of the consideration of **\$8,500,000.00**

and as regards the land specified above transfers to the Transferee an estate in fee simple

(E) subject to the following **ENCUMBRANCES** 1. .... 2. .... 3. ....

(F) **TRANSFEEE**

<b>T</b> <b>TS</b> (s713 LGA)	<b>CRANBROOK SCHOOL</b> ACN 000 007 723
<b>TW</b> (Sheriff)	<b>TENANCY:</b>

(H) We certify this dealing correct for the purposes of the Real Property Act, 1900. **DATED 2 April 1997**

Signed in my presence by the Transferor who ~~SIGNED BY AND ON BEHALF OF TELSTRA CORPORATION LIMITED~~  
by its Attorney **Paul Wilkin Kubb**  
Signature of Witness  
Name of Witness (BLOCK LETTERS)  
Address of Witness  
being the person for the time being holding or fulfilling the duties of the office of **REGIONAL PROPERTY MANAGER TELECOM PROPERTY SERVICES NEW SOUTH WALES REGION**  
of the said Telstra Corporation Limited (ACN 051 775 556) and the said Attorney states that at the date of the execution of the present instrument he has received no notice of revocation of Power of Attorney Registered No. 733 Book 3857 and produced at the Land Titles Office, Sydney by virtue of which he had executed the within document in the presence of:  
**R Platt R PLATT** Signature of Transferor  
~~JUSTICE OF THE PEACE IN AND FOR THE STATE OF NEW SOUTH WALES~~

Signed in my presence by the Transferee who is personally known to me.

Signature of Witness  
Name of Witness (BLOCK LETTERS)  
Address of Witness

**MGM**  
Signature of Transferee's Solicitor  
**M.G. ISAACS**  
CHECKED BY (office use only)

INSTRUCTIONS FOR FILLING OUT THIS FORM ARE AVAILABLE FROM THE LAND TITLES OFFICE

AUSDOC Office Pty. Ltd.

Req:R406575 /Doc:DL AD476607 /Rev:11-Oct-2007 /NSW LRS /Pgs:ALL /Prt:28-Feb-2022 17:13 /Seq:1 of 2  
© Office of the Registrar-General /Src:TRISEARCH /Ref:1 King Street, Concord West



Form: 01T  
Release: 3.3  
www.lands.nsw.gov.au

**TRANSFER**  
New South Wales  
Real Property Act 1900

**AD476607Y**

**PRIVACY NOTE:** Section 31B of the Real Property Act 1900 (RP Act) authorises the Registrar General to collect the information required by this form for the establishment and maintenance of the Real Property Act Register. Section 96B RP Act requires that the Register is made available to any person for search upon payment of a fee, if any.

STAMP DUTY

Office of State Revenue use only

Office of State Revenue	
NSW Treasury	
Client No: 68487070	1236
Duty: \$2.00	Trans No: 4596891
Post details: TS on agreement for sale of land	

(A) FOLIO OF THE REGISTER

101/791908

(B) LODGED BY

795D	Document	Name, Address or DX, Telephone, and LLPN if any	DEACONS LAWYERS GOLDFIELDS HOUSE CIRCULAR QUAY TEL: 8388 8888 SYDNEY	CODES T TW (Sheriff)
		Reference: 2637891: Act		

(C) TRANSFEROR

Cranbrook School ACN 000 007 723

(D) CONSIDERATION

The transferor acknowledges receipt of the consideration of \$ 60,750,000.00 and as regards

(E) ESTATE

the above folio of the Register transfers to the transferee an estate in fee simple

(F) SHARE TRANSFERRED

(G)

Encumbrances (if applicable):

(H) TRANSFEREE

The Public Trustee of Queensland ABN 12 676 939 467

(I)

TENANCY:

DATE 02-10-2007

(J) ~~Certified correct for the purposes of the Real Property Act 1900~~

~~by the corporation named below the common seal of which was affixed pursuant to the authority specified and in the presence of the authorised person(s) whose signature(s) appear(s) below.~~

~~Corporation: Cranbrook School ACN 000 007 723  
Authority: Section 127 of the Corporations Act~~

SEE ANNEXURE A

Signature of authorised person:

Signature of authorised person:

Name of authorised person:

Name of authorised person:

Office held: Director

Office held: Director

Certified correct for the purposes of the Real Property Act 1900 by the person whose signature appears below.

Signature:

*Brion Tierney*  
BRION TIERNEY  
SOLICITOR

Signatory's name:  
Signatory's capacity:



Req:R406575 /Doc:DL AD476607 /Rev:11-Oct-2007 /NSW LRS /Pgs:ALL /Prt:28-Feb-2022 17:13 /Seq:2 of 2  
© Office of the Registrar-General /Src:TRISEARCH /Ref:1 King Street, Concord West


Annexure A to TRANSFER


Parties:

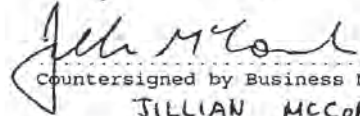
CRANBROOK SCHOOL ACN 000 007 723 & THE PUBLIC TRUSTEE OF QUEENSLAND ABN 12 676 939 467

Dated 02-10-2007

Executed by Cranbrook School ACN 000 007 723  
by the authority of the council before:

  
.....  
Signature of Authorised Representative  
PHILLIP STERN

  
.....  
Signature of Authorised-Representative  
Roger Massy-Greene

  
.....  
Countersigned by Business Manager  
JILLIAN MCCORMICK

Req:R406576 /Doc:DL AE523403 /Rev:26-Feb-2009 /NSW LRS /Pgs:ALL /Prt:28-Feb-2022 17:13 /Seq:1 of 1  
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Form: 01T  
Release: 3.4  
www.lands.nsw.gov.au

**TRANSFER**  
New South Wales  
Real Property Act 1900

**AE523403H**

**PRIVACY NOTE:** Section 31B of the Real Property Act 1900 (RP Act) authorises the Registrar General to collect the information required by this form for the establishment and maintenance of the Real Property Act Register. Section 96B RP Act requires that the Register is made available to any person for search upon payment of a fee, if any.

STAMP DUTY	Office of State Revenue use only	NEW SOUTH WALES DUTY 17-12-2008 SECTION 54A(1)(A) DUTY \$ *****10.00	0005249254-001
------------	----------------------------------	---	----------------

(A) FOLIO OF THE REGISTER: 101/791908

(B) LODGED BY: **795D** Document Collection: **123578E** Name, Address or DX, Telephone, and LLPN if any: **LLPN HENRY DAVIS YORK GROSVENOR PLACE DX 113 GYDNEY TEL: 02 9309 9800** Reference: **9902425-1/K93/3215786 2634611-772** CODES: **LAWYERS TW (Sheriff)**

(C) TRANSFEROR: THE PUBLIC TRUSTEE OF QUEENSLAND

(D) CONSIDERATION: The transferor acknowledges receipt of the consideration of \$ NIL and as regards

(E) ESTATE: the above folio of the Register transfers to the transferee an estate in fee simple

(F) SHARE TRANSFERRED

(G) Encumbrances (if applicable):

(H) TRANSFEREE: **APGF MANAGEMENT LIMITED ACN 090 257 480**

(I) **TENANCY**

DATE 10/12/2008

(J) I certify that the person(s) signing opposite, with whom I am personally acquainted or as to whose identity I am otherwise satisfied, signed this instrument in my presence.

Certified correct for the purposes of the Real Property Act 1900 by the authorised officer named below.

Signature of witness: **B.Mohr**  
Name of witness: **BRADLEY MOHR**  
Address of witness: **LEVEL 10, WATERLOO PLACE  
1 EAGLE ST, BRISBANE, QLD**

Signature of authorised officer: **Brian Wayne Sharp**  
Authorised officer's name: **SIGNED AS DELEGATE FOR THE PUBLIC TRUSTEE UNDER SECTION 11A OF THE PUBLIC TRUSTEE ACT 1978**  
Authority of officer:  
Signing on behalf of:

Certified correct for the purposes of the Real Property Act 1900 and executed on behalf of the corporation named below by the authorised person(s) whose signature(s) appear(s) below pursuant to the authority specified.  
Corporation: **APGF Management Limited ACN 090 257 480**  
Authority: **section 127 of the Corporations Act 2001**

Signature of authorised person: **[Signature]** Name of authorised person: **Adriano Julius Cragnolini**  
Office held: **DIRECTOR** Office held: **SECRETARY**

ALL HANDWRITING MUST BE IN BLOCK CAPITALS.  
0709

OFF (x) 382098

Req:R406577 /Doc:DL AH031098 /Rev:14-Jun-2012 /NSW LRS /Pgs:ALL /Prt:28-Feb-2022 17:13 /Seq:1 of 1  
© Office of the Registrar-General /Src:TRISEARCH /Ref:1 King Street, Concord West

Form: OIT  
Licence: 05-11-638  
Licensee: Softdocs  
HWL Ebsworth

①

**TRANSFER**  
New South Wales  
Real Property Act 1900



**AH31098C**

**PRIVACY NOTE:** Section 31B of the Real Property Act 1900 (RP Act) authorises the Registrar General to collect the information required by this form for the establishment and maintenance of the Real Property Act Register. Section 96B RP Act requires that the Register is made available to any person for search upon payment of a fee, if any.

STAMP DUTY

Office of State Revenue use only

Office of State Revenue	
NSW Treasury	
Client No: 3323749	2766
Duty: \$ 10-	Trans No: 6681333
Asst details:	

(A) TORRENS TITLE

101/791908

(B) LODGED BY

Document Collection Box	Name, Address or DX, Telephone, and Customer Account Number if any	CODES
486 S	LEGAL LIAISON SERVICE LLPN: 123346X Reference (optional): HOY: 3127628	T TW

(C) TRANSFEROR

APGF MANAGEMENT LIMITED ACN 090 257 480

(D) CONSIDERATION

The transferor acknowledges receipt of the consideration of \$52,000,000.00 and as regards the land specified above transfers to the transferee an estate in fee simple. *Dr*

(E) ESTATE

(F) SHARE TRANSFERRED

(G)

Encumbrances (if applicable):

(H) TRANSFEREE

PARANGOOL (CONCORD WEST) PTY LIMITED ACN 158 029 451

(I)

TENANCY:

DATE

24 / 5 / 12

(J) Certified correct for the purposes of the Real Property Act 1900 and executed on behalf of the corporation named below by the authorised person(s) whose signature(s) appear(s) below pursuant to the authority specified.

Corporation: APGF MANAGEMENT LIMITED ACN 090 257 480

Authority: Section 127(1) of the Corporations Act 2001

Signature of authorised person:

Name of authorised person: **Adriano Julius Cragnolini**

Office held:

SECRETARY

Signature of authorised person:

Name of authorised person:

Office held:

**Geoffrey Michael McMahon**  
DIRECTOR

Certified correct for the purposes of the Real Property Act 1900 by the person whose signature appears below.

Signature:

Signatory's name: **Tim L'Orange**  
Capacity: Solicitor for the transferee

(K) The transferee's solicitor certifies that the eNOS data relevant to this dealing has been submitted and stored under eNOS ID No. **267274** Full Name: **Tim L'Orange** Signature:

\* s117 RP Act requires that you must have known the signatory for more than 12 months or have sighted identifying documentation.

ALL HANDWRITING MUST BE IN BLOCK CAPITALS

Page 1 of 1

Number additional pages sequentially





LAND  
REGISTRY  
SERVICES

# Title Search

Information Provided Through  
triSearch (Website)  
Ph. 1300 064 452 Fax.

NEW SOUTH WALES LAND REGISTRY SERVICES - TITLE SEARCH

FOLIO: 101/791908

SEARCH DATE	TIME	EDITION NO	DATE
28/2/2022	5:12 PM	12	21/5/2019

LAND

LOT 101 IN DEPOSITED PLAN 791908  
AT CONCORD WEST  
LOCAL GOVERNMENT AREA CANADA BAY  
PARISH OF CONCORD COUNTY OF CUMBERLAND  
TITLE DIAGRAM DP791908

FIRST SCHEDULE

CONCORD WEST PROPERTY PTY LIMITED (T AP264992)

SECOND SCHEDULE (4 NOTIFICATIONS)

- RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S)
- EASEMENT(S) AFFECTING THE PART(S) SHOWN SO BURDENED IN THE TITLE  
DIAGRAM CREATED BY:  
J288097 EASEMENT FOR UNDERGROUND CABLES  
Z944756 TRANSFER OF EASEMENT TO SYDNEY ELECTRICITY AS  
REGARDS THE EASEMENT IN J288097
- AG856964 LEASE TO WESTPAC BANKING CORPORATION . COMMENCING  
2/10/2012. EXPIRES: 1/10/2022. OPTION OF RENEWAL: 5  
YEARS WITH A FURTHER OPTION OF 5 YEARS.  
AH113209 VARIATION OF LEASE AG856964  
AN362021 VARIATION OF LEASE AG856964
- AP264993 MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA

NOTATIONS

UNREGISTERED DEALINGS: NIL

\*\*\* END OF SEARCH \*\*\*

1 King Street, Concord West

PRINTED ON 28/2/2022

\* Any entries preceded by an asterisk do not appear on the current edition of the Certificate of Title. Warning: the information appearing under notations has not been formally recorded in the Register. triSearch an approved NSW Information Broker hereby certifies that the information contained in this document has been provided electronically by the Registrar General in accordance with Section 96B(2) of the Real Property Act 1900.

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Received: 28/02/2022 17:11:36


# E

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## Dangerous Goods Search

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2001/016835  
LICENCE NO. 


*2001/016835*



# WorkCover New South Wales

KEYWORD: \_\_\_\_\_  
ACTIVITY DESCRIPTOR: \_\_\_\_\_  
SUBJECT DESCRIPTION: \_\_\_\_\_  
TITLE: \_\_\_\_\_

*Westpac*

WCA - Unclassified	Recfind File	2001/016835
WorkCover Authority of NSW		
<i>Custodian Licensing Unit - OHS Created 30/10/2001</i>		


*Concord West 3137*


**HEALTH & SAFETY MANAGEMENT - LICENSING - Dangerous Goods Keeping  
Licence 35/035058 - Concord West, 1 King Street**

**DANGEROUS GOODS  
KEEPING LICENCE**

*2001/016835*

*35/035058*

WorkCover NSW  
  
163920

 2001/016835





**NOTIFICATION OF DANGEROUS GOODS ON PREMISES  
CHECKLIST (FDG01)**

2001/016835  
B2002/03077

INFRA # 210201

Licence/Acknowledgment Number: 35/ 035058

Site Occupier: WESTPAC BANKING CORPORATION

Site Address: 1 KINGST, CONCORD WEST 2138

Current Expiry Date: 20 / 9 / 2008

Notification fee of \$100 received and processed:  Yes

**FOLLOW-UP NOTES**

*Not a manifest quantity  
of CI Diesel  
as < 100,000 litres  
bulk CI.  
J 24/6/2008*

**DATA ENTRY (SCID)**

	Yes	No
ASIC/ABN search done to confirm name	<input type="checkbox"/>	<input type="checkbox"/>
SCID organisation fields updated	<input type="checkbox"/>	<input type="checkbox"/>
Depots updated	<input type="checkbox"/>	<input type="checkbox"/>
Sketch scanned	<input type="checkbox"/>	<input type="checkbox"/>
Site mapped	<input type="checkbox"/>	<input type="checkbox"/>

**EXPIRY DATE DETAILS**

	Yes	No
<u>Expiry Date Reset</u>		
Re-notification for further 12 months	<input type="checkbox"/>	<input type="checkbox"/>
<u>Period Of Non Notification</u>		
Old Exp Date: ___/___/___    App received date: ___/___/___    New Exp Date: ___/___/___		
Reset date of expiry	<input type="checkbox"/>	<input type="checkbox"/>

Created by Paul Newton, Dangerous Goods Licensing Officer  
Approved by Karla Reid, Dangerous Goods Haz Activities, Plant Registration Licensing Team Leader  
Approved and included in process starting May 2009

**APPLICATION FINALISED**

	Yes	No
Acknowledgment printed	<input type="checkbox"/>	<input type="checkbox"/>
Notification not required (below manifest)	<input type="checkbox"/>	<input type="checkbox"/>
TRIM record and hard copy file created ( <b>New sites only</b> )	<input type="checkbox"/>	<input type="checkbox"/>
DG's mail register updated as completed	<input type="checkbox"/>	

**PROCESSING OF NOTIFICATION COMPLETED**

Data entry and processing of notification form completed.

Staff members name:

Staff member's signature *Paullean* Date: *22/2/11*

*J. Ziphon*





United Group Services Pty Ltd  
ABN 77 074 196 991  
C/- St George Bank  
PO Box R221 Royal Exchange  
Sydney NSW 1225  
Australia  
Telephone: +61 2 9236 3638  
Facsimile: +61 2 9236 3730  
www.unitedgrouppltd.com



1<sup>st</sup> February 2011

WorkCover NSW  
Locked Bag 2906  
Lisarow NSW 2252

35/035 058 J 24/2/2011

**Regarding licence/Registration number 35/03558 (Dangerous Goods) and 912L1/0  
Renewal of Plant Item Registration**

Dear Sir or Madam

We have recently taken over as Facility Managers on behalf of the Westpac Banking Corporation, and would like to submit two items for renewal as per the above. Both of the attached items relate to the Westpac Building, which is situated at No1 King St, Concord West, NSW, 2138.

**35/03558 (Dangerous Goods)** In regards to previous documentation, it shows the 10,000L Tank as being above ground, but is actually below ground which I have Identified on your form FDG01. The only other change would be the postal address for correspondence which is, Att Facility Manager, UGL Services C/O Westpac Pty Ltd, 1 King Street, Concord West, 2138.

**912L1/0 Renewal of Plant Item Registration** In regards to the previous documentation, the only change would be the postal address for correspondence which is, Att Facility Manager, UGL Services C/O Westpac Pty Ltd, 1 King Street, Concord West, 2138.

Further to the above, please find enclosed a Cheque for the sum of \$165.00 GST Exempt.

**35/03558 (Dangerous Goods) \$100.00**  
**912L1/0 Renewal of Plant Item Registration \$65.00**

We trust that the above is acceptable, but should you have any further questions then please do not hesitate to contact me as per my details below.

Yours faithfully,

**Andy Barron**  
Facility Manager NSW

1 King Street  
Concord West NSW 2138  
M: 0439 588 444  
E: Andrew.barron@ugllimited.com

NOTIFICATION OF DANGEROUS GOODS ON PREMISES FORM

FDG01

CONTACT FOR NOTIFICATION INQUIRIES

Title: Mr / Miss / Ms / Mrs / Other (please specify) MR Family name BARRON  
Given name ANDY Other names CHARLES  
Business phone 0439 588 444 Business fax number \_\_\_\_\_  
Business email address ANDREW.BARRON@UGLIMITED.COM

Previous Licence Number or Acknowledgement Number (if known)

35/ 035058

Previous Occupier (if known)

UGL SERVICES C/O WESTPAC PTY LTD

\$ 165.00 pp  
Date 2/2/11  
Rec No 625665

Site on which dangerous goods are to be kept

Number 1 Street KING STREET

Suburb/Town/Locality

CONCORD WEST

Postcode

2138

Nearest cross Street

Lot and DP if no street number

N/A

Is the site staffed? If yes state number of employees 1000

Site staffing: Hours per day 24 Days per week 7

Site Emergency Contact

Phone number 0439588444 Name ANDY BARRON

Nature of site (eg petrol station, warehouse etc)

OFFICE

Nature of primary business activity

BANK BUSINESS

ABN Number (if any)

33 007 457 141

Website details (if any)

WWW.WESTPAC.COM.AU

What is the ANSZIC code most applicable to your business? (see guide for list of codes and further information)

Code 731

Description

CENTRAL BANK - WESTPAC PTY LTD.

Attach a site sketch(s) of the premises. Refer to the Guide GDG01 for information on the requirements for the site sketch.

Attach a legible photocopy page from a local Street Directory or other map showing the locality of the premises. Mark the location of the premises with an X.



NOTIFICATION OF DANGEROUS GOODS ON PREMISES FORM

FDG01

List the dangerous goods that will be stored and/or processed on these premises (refer to Guide GDG01). Copy this page and attach additional sheets if there is insufficient space.

Depot No	Type of storage location or process	Class	Maximum Storage Capacity (L, kg)
1	UNDERGROUND TANK	C1	10,000 L

UN Number	Proper Shipping Name	Class	PG (I, II, III)	Product or Common Name	HazChem Code	Typical Qty	Unit eg L, kg
UN0001		C1	I	DIESEL			10,000 L

Depot No	Type of storage location or process	Class	Maximum Storage Capacity (L, kg)
2	UNDERGROUND TANK	C1	55,000 L

UN Number	Proper Shipping Name	Class	PG (I, II, III)	Product or Common Name	HazChem Code	Typical Qty	Unit eg L, kg
UN0001		C1	I	DIESEL			55,000 L

Depot No	Type of storage location or process	Class	Maximum Storage Capacity (L, kg)

UN Number	Proper Shipping Name	Class	PG (I, II, III)	Product or Common Name	HazChem Code	Typical Qty	Unit eg L, kg

Depot No	Type of storage location or process	Class	Maximum Storage Capacity (L, kg)

UN Number	Proper Shipping Name	Class	PG (I, II, III)	Product or Common Name	HazChem Code	Typical Qty	Unit eg L, kg

Depot No	Type of storage location or process	Class	Maximum Storage Capacity (L, kg)

UN Number	Proper Shipping Name	Class	PG (I, II, III)	Product or Common Name	HazChem Code	Typical Qty	Unit eg L, kg



NOTIFICATION OF DANGEROUS GOODS ON PREMISES FORM

FDG01



\*2112 18

**SITE OCCUPIER INFORMATION**

Name of Occupier

UGL SERVICES C/O WESTPAC PTY LTD

ABN

33 007 457 141

Postal Address of Occupier

1 KING ST

Suburb/Town

CONCORD WEST

Postcode

2138

Trading Name if different

Type of business entity

Company  Sole Trader  Partnership  Other  please specify: \_\_\_\_\_

**DETAILS OF PERSON MAKING NOTIFICATION**

Title: Mr / Miss / Ms / Mrs / Other (please specify) MR Family name BARRON

Given name ANDY Other names CHARLES

Relationship to occupier (eg director, employee etc) FACILITY MANAGER

**DECLARATION**

I (print your name in BLOCK LETTERS) ANDY BARRON Phone number 0439588444  
of (print your home address) 25 LORRAINE AVE, CARINDAH Postcode 2229

hereby declare that:

- I am 18 years of age, or over
- The information contained in this notification is true and correct in every particular
- I am authorised to complete this notification and make this declaration on behalf of the occupier
- I am aware that it is an offence under clause 356 of the *Occupational Health and Safety Regulation 2001* to provide any information or produce any documentation in a notification that I know is false or misleading in a material particular.

Signature of person making this declaration [Signature] Date 1-2-11

**PAYMENT OF NOTIFICATION FEE**

Enclose a cheque or money order with the notification (do not send cash), pay over the counter by cash, cheque or credit card, or fill in the credit card details below for the amount of \$100.

Please charge my  Bankcard  MasterCard  Visa

Card No: \_\_\_\_\_ Card expiry date: \_\_\_\_/\_\_\_\_/\_\_\_\_

Cardholders name: \_\_\_\_\_ Cardholders signature: \_\_\_\_\_

Payment details: Amount Paid: \$ \_\_\_\_\_ Date of payment \_\_\_\_/\_\_\_\_/\_\_\_\_

**OFFICE USE ONLY**

Receipt Number \_\_\_\_\_ Date \_\_\_\_/\_\_\_\_/\_\_\_\_ Amount \$ \_\_\_\_\_

Name of Australia Post Checking Officer \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

Name of Post office/agency \_\_\_\_\_

**Australia Post Disclaimer**

Australia Post is acting as an agent for WorkCover to identify you under the requirements set out by *Occupational Health and Safety Act 2000*.

Your notification will be forwarded to WorkCover.

All correspondence in respect of this notification must be addressed to WorkCover.

Catalogue No. WC00896 WorkCover Publications Hotline 1300 799 003

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## Dangerous Goods Notification Check Sheet

Notification Number:

Site address: 1 King St  
Concord West

35/ 0350 58

**TYPE OF APPLICATION:**

RE-NOTIFICATION	<input type="checkbox"/>	FEE PAID	<input type="checkbox"/>	<b>VERIFIED</b> 
NEW	<input type="checkbox"/>	AMENDMENT (NO FEE PAYABLE)	<input checked="" type="checkbox"/>	
TRANSFER	<input type="checkbox"/>	EXPLOSIVES (REFER TO HAZ ACT)	<input type="checkbox"/>	

<u>NOTIFICATION CHECKLIST</u>	YES	NO		YES	NOT REQ	VERIFIED
ASIC /ABN search done to confirm name	<input type="checkbox"/>	<input type="checkbox"/>				
SCID organisation fields updated	<input type="checkbox"/>	<input type="checkbox"/>				
Manifest provided	<input type="checkbox"/>	<input type="checkbox"/>				
Depots Updated	<input type="checkbox"/>	<input type="checkbox"/>				
Sketch provided	<input type="checkbox"/>	<input type="checkbox"/>	Scanned	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Locality map provided	<input type="checkbox"/>	<input type="checkbox"/>	Mapped	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>EXPIRY DATE RESET</u>	YES	NO	
Re-notification for additional 12 Months	<input type="checkbox"/>	<input type="checkbox"/>	
Reset due to Common Expiry Date in Use	<input type="checkbox"/>	<input type="checkbox"/>	Common Expiry Date: ___/___/___

**PERIOD OF NON NOTIFICATION**

Old Exp Date: \_\_\_/\_\_\_/\_\_\_      Application Received Date: \_\_\_/\_\_\_/\_\_\_      New Exp Date: \_\_\_/\_\_\_/\_\_\_

(This notification was not current from date of old expiry to date of new application received)

<u>APPLICATION FINALISED</u>	YES	NO	LETTER SENT	
Acknowledgment printed	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<b>PROCESSED BY</b>  Date <u>25 / 10 / 07.</u>
Closure (Declaration A)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Notification not required (Below Manifest)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
More Info Required (See Notes below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**MORE INFORMATION REQUIRED/NOTES:**

postal address  
advised by phone

---



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---



---

DGchecklist.DS 0207





## Dangerous Goods Notification Check Sheet

Notification Number:

Site address: 1 King St  
Concord West

**35/ 035058**

**TYPE OF APPLICATION:**

RE-NOTIFICATION	<input checked="" type="checkbox"/>	FEE PAID	<input checked="" type="checkbox"/>	VERIFIED	<input type="checkbox"/>
NEW	<input type="checkbox"/>	AMENDMANT (NO FEE PAYABLE)	<input type="checkbox"/>		<input type="checkbox"/>
TRANSFER	<input type="checkbox"/>	EXPLOSIVES (REFER TO HAZ ACT)	<input type="checkbox"/>		<input type="checkbox"/>

**NOTIFICATION CHECKLIST**

	YES	NO		YES	NOT REQ	VERIFIED
ASIC /ABN search done to confirm name	<input checked="" type="checkbox"/>	<input type="checkbox"/>				
SCID organisation fields updated	<input checked="" type="checkbox"/>	<input type="checkbox"/>				
Manifest provided	<input checked="" type="checkbox"/>	<input type="checkbox"/>				
Depots Updated	<input checked="" type="checkbox"/>	<input type="checkbox"/>				
Sketch provided	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Scanned	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Locality map provided	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Mapped	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**EXPIRY DATE RESET**

	YES	NO	
Re-notification for additional 12 Months	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Reset due to Common Expiry Date in Use	<input type="checkbox"/>	<input type="checkbox"/>	Common Expiry Date: <u>  </u> / <u>  </u> / <u>  </u>

**PERIOD OF NON NOTIFICATION**

Old Exp Date: 26/8/06      Application Received Date: 20/9/07      New Exp Date: 20/9/08  
(This notification was not current from date of old expiry to date of new application received)

**APPLICATION FINALISED**

	YES	NO	LETTER SENT	
Acknowledgment printed	<input checked="" type="checkbox"/>	<input type="checkbox"/>		<b>PROCESSED BY</b> Kim Brearley <div style="border: 1px solid black; padding: 5px; display: inline-block;"><i>Kim</i></div>
Closure (Declaration A)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Notification not required (Below Manifest)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
More Info Required (See Notes below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Date 21/9/07

**MORE INFORMATION REQUIRED/NOTES:**

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NOTIFICATION OF DANGEROUS GOODS ON PREMISES FORM

FDG01

CONTACT FOR NOTIFICATION INQUIRIES

Title: Mr / Miss / Ms / Mrs / Other (please specify) Mr Family name LIMBERG  
 Given name PHILIP Other names THOMAS  
 Business phone 02 9333 7104 Business fax number 02 9333 7223  
 Business email address phil.limberg@Sodexo-au.com

Previous Licence Number or Acknowledgement Number (if known)

35/ 035058 26/8/06

Previous Occupier (if known)

WESTPAC P/L

S. 300.00  
 Date: 20.9.07  
 Rec No: 512310

Site on which dangerous goods are to be kept

Number 1 Street KING ST

Suburb/Town/Locality

CONCORD WEST

Postcode

2138

Nearest cross Street

VICTORIA AVE

Lot and DP if no street number

Is the site staffed? If yes state number of employees 500+

Site staffing: Hours per day 24 Days per week 7

Site Emergency Contact

Phone number (0)437 747 884 Name JUSTIN LYNCH

Nature of site (eg petrol station, warehouse etc)

CALL CENTRE

Nature of primary business activity

BANKING

ABN Number (if any)

33 007 457 141

Website details (if any)

www.westpac.com.au

What is the ANSZIC code most applicable to your business? (see guide for list of codes and further information)

Code 731 Description central banking

Attach a site sketch(s) of the premises. Refer to the Guide GDG01 for information on the requirements for the site sketch.

Attach a legible photocopy page from a local Street Directory or other map showing the locality of the premises. Mark the location of the premises with an X.

NOTIFICATION OF DANGEROUS GOODS ON PREMISES FORM

FDG01

List the dangerous goods that will be stored and/or processed on these premises (refer to Guide GDG01). Copy this page and attach additional sheets if there is insufficient space.

Depot No	Type of storage location or process	Class	Maximum Storage Capacity (L, kg)
1	Above ground TANK	C1	10,000 L

UN Number	Proper Shipping Name	Class	PG (I, II, III)	Product or Common Name	HazChem Code	Typical Qty	Unit eg L, kg
1202	DIESEL FUEL	3.3	III	DIESEL	31736	10000	L

Depot No	Type of storage location or process	Class	Maximum Storage Capacity (L, kg)
2	UNDERGROUND TANK	C1	55000 L

UN Number	Proper Shipping Name	Class	PG (I, II, III)	Product or Common Name	HazChem Code	Typical Qty	Unit eg L, kg
1202	DIESEL FUEL	3.3	III	DIESEL	31736	55000	L

Depot No	Type of storage location or process	Class	Maximum Storage Capacity (L, kg)

UN Number	Proper Shipping Name	Class	PG (I, II, III)	Product or Common Name	HazChem Code	Typical Qty	Unit eg L, kg

Depot No	Type of storage location or process	Class	Maximum Storage Capacity (L, kg)

UN Number	Proper Shipping Name	Class	PG (I, II, III)	Product or Common Name	HazChem Code	Typical Qty	Unit eg L, kg

Depot No	Type of storage location or process	Class	Maximum Storage Capacity (L, kg)

UN Number	Proper Shipping Name	Class	PG (I, II, III)	Product or Common Name	HazChem Code	Typical Qty	Unit eg L, kg



NOTIFICATION OF DANGEROUS GOODS ON PREMISES FORM

FDG01



**SITE OCCUPIER INFORMATION**

Name of Occupier

WESTAAC



\*2112 18

Postal Address of Occupier

1 KING ST

Suburb/Town

CONCORD WEST

Postcode

2138

Trading Name if different

Type of business entity

Company  Sole Trader  Partnership  Other  please specify: \_\_\_\_\_

**DETAILS OF PERSON MAKING NOTIFICATION**

Title: Mr / Miss / Ms / Mrs / Other (please specify) MR Family name LIMBERG  
 Given name PHILIP Other names THOMAS  
 Relationship to occupier (eg director, employee etc) AGENT - FACILITY MANAGER

**DECLARATION**

I (print your name in BLOCK LETTERS) PHILIP LIMBERG Phone number 9333 7104  
 of (print your home address) 77 RENWICK ST MARRICKVILLE Postcode 2204

hereby declare that:

- I am 18 years of age, or over
- The information contained in this notification is true and correct in every particular
- I am authorised to complete this notification and make this declaration on behalf of the occupier
- I am aware that it is an offence under clause 356 of the *Occupational Health and Safety Regulation 2001* to provide any information or produce any documentation in a notification that I know is false or misleading in a material particular.

Signature of person making this declaration [Signature] Date 1/8/07

**PAYMENT OF NOTIFICATION FEE**

Enclose a cheque or money order with the notification (do not send cash), pay over the counter by cash, cheque or credit card, or fill in the credit card details below for the amount of \$100.

Please charge my  Bankcard  MasterCard  Visa

Card No: \_\_\_\_\_ Card expiry date: \_\_\_/\_\_\_/\_\_\_

Cardholders name: \_\_\_\_\_ Cardholders signature: \_\_\_\_\_

This document is a tax invoice for GST purposes once payment is effected – RETAIN A COPY of this page for taxation purposes.

WorkCover NSW

ABN 77 682 742 966

Payment details: Amount Paid: \$ \_\_\_\_\_ Date of payment \_\_\_/\_\_\_/\_\_\_

OFFICE USE ONLY		
Receipt Number	Date ___/___/___	Amount \$ _____

Name of Australia Post Checking Officer \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

Name of Post office/agency \_\_\_\_\_

Australia Post Disclaimer		
Australia Post is acting as an agent for WorkCover to identify you under the requirements set out by <i>Occupational Health and Safety Act 2000</i> .	Your notification will be forwarded to WorkCover.	All correspondence in respect of this notification must be addressed to WorkCover.

Catalogue No. 896 WorkCover Publications Hotline 1300 799 003

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whereis.com - Print Map

Page 1 of 1



Search location:

**1 King St,  
Concord West, New South Wales**



<http://www.whereis.com/whereis/printMap.do>

2/08/2007

Licence No. 35/035058

538 G - 3077 - 2001/016825



**APPLICATION FOR RENEWAL  
OF LICENCE TO KEEP DANGEROUS GOODS**

ISSUED UNDER AND SUBJECT TO THE PROVISIONS OF THE DANGEROUS GOODS ACT, 1975 AND REGULATION THEREUNDER

**DECLARATION:** Please renew licence number **35/035058** to 26/08/2005. I confirm that all the licence details shown below are correct (amend if necessary).

*J. Fletcher*  
.....  
(Signature)  
for: WESTPAC PTY LIMITED

**JOHN FLETCHER**  
.....  
(Please print name)

*26/08/04*  
.....  
(Date signed)

**THIS SIGNED DECLARATION SHOULD BE RETURNED TO:**

WorkCover New South Wales                      Enquiries:ph (02) 43215500  
Dangerous Goods Licensing Section                      fax (02) 92875500  
LOCKED BAG 2906  
LISAROW NSW 2252

**Details of licence on 9 July 2004**

Licence Number 35/035058                      Expiry Date 26/08/2004

Licensee WESTPAC PTY LIMITED      ACN 080 105 442

Postal Address: 1 KING ST CONCORD WEST NSW 2138

Licensee Contact ~~WAYNE BLACK Ph. 02 9767 0622~~      **JOHN FLETCHER. Ph. 02 9767 1325**

Premises Licensed to Keep Dangerous Goods  
WESTPAC PTY LIMITED  
1 KING ST CONCORD WEST 2138

Nature of Site MANUFACTURING N.E.C.

Major Supplier of Dangerous Goods VARIOUS

Emergency Contact for this Site GREG BLACK      Ph. 02 9767 0662

Site staffing 24 HOURS 6 DAYS

**Details of Depots**

Depot No.	Depot Type	Goods Stored in Depot	Qty
1	EXEMPT - A/G TANK	Class C1	10000 L
	UN 00C1 DIESEL		10000 L
2	UNDERGROUND TANK	Class C1	55000 L
	UN 00C1 DIESEL		55000 L






Licence No. 35/035058

**APPLICATION FOR RENEWAL  
OF LICENCE TO KEEP DANGEROUS GOODS**

ISSUED UNDER AND SUBJECT TO THE PROVISIONS OF THE DANGEROUS GOODS ACT, 1975 AND REGULATION THEREUNDER

**DECLARATION:** Please renew licence number 35/035058 to 27/08/2004. I confirm that all the licence details shown below are correct (amend if necessary).

  
.....  
(Signature)  
for: WESTPAC PTY LIMITED

Wayne Black  
.....  
(Please print name)

18/7/03  
.....  
(Date signed)

**THIS SIGNED DECLARATION SHOULD BE RETURNED TO:**

WorkCover New South Wales                      Enquiries:ph (02) 43215500  
Dangerous Goods Licensing Section                      fax (02) 92875500  
LOCKED BAG 2906  
LISAROW NSW 2252

**Details of licence on 11 July 2003**

Licence Number 35/035058                      Expiry Date 27/08/2003

Licensee WESTPAC PTY LIMITED      ACN 080 105 442

Postal Address: 1 KING ST CONCORD WEST NSW 2138

Licensee Contact  BLACK Ph. 02 9767 0622

Premises Licensed to Keep Dangerous Goods  
WESTPAC PTY LIMITED  
1 KING ST CONCORD WEST 2138

Nature of Site MANUFACTURING N.E.C.

Major Supplier of Dangerous Goods VARIOUS

Emergency Contact for this Site GREG BLACK Ph. 02 9767 0662

Site staffing 24 HOURS 6 DAYS

**Details of Depots**

Depot No.	Depot Type	Goods Stored in Depot	Qty
1	EXEMPT - A/G TANK	Class C1	10000 L
	UN 00C1 DIESEL		10000 L
2	UNDERGROUND TANK	Class C1	55000 L
	UN 00C1 DIESEL		55000 L

**FOR RECORDS:** 35/ 0350 58

Check in books, fiche & GF

Allocate Licence\_ (s)

Process plan(s)

Create files(s) & photocopy(ies) part A

Mark to D/E Part A only or D/E all Parts

Send letter requesting stamped plan for class(es)  
Class(es):  Depot(s):

Send to CSU/ROD for approval / exemption

Initial & date: 07/11/01

*\* Please call to get power isolation point for site sketch. B.L.*

SITE SUBURB: CONCORD WEST FILE NUMBER: NEW

NOT ON PC

CHECK CAN/ABN NO.

DANGEROUS GOODS LICENSING-PERFORMANCE MONITORING

**KEEP THIS SHEET AS TOP PAGE**

DATE APPLICATION RECEIVED: 27/8/01

DATE PROCESSED BY LICENSING: ..... BY: .....  
*Where further assessment is required*

DATE TO CSU/ROD: ..... BY: .....

DATE ALLOCATED: ..... TO: .....

DATE APPROVED: ..... BY: .....

DATE RETURNED TO LICENSING: .....

DATE APPROVED BY LICENSING: 07/11/01 BY: [Signature]

DATE DATA ENTRY COMPLETED: ..... BY: .....

DATE LICENCE ISSUED: 22/11/01 BY: [Signature]  
(initials)

COMMENTS: *(where applicable, please include details of (initials date client contacted for further information, or reasons for delay in processing application)*

.....  
.....  
.....  
.....  
.....

*Please tear off and fill in the information below and return the slip to the applicant for application only.*



WorkCover New South Wales, 400 Kent Street, Sydney 2000. Tel: 9370 5000 Fax: 9370 5999 ALL MAIL TO G.P.O. BOX 5364 SYDNEY 2001



**Dangerous Goods Licensing Section**  
**Tel: 02 9370 5187 Fax: 02 9370 6122**  
**E-mail: [scid@WorkCover.nsw.gov.au](mailto:scid@WorkCover.nsw.gov.au)**

**Date: MONDAY 28<sup>TH</sup> AUGUST 2001**

To: MIKE TOMKINS  
INVESTA PROPERTY GROUP  
GPO BOX 4180  
SYDNEY 2001

Dear Sir/Madam,

**COPY**

**Re: Application for Dangerous Goods Licence**

**Premises: 1 KING ST, CONCORD WEST, 2137**

Your application for a Licence to Keeping Dangerous Goods has been received into the Dangerous Goods section.

Date of Receipt is 27/08/2001, your application is currently being processed.

Date returned: ...../...../....., your application has been returned to you for completion as further information is required. (Please see attached checklist for additional information required).

Please do not hesitate to give WorkCover Dangerous Goods Licensing a call if you have any queries in regards to this matter on 02 9370 5187.

Yours faithfully,

**MARK GROSS**

For Kham SIRIMANOTHAM  
Team Leader for Dangerous Goods Licensing



**INVESTA**  
Property Group

Investa Asset Management Pty Ltd  
ABN 16 089 301 922  
Level 17, 135 King Street  
Sydney NSW 2000  
GPO Box 4180  
Sydney NSW 2001  
Tel: 02 8226 9300



Dangerous Goods Licensing  
WorkCover NSW  
Level 2,  
GPO Box 5364  
Sydney NSW 2001

Thursday, August 23, 2001

**License Application – Underground Tanks – 1 King St. Concord West**

Please find enclosed license application for Underground tanks at the Westpac premises,  
1 King St. Concord West NSW.

If further information is required or this application is subject to a fee, please contact  
**Geoff King National Corporate Facilities Manager Tel (02) 8226 9316 or**  
**The writer.**

Investa Property Group act on behalf of Westpac as their National property Managers

Thank you

Mike Tompkins  
**Manager Operations**  
**Corporate Facilities Management**

☎: (02) 8226 9317 Fax: (02) 8226 9497  
☎: 0408 650 616  
✉: mtompkins@investa.com.au

**Encl. Application Documents**



25/07/01 13:30 TSF ENGINEERING + 97670663

NO. 401 01e

# Application for Licence to Keep Dangerous Goods



Application for  new licence  amendment  transfer  renewal of expired licence

**PART A - Applicant and site information** See page 2 of Guidance Notes.

1 Name of applicant ACN  
Westpac Pty Limited 080 105 402

2 Postal address of applicant Suburb/Town Postcode  
 \_\_\_\_\_

3 Trading name or site occupier's name  
 \_\_\_\_\_

4 Contact for licence inquiries  
 Phone \_\_\_\_\_ Fax \_\_\_\_\_ Name \_\_\_\_\_

5 Previous licence number (if known) 35/ 035058

6 Previous occupier (if known)  
 \_\_\_\_\_

7 Site to be licensed  
 No \_\_\_\_\_ Street KING STREET  
 Suburb / Town CONCORD WEST Postcode 2137

8 Main business of site SERVICE CENTRE

9 Site staffing: Hours per day 24 Days per week 6

10 Site emergency contact  
 Phone (02) 97670662 Name GREG BLACK

11 Major supplier of dangerous goods \_\_\_\_\_

12 If a new site or for amendments to depots - see page 4 of Guidance Notes.  
 Plan stamped by: Name of Accredited Consultant GREG WOON Date stamped 31/7/01

I certify that the details in this application (including any accompanying computer disk) are correct and cover all licensable quantities of dangerous goods kept on the premises.

13 Signature of applicant Printed name Date  
[Signature] Geoff King 18-8-01

**Please send your application, marked CONFIDENTIAL, to: Dangerous Goods Licensing, WorkCover NSW, Level 2, GPO Box 5364, SYDNEY NSW 2001**



25/07/01

13:30

TSF ENGINEERING → 97670663

NO. 401

014

What is a depot? See page 5 of the Guidance Notes.

**PART C – Dangerous Goods Storage** Complete one section per depot.

If you have more depots than the space provided, photocopy sufficient sheets first.

Depot Number	Type of depot (see page 5)	Depot Class	Maximum storage capacity			
DEP 1	Under ground tanks	3	55,000 L			
UN Number	Proper Shipping Name	Class (I, II, III)	PG	Product or common name	Typical quantity	Unit, e.g. L, kg, m <sup>3</sup>
	Combustible	CI	3	DIESEL	55,000	L
	"	"	3	DIESEL	10,000	L

Depot Number	Type of depot (see page 5)	Depot Class	Maximum storage capacity			
DEP 1	EXEMPT U/G TANK	CI	10000 L			
UN Number	Proper Shipping Name	Class (I, II, III)	PG	Product or common name	Typical quantity	Unit, e.g. L, kg, m <sup>3</sup>
0001				DIESEL	10000	L

Depot Number	Type of depot (see page 5)	Depot Class	Maximum storage capacity			
2	UNDERGROUND TANK	CI	55000 L			
UN Number	Proper Shipping Name	Class (I, II, III)	PG	Product or common name	Typical quantity	Unit, e.g. L, kg, m <sup>3</sup>
0001				DIESEL	55000	

Depot Number	Type of depot (see page 5)	Depot Class	Maximum storage capacity			
UN Number	Proper Shipping Name	Class (I, II, III)	PG	Product or common name	Typical quantity	Unit, e.g. L, kg, m <sup>3</sup>

25/07/01

13:30

TSF ENGINEERING → 97670663

NO. 401

017

**Part D – Checklist for Toxic and Corrosive Goods**

**ONLY For depots for Class 6.1 or Class 8 dangerous goods.**

Depot number : \_\_\_\_\_ Class 6.1  8

Please fill in a separate form for each depot (that is each tank, drum, store etc) containing Class 6.1 or Class 8 goods

Please state whether the storage area meets the following requirements by ticking the matching response. For correct storage all applicable responses should be YES.

- 1 The Storage area clearly identified with appropriate diamond sign  YES  NO
- 2 The diamond sign is at least 250 mm x 250 mm.  YES  NO
- 3 The diamond sign is clearly visible from all approaches to the storage area  YES  NO
- 4 Spillage containment is provided for liquid dangerous goods:
  - a) In packages – 25% of the total  YES  NO
  - b) In tanks (including IBCs) – at least 100% of the largest or only tank  YES  NO

**Note:** The bund wall for tanks must be located as described in the DG Regulation or appropriate Australian Standard, or see WorkCover leaflet DG072 for guidance.

- 5. The edge of the bund wall for the storage area (for liquids) or the nearest package (of solids) is **AT LEAST 5 metres away from:**
    - a) Any dangerous goods of other classes  YES  NO
    - b) Any material that burns easily, including flammable liquids, waste paper, rags, hay, sawdust, dry grass, shrubs and overhanging tree branches  YES  NO
    - c) Anything that could react with the dangerous goods in the storage area (For example, some acids could react dangerously with Class 6.1 goods, and incompatible corrosives and oxidizing substances could react dangerously with Class 8 goods. For information, see the MSDS, product labels or WorkCover leaflet DG064.)  YES  NO
    - d) Foodstuffs or packages for food (this requirement only applies for Class 6.1 goods)  YES  NO
- No Class 6.1 goods in this depot**

- 6. At least one fire extinguisher of Type 2A60B(E) or better is provided in or near the storage area.  YES  NO
- 7. The fire extinguisher is inspected at least every six months  YES  NO
- 8. All packages containing 500mL or 500g or more are marked with the correct diamond sign and the Proper Shipping Name  YES  NO

I certify that the information on this checklist is correct.

Signature of applicant: \_\_\_\_\_

Date \_\_\_/\_\_\_/\_\_\_

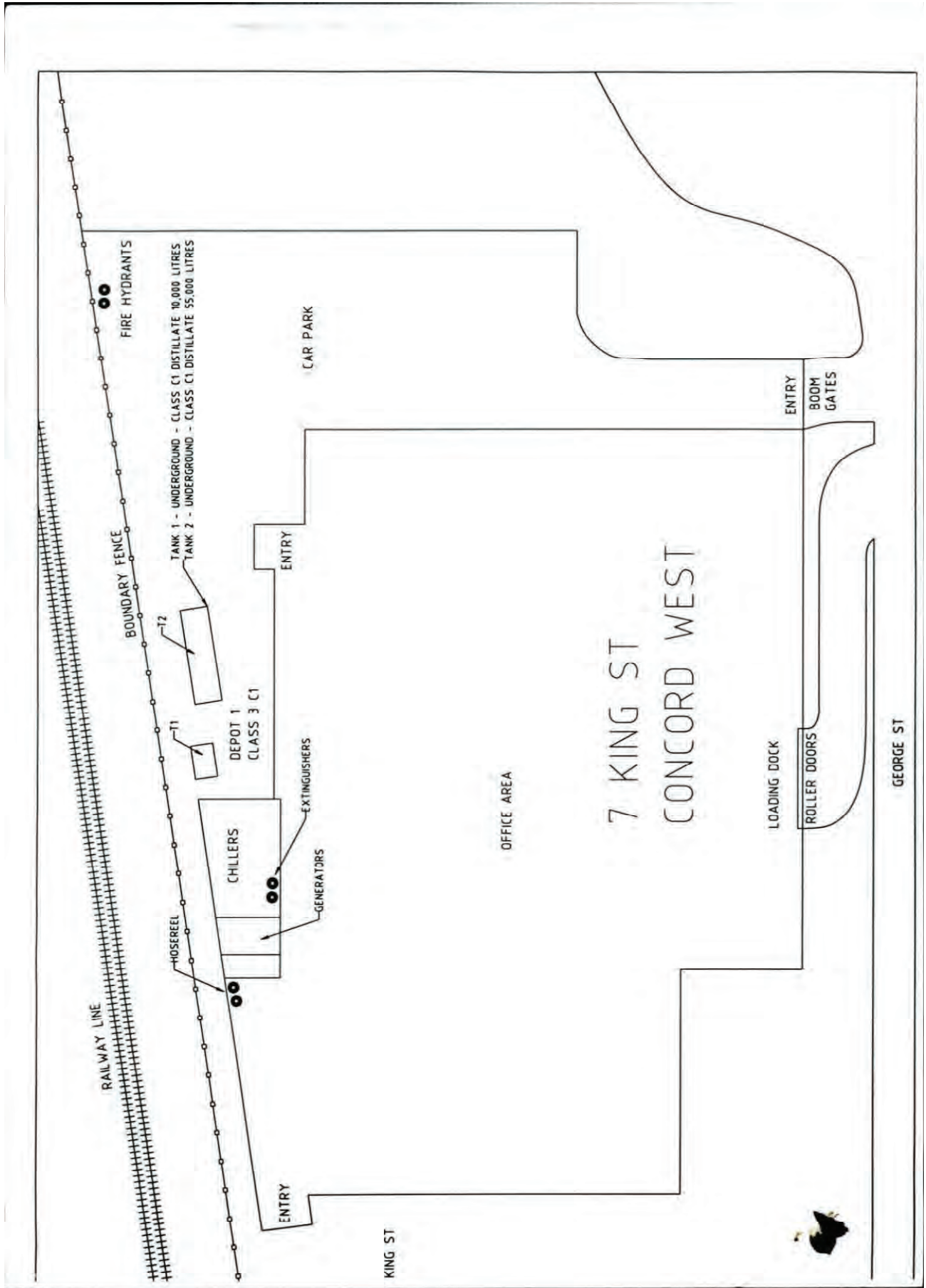
Position: \_\_\_\_\_

Printed name: \_\_\_\_\_

Please send your application, marked **CONFIDENTIAL**, to:  
**Dangerous Goods Licensing, WorkCover NSW, Level 3, GPO Box 5364  
SYDNEY NSW 2001**

6th Edition SSB 1335 11/98



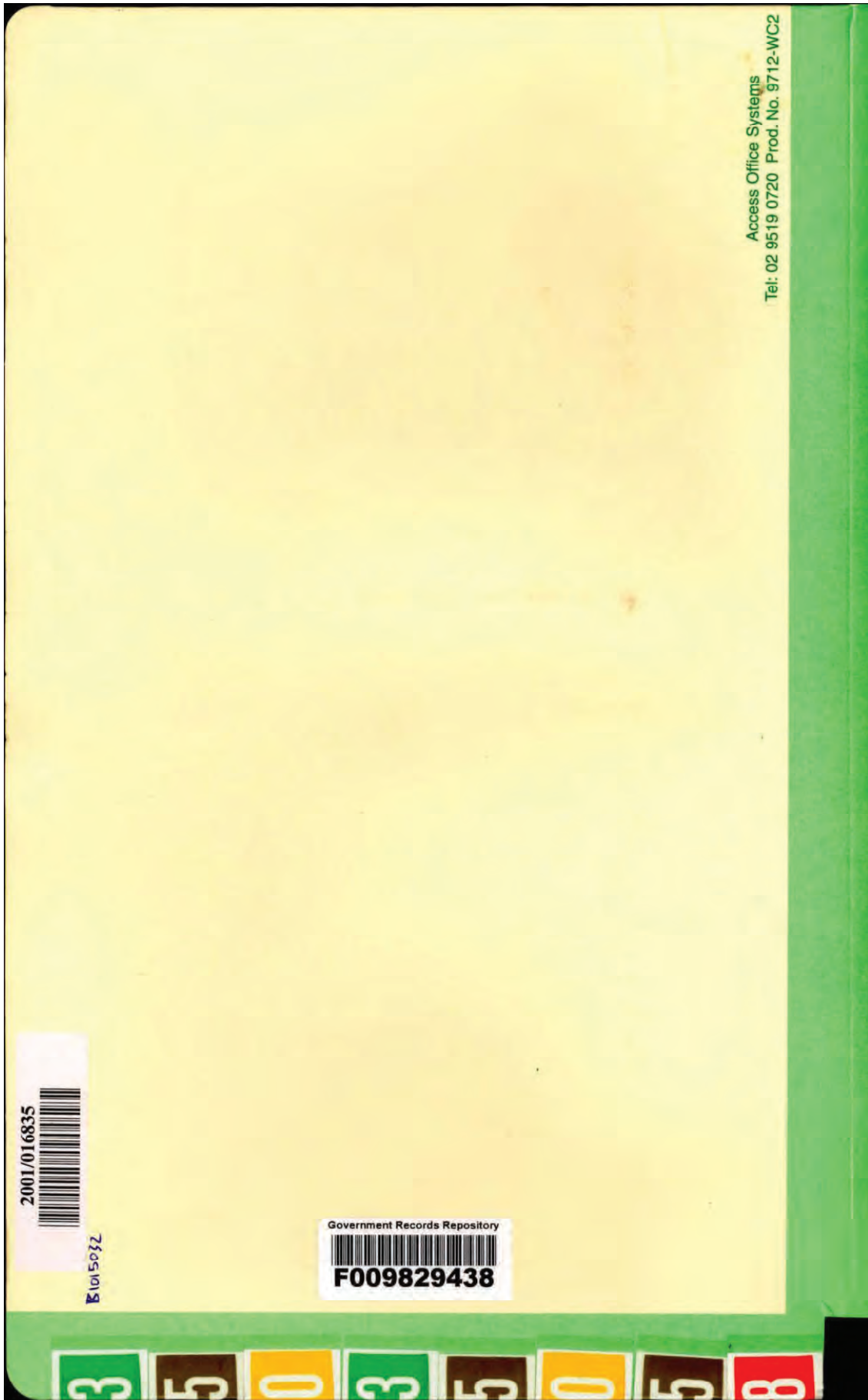




**OVERSIZE**

**IMAGE**

**21**

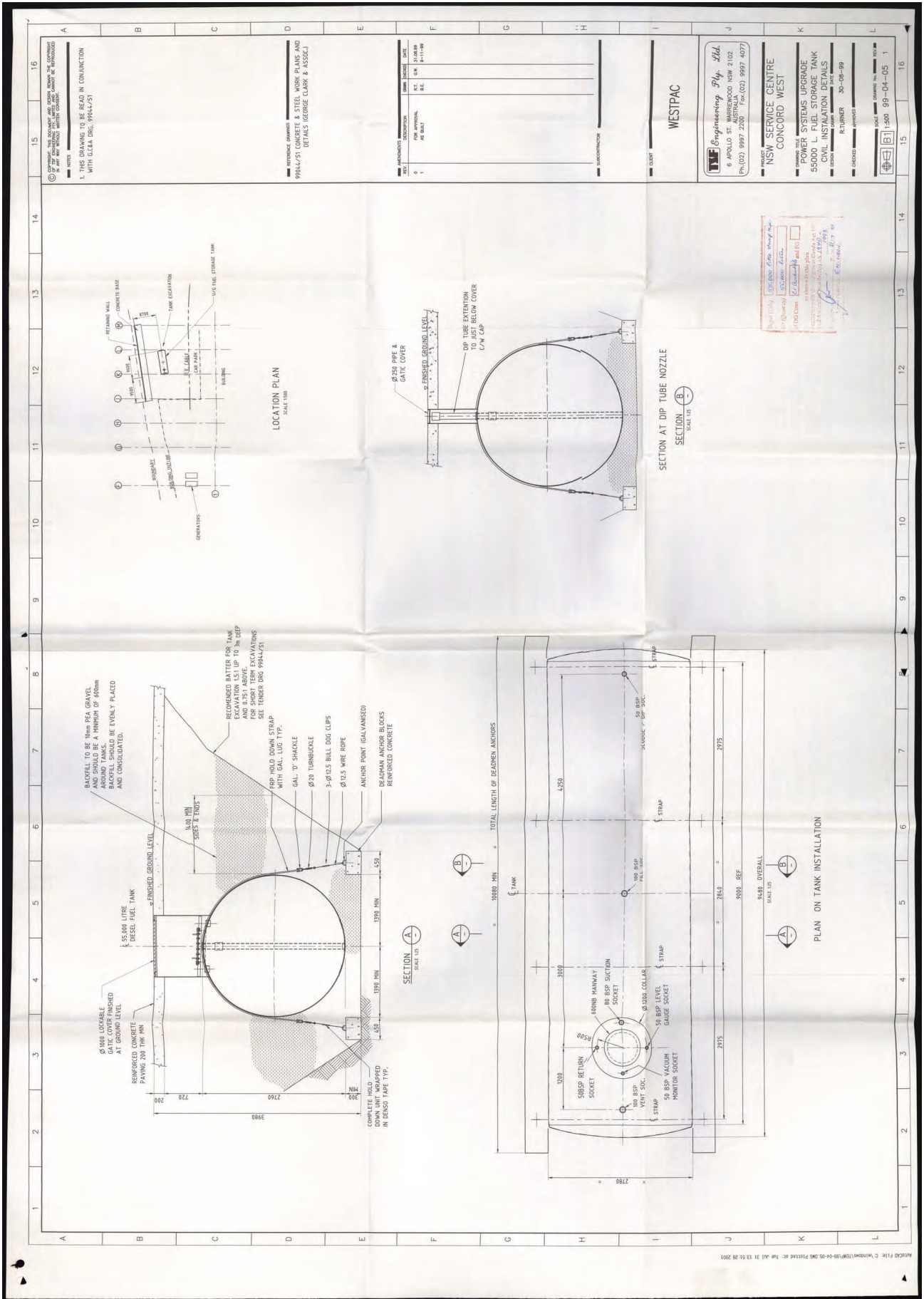


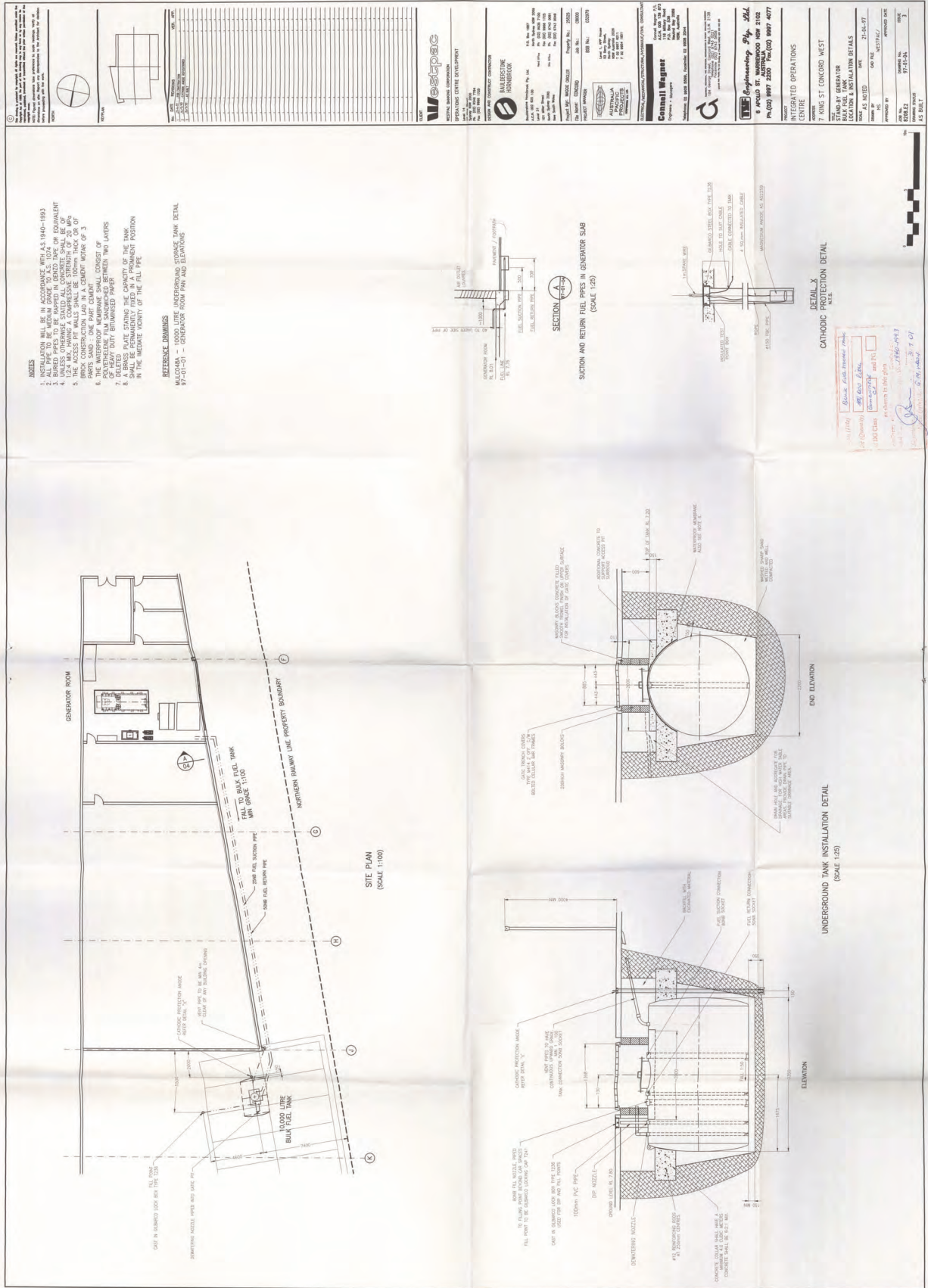
**Oversize**

**Card**

**21**









# F

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## Planning Certificate

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**APPLICANT:** Mr T Osborne  
Level 24, 300 Barangaroo Avenue  
SYDNEY NSW 2000

**PLANNING CERTIFICATE - under section 10.7  
Environmental Planning and Assessment Act 1979**

---

**Property:** 1 King Street CONCORD WEST NSW 2138

**Title:** Lot 101 DP 791908

<b>Certificate No:</b>	PC2022/0436	<b>Certificate Date:</b>	01/03/2022
<b>Receipt No:</b>	Online Receipt	<b>Certificate Fee:</b>	\$133.00
<b>Land No:</b>	23461	<b>Applicant's Ref:</b>	LI-02436

Planning Certificate

Certificate No.: PC2022/0436

Property: 1 King Street CONCORD WEST NSW 2138

Certificate Date: 01/03/2022

---

**SECTION 10.7(2)**

In accordance with the requirements of section 10.7(2) of the Environmental Planning and Assessment Act (1979) ("the Act"), the following prescribed matters relate to the land at the date of this certificate.

---

**ITEM 1 - Names of relevant planning instruments and DCPs****1. *The following environmental planning instruments apply to the carrying out of development on the land:***

Canada Bay Local Environmental Plan 2013

State Environmental Planning Policy No. 19 – Bushland in Urban Areas  
State Environmental Planning Policy No. 33 – Hazardous and Offensive Development  
State Environmental Planning Policy No. 50 – Canal Estates  
State Environmental Planning Policy No. 55 – Remediation of Land  
State Environmental Planning Policy No. 64 – Advertising and Signage  
State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Development  
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004  
State Environmental Planning Policy (Concurrences and Consent) 2018  
State Environmental Planning Policy (Educational Establishments and Child Care Facilities) 2017  
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008  
State Environmental Planning Policy (Housing) 2021  
State Environmental Planning Policy (Infrastructure) 2007  
State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007  
State Environmental Planning Policy (Primary Production and Extractive Industries) 2007  
State Environmental Planning Policy (State and Regional Development) 2011  
State Environmental Planning Policy (State Significant Precincts) 2005  
State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017  
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

**2. *The following proposed environmental planning instruments apply to the carrying out of development on the land and are or have been the subject of community consultation or on public exhibition under the Environmental Planning and Assessment Act 1979:***

Planning Proposal - LEP Miscellaneous Amendments (PP2020/0002)  
State Environmental Planning Policy (Environment)  
Design and Place State Environmental Planning Policy

**3. *The following development control plans apply to the carrying out of development on the land:***

City of Canada Bay Development Control Plan

Planning Certificate

Certificate No.: PC2022/0436

Property: 1 King Street CONCORD WEST NSW 2138

Certificate Date: 01/03/2022

**ITEM 2 - Zoning and land use under relevant LEPs****1. (a) Zoning details in the instruments identified in item 1(1) above****Zone IN1 General Industrial****1 Objectives of zone**

- To provide a wide range of industrial and warehouse land uses.
- To encourage employment opportunities.
- To minimise any adverse effect of industry on other land uses.
- To support and protect industrial land for industrial uses.

**2 Permitted without consent**

Environmental protection works

**3 Permitted with consent**

Depots; Freight transport facilities; Garden Centres; General industries; Hardware and Building Supplies; Industrial training facilities; Light industries; Neighbourhood shops; Roads; Places of Public Worship; Warehouse or distribution centres; Any other development not specified in item 2 or 4

**4 Prohibited**

Agriculture; Air transport facilities; Airstrips; Amusement centres; Boat launching ramps; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Charter and tourism boating facilities; Child care centres; Commercial premises; Community facilities; Correctional centres; Crematoria; Eco-tourist facilities; Educational establishments; Entertainment facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Function centres; Health services facilities; Heavy industrial storage establishments; Heavy industries; Helipads; Highway service centres; Home-based child care; Home businesses; Home occupations; Home occupations (sex services); Information and education facilities; Jetties; Marinas; Mooring pens; Moorings; Open cut mining; Public administration buildings; Recreation facilities (major); Registered clubs; Research stations; Residential accommodation; Respite day care centres; Restricted premises; Rural industries; Sex services premises; Tourist and visitor accommodation; Water recreation structures; Water supply systems; Wharf or boating facilities; Wholesale supplies

***Additional permitted uses***

No additional uses apply

**(b) Are there development standards applying to the land, which fix minimum land dimensions for the erection of a dwelling house on the land?**

No fixed minimum land dimensions apply to this land

**(c) Does the land include or comprise critical habitat?**

The land does not include or comprise critical habitat under an EPI



Planning Certificate

Property: 1 King Street CONCORD WEST NSW 2138

Certificate No.: PC2022/0436

Certificate Date: 01/03/2022

**(d) Is the land within a heritage conservation area?**

The land is not within a heritage conservation area

**(e) Is there a heritage item situated on the land?**

There are no heritage items situated on the land

**2. (a) Zoning details in the instruments identified in item 1(2) above**

No draft zoning applies to the land

**Additional permitted uses**

No draft additional uses apply

**(b) Are there development standards applying to the land, which fix minimum land dimensions for the erection of a dwelling house on the land?**

No fixed minimum land dimensions apply to the land under a draft environmental planning instrument

**(c) Does the land include or comprise critical habitat?**

The land does not include or comprise critical habitat under a draft EPI

**(d) Is the land within a draft heritage conservation area?**

The land is not within a draft heritage conservation area

**(e) Is there a draft heritage item situated on the land?**

There are no draft heritage items situated on the land

---

**ITEM 2A - Zoning and land use under State Environmental Planning Policy (Sydney Region Growth Centres) 2006**

*Is the land identified within any zone under Part 3 of State Environmental Planning Policy (Sydney Region Growth Centres) 2006, a Precinct Plan, or a Proposed Precinct Plan that is or has been the subject of community consultation or on public exhibition under the Act?*

No

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**ITEM 3 – Complying Development Exclusions**

*Is the land, land on which complying development may be carried out under clauses 1.17A(1)(c) to (e),(2),(3) and (4), 1.18 (1)(c3) and 1.19 of State Environmental Planning Policy (Exempt and Complying Development Codes) 2008?*

**Housing Code**

Yes, under the Housing Code complying development may be carried out on the land.

**Rural Housing Code**

**Planning Certificate**

Certificate No.: PC2022/0436

Property: 1 King Street CONCORD WEST NSW 2138

Certificate Date: 01/03/2022

Yes, under the Rural Housing Code complying development may be carried out on the land.

***Low Rise Housing Diversity Code***

Yes, under the Low Rise Housing Diversity Code complying development may be carried out on the land.

***Greenfield Housing Code***

Yes, under the Greenfield Housing Code complying development may be carried out on the land.

***Inland Code***

Yes, under the Inland Housing Code complying development may be carried out on the land.

***Housing Alterations Code***

Yes, under the Housing Alterations Code complying development may be carried out on the land.

***General Development Code***

Yes, under the General Development Code complying development may be carried out on the land.

***Commercial and Industrial Alterations Code***

Yes, under the General Commercial and Industrial Code complying development may be carried out on the land.

***Commercial and Industrial (New Buildings and Additions) Code***

Yes, under the General Commercial and Industrial (New Buildings and Additions) Code complying development may be carried out on the land.

***Container Recycling Facilities Code***

Yes, under the Container Recycling Facilities Code complying development may be carried out on the land.

***Subdivisions Code***

Yes, under the Subdivisions Code complying development may be carried out on the land.

***Demolition Code***

Yes, under the Demolition Code complying development may be carried out on the land.

***Fire Safety Code***

Yes, under the Fire Safety Code complying development may be carried out on the land.

Planning Certificate

Certificate No.: PC2022/0436

Property: 1 King Street CONCORD WEST NSW 2138

Certificate Date: 01/03/2022

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**ITEM 4 – Repealed**

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**ITEM 4A – Repealed**

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**ITEM 4B – Annual charges under Local Government Act 1993 for coastal protection services that relate to existing coastal protection works**

*Has the owner (or any previous owner) of the land consented in writing to the land being subject to annual charges under section 496B of the Local Government Act 1993 for coastal protection services that relate to existing coastal protection works (within the meaning of section 553B of that Act)?*

No

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**ITEM 5 – Mine subsidence**

*Is the land proclaimed to be in a mine subsidence district within the meaning of section 15 of the Mine Subsidence Compensation Act 1961?*

No

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**ITEM 6 – Road widening and road realignment**

*Is the land affected by any road widening or road realignment under:*

- (a) Division 2 of Part 3 of the Roads Act 1993; or  
(b) Any environmental planning instrument; or  
(c) Any resolution of the Council?*

No

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**ITEM 7 – Council and other public authority policies on hazard risk restrictions**

*(a) Whether or not the land is affected by a policy adopted by the Council that restricts the development of the land because of the likelihood of:-*

- |       |                     |     |
|-------|---------------------|-----|
| (i)   | land slip           | No  |
| (ii)  | bushfire            | No  |
| (iii) | tidal inundation    | No  |
| (iv)  | subsidence          | No  |
| (v)   | acid sulphate soils | Yes |

The land is identified as being within Class 5 on the Acid Sulfate Soil Map under the Canada Bay LEP 2013. Works prohibited without Council approval (except as



**Planning Certificate**

**Property:** 1 King Street CONCORD WEST NSW 2138

**Certificate No.:** PC2022/0436

**Certificate Date:** 01/03/2022

provided by subclause 4 of clause 6.1 of the Canada Bay LEP 2013) include:

- Works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum by which the watertable is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land.

(vi) land contamination Yes

Council has adopted by resolution a policy on contaminated land that applies to all land within the City of Canada Bay. Please note that this statement refers to whether or not Council has a policy regarding contamination and is not a statement on whether the property is affected by contamination or potential contamination.

**(b) Whether or not the land is affected by a policy adopted by any other public authority and notified to the Council for the express purpose of its adoption by that authority being referred to in planning certificates issued by the Council that restricts the development of the land because of the likelihood of:-**

(i)	land slip	No
(ii)	bushfire	No
(iii)	tidal inundation	No
(iv)	subsidence	No
(v)	acid sulphate soils	No
(vi)	land contamination	No

---

**ITEM 7A – Flood related development controls**

**1. If the land or part of the land is within the flood planning area and subject to flood related development controls.**

Yes, please refer to Council's Planning Controls webpage for more information on Flood Planning.

**2. If the land or part of the land is between the flood planning area and the probable maximum flood and subject to flood related development controls.**

No

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**ITEM 8 – Land reserved for acquisition**

**Is there an environmental planning instrument, or proposed environmental planning instrument referred to in clause 1 which makes provision in relation to the acquisition of the**

Planning Certificate

Certificate No.: PC2022/0436

Property: 1 King Street CONCORD WEST NSW 2138

Certificate Date: 01/03/2022

**land by a public authority, as referred to in section 3.15 of the Environmental Planning and Assessment Act 1979?**

No

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#### ITEM 9 – Contributions plans

**The name of each contributions plan applying to the land is:-**

City of Canada Bay S7.11 Development Contributions Plan

City of Canada Bay S7.12 Fixed Levy Contributions Plan

City of Canada Bay Affordable Housing Contributions Plan

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#### ITEM 9A - Biodiversity certified land

**Is the land biodiversity certified land under Part 8 of the Biodiversity Conservation Act 2016 (including land certified under Part 7AA of the Threatened Species Conservation Act 1995)?**

No

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#### ITEM 10 – Biodiversity stewardship sites

**Has Council been notified by the Chief Executive of the Office of Environment and Heritage that the land is a biodiversity stewardship site under a biodiversity stewardship agreement under Part 5 of the Biodiversity Conservation Act 2016 (including biobanking agreements under Part 7A of the Threatened Species Conservation Act 1995)?**

No

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#### ITEM 10A – Native vegetation clearing set asides

**Under section 60ZC of the Local Land Service Act 2013, has Council been notified by Local Land Services (or is it registered in the public register under that section) that the land contains a set aside area?**

No

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#### ITEM 11 – Bush fire prone land

- |     |  |     |
|-----|--|-----|
| (a) | <b>All of the land is bush fire prone land.</b>  | No  |
| (b) | <b>Some of the land is bush fire prone land.</b> | No  |
| (c) | <b>None of the land is bush fire prone land.</b> | Yes |
- 

#### ITEM 12 – Property vegetation plans

Planning Certificate

Certificate No.: PC2022/0436

Property: 1 King Street CONCORD WEST NSW 2138

Certificate Date: 01/03/2022

*Has Council been notified (by the person or body that approved the plan) of the existence of a property vegetation plan approved under Part 4 of the Native Vegetation Act 2003 (and that continues in force) applying to the land?*

No

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**ITEM 13 – Orders under Trees (Disputes Between Neighbours) Act 2006**

*Has Council been notified that an order has been made under the Trees (Disputes Between Neighbours) Act 2006 to carry out work in relation to a tree on the land?*

No

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**ITEM 14 – Directions under Part 3A**

*Is there a direction by the Minister in force under section 75P (2) (c1) of the Environmental Planning and Assessment Act 1979 that a provision of an environmental planning instrument prohibiting or restricting the carrying out of a project or a stage of a project on the land under Part 4 of the Act does not have effect?*

No

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**ITEM 15 – Site compatibility certificates and conditions for seniors housing**

(a) *Has a current site compatibility certificate (seniors housing), of which the Council is aware, been issued under State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 in respect of proposed development on the land?*

No

(b) *Have any terms of a kind referred to in clause 18(2) of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 been imposed as a condition of consent to a development application granted after 11 October 2007 in respect of the land?*

No

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**ITEM 16 – Site compatibility certificates for infrastructure, schools or TAFE establishments**

*Has a valid site compatibility certificate (infrastructure) or a site compatibility certificate (schools or TAFE establishments), of which the Council is aware, been issued?*

No

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**ITEM 17 – Site compatibility certificates and conditions for affordable rental housing**

1. *Has a current site compatibility certificate (affordable rental housing), of which the Council is aware, been issued in respect of proposed development on the land?*



Planning Certificate

Certificate No.: PC2022/0436

Property: 1 King Street CONCORD WEST NSW 2138

Certificate Date: 01/03/2022

No

2. *Have any terms of a kind referred to in clause 17(1) or 38(1) of State Environmental Planning Policy (Affordable Rental Housing) 2009 been imposed as a condition of consent to a development application in respect of the land?*

No

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**ITEM 18 – Paper subdivision information**

*Has a development plan been adopted that applies to the land or that is proposed to be subject to a consent ballot?*

No

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**ITEM 19 – Site verification certificates**

*Has Council been made aware of a current site verification certificate that has been issued in respect of the land?*

No

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**ITEM 20 – Loose – fill asbestos insulation**

*Has Council been notified that the land includes any residential premises (within the meaning of Division 1A of Part 8 of the Home Building Act 1989) that are listed on the register that is required to be maintained under that Division?*

No. Contact NSW Fair Trading for more information.

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**ITEM 21 – Affected building notices and building product rectification orders**

1. **Is any affected building notice in force in respect of the land?**

No

2. **Is any building product rectification order in force in respect of the land that has not been fully complied with?**

No

3. **Has a notice of intention to make a building product rectification order been given in respect of that land that is outstanding?**

No

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**ITEM 22 – Matters arising under the Contaminated Land Management Act 1997**

*Section 59(2) of the Contaminated Land Management Act 1997 prescribes the following additional matters to be specified in planning certificates:-*

Planning Certificate

Certificate No.: PC2022/0436

Property: 1 King Street CONCORD WEST NSW 2138

Certificate Date: 01/03/2022

- (a) ***At the date of this certificate, is the land (or part of the land) to which this certificate relates significantly contaminated land?***
- No
- (b) ***At the date of this certificate, is the land to which this certificate relates subject to a management order?***
- No
- (c) ***At the date of this certificate, is the land to which this certificate relates the subject of an approved voluntary management proposal?***
- No
- (d) ***At the date of this certificate, is the land to which this certificate relates subject to an ongoing maintenance order?***
- No
- (e) ***At the date of this certificate, is the land to which this certificate relates the subject of a site audit statement and a copy of such a statement has been provided to the Council?***
- No

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**SECTION 10.7(5) ADVICE**

In accordance with section 10.7(5) of the Act the following advice is given on other relevant matters affecting the land.

**1. Demolition**

Under the local environmental plan applying to the land, development consent is required for the demolition of any building on the land except where the demolition complies with the exempt development requirements specified in State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 and the Canada Bay Local Environmental Plan, 2013.

**2. Foreshore Building Line**

***Is the land affected by a foreshore building line?***

No

**3. Other Heritage considerations**

***Is the land adjoining or opposite a heritage item under the provisions of the Local Environmental Plan applying to the land?***

Yes

Planning Certificate

Certificate No.: PC2022/0436

Property: 1 King Street CONCORD WEST NSW 2138

Certificate Date: 01/03/2022

***Has the property been identified as one that is contributory to the heritage values of a conservation area?***

No

***Is the land adjoining or opposite a heritage conservation area under the provisions of the Local Environmental Plan applying to the land?***

No

***Does the land contain an item of environmental heritage identified within the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005?***

No

#### **4. Aircraft Noise**

***Is the land affected by aircraft noise?***

The property could be affected by aircraft noise. For further details contact Airservices Australia or visit [www.airservices.gov.au](http://www.airservices.gov.au).

#### **5. Other Advice**

Council has received a copy of the following report regarding land contamination and remediation:

- Contaminated Site Remediation - Remediation Management Plan for 1 King Street Concord West, prepared by Australian Site Assessment, dated September 1996.

To obtain a copy of the report, see section 6.6 of Council's Contaminated Land Policy for Access to Council Information.

The Council commissioned a flood study which applies to this land. Please refer to the Concord West Precinct Master Plan Flood Study for more information.

The land is identified in the Parramatta Road Urban Transformation Strategy. For further information, please visit: <http://www.landcom.com.au/places/parramatta-road>, or contact Council's Strategic Planning Team on 9911 6410.

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## **GENERAL INFORMATION**

The absence of any reference to a matter affecting the land shall not imply that the land is not affected by that matter not referred to in this certificate.

Information provided under section 10.7(2) is in accordance with the matters prescribed under schedule 4 of the Environmental Planning and Assessment Regulation 2000 and is provided only to the extent that the Council has been notified by the Department of Public Works or Department of Planning.

When advice in accordance with section 10.7(5) is requested the Council is under no obligation to furnish any advice. If advice is provided Council draws your attention to section 10.7(6) and schedule 6 of the *Environmental Planning and Assessment Act 1979* which have the effect that



**Planning Certificate**

**Certificate No.:** PC2022/0436

**Property:** 1 King Street CONCORD WEST NSW 2138

**Certificate Date:** 01/03/2022

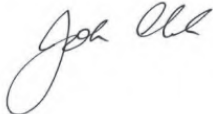
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Council shall not incur any liability in respect of advice provided in good faith pursuant to section 10.7(5), including the furnishing of advice in respect of contaminated land.

Any enquiries regarding State and Regional Environmental Planning Policies should be directed to the Department of Planning at [http:// www.planning.nsw.gov.au](http://www.planning.nsw.gov.au)

Please contact Council's Strategic Planning section for further information about this Planning Certificate.

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John Clark  
**General Manager**



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**02 9521 6567**  
[admin@reditusconsulting.com](mailto:admin@reditusconsulting.com)

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Unit 1A, 29-33 Waratah Street,  
Kirrawee NSW 2232

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**[reditus.com.au](http://reditus.com.au)**

## ATTACHMENT R

Acoustics  
Vibration  
Structural Dynamics

27 July 2023

TN000-01F01 Acoustic Statement (r1)

Concord West Property P/L

Att: Thomas Gregg

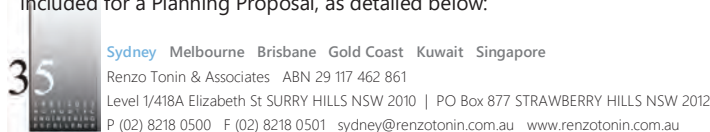
Dear Mr Gregg,

**1 King Street, Concord West – Acoustic Statement with Respect to  
Planning Proposal****1 Introduction**

This letter addressing acoustics is submitted to the Council of the City of Canada Bay (**Council**) to support a request for a Planning Proposal relating to land at 1 King Street, Concord West. The Planning Proposal report prepared by Ethos Urban outlines the proposed amendments to the Canada Bay Local Environmental Plan (CBLEP) 2013. The Planning Proposal is supported by a concept master plan prepared by GroupGSA which will facilitate the following:

- 10 buildings, ranging from 6-12 storeys accommodating approximately 716 dwellings in a range of 1, 2, 3 and 4 bedroom apartments and townhouses.
- New loop road through the site connecting King Street and George Street.
- 1A total of approximately 83,050m<sup>2</sup> of gross floor area which equates to a floor space ratio of 2.65:1. The gross floor area comprises approximately:
  - 75,461m<sup>2</sup> residential floor area
  - 7,589m<sup>2</sup> non-residential floor area
- A green connection of approximately 2,500m<sup>2</sup> to provide pedestrian and cycle access north-south through the site. The green connection is proposed to include a neighbourhood park.
- A new civic precinct – the 'station precinct' – focused along the active spine and community plaza accommodating a range of non-residential uses (i.e.: retail, food and beverage, gym, health and childcare) at street level.

This report is prepared to Canada Bay Council's requirements with respect to documentation to be included for a Planning Proposal, as detailed below:





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Noise			
Acoustic reports would only be required in exceptional circumstances, where a proposal envisages residential or other sensitive uses such as schools, seniors housing and the land to which the planning proposal relates is exposed to significant noise sources.			
<ul style="list-style-type: none"> <li>• High level acoustic report that:               <ul style="list-style-type: none"> <li>◦ identifies the existing noise sources, particularly if the proposed use is to be a more sensitive</li> <li>◦ considers at a high-level the suitability of the site for the purpose and/or land use from an acoustic perspective</li> </ul> </li> </ul> <p>Note: Refer also to requirements in relation to noise set out in Direction 3.5 – Development Near Regulated Airports and Defence Airfields (if relevant) issued under section 9.1 of the EP&amp;A Act</p>	Not required	May be required	May be required

Given the site's proximity to Concord West Station and the northern rail corridor and bearing in mind the proposal involves a change of use of the site that is more noise sensitive (the introduction of residential development), the preparation of a high level acoustic report is warranted.

The purpose of this report is to:

- Identify significant noise sources in the vicinity of the site.
- Identify relevant acoustic planning controls that are applicable to those noise sources.
- Identify if compliance with the relevant planning controls is feasible, such that the site (through appropriate design) is capable of incorporating the proposed new residential uses.

## 2 Site Description

The site is located at 1 King Street, Concord West. It is legally described as Lot 101 DP791908, approximately 31,390m<sup>2</sup> in area and is the largest landholding in Concord West under single ownership. It is irregular in shape and has frontages to King Street to the north and George Street to the west. The site is currently accessed from King Street at its southern termination point and is primarily occupied by a large footprint office building, previously used as a call centre facility by Westpac. It also accommodates a multistorey carpark, a childcare centre and tennis court.

The site is bounded as follows:

- Residential dwellings to the north.
- Concord West Station and the northern line rail corridor to the east.
- George Street to the west.
- Residential apartments to the south.

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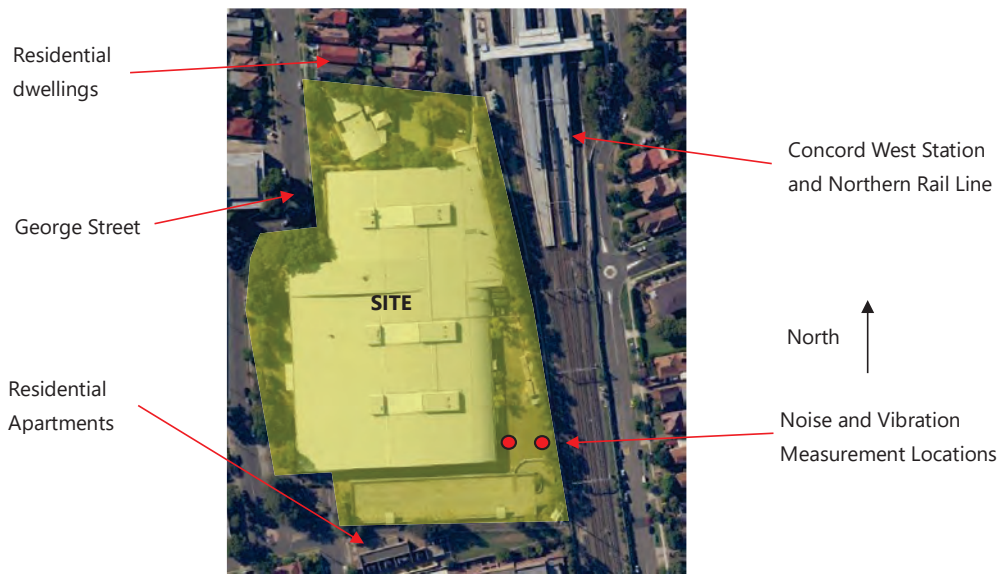
27 JULY 2023

The Northern Rail Line accommodates both passenger/suburban trains and freight rail. Rail noise is the primary noise source at the site - road noise on George Street or noise from other nearby land uses is not significant.

The aerial photo below shows:

- The site and surrounding development.
- Noise and vibration measurement locations used in the examination of rail noise. These locations were selected as they were furthest from Concord West station (and as such, train speed would typically be highest, and therefore rail noise and vibration would also be highest).

See below:



It is proposed to demolish existing structures on the site and construct a mixed use residential/commercial precinct. The redevelopment site will accommodate approximately 9 buildings (residential, commercial/retail, child care centre) as well as basement car park – see below.

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### 3 Rail Noise Survey

Planning Proposal reporting requirements (as identified in Section 1) required an acoustic report in the event the proposed site is impacted by a significant external noise source.

The primary acoustic impact on the site is noise and vibration from the Northern Rail Line (to the east of the site). There are no other significant external noise or vibration sources impacting the proposed site.

Noise impacts are addressed in the following section.

Rail vibration is addressed in Section 4.

#### 3.1 Rail Noise Criteria

We note that there are no numerical noise controls for development adjacent to busy roads/rail lines in the Canada Bay DCP.

Being located adjacent to a major rail line, the acoustic requirements of *SEPP Transport and Infrastructure 2021* and the NSW Planning document *Development Near Rail Corridors and Busy Roads* will be applicable to any future development on the site.

The noise criteria outlined in the documents above are relevant criteria for this development have been summarised as shown in the table below.

**Table 1: Recommended internal noise criteria for road traffic/rail noise**

Type of Occupancy	Windows Condition	Target Internal Noise Level	
		Day, - Leq (15hour)	Night, - Leq (9hour)
Bedrooms	Closed	-	35dB(A)
	Open*	-	45dB(A)
Open-plan Living/Dining/Kitchen	Closed	40dB(A)	40dB(A)
	Open*	50dB(A)	50dB(A)

\*These are "trigger levels" when supplementary ventilation must be considered.

#### Trigger Levels for Supplementary Ventilation

- In the event that compliance with the "windows open" goal cannot be achieved, the *Development Near Rail Corridors and Busy Roads* document recommends that the apartment have supplementary ventilation provided (to enable the apartment to have fresh air even if the occupant chooses to keep their windows closed). Based on the Guideline, this may consist of supplementary mechanical ventilation or acoustically treated natural ventilation.
- For a typical window system left open to ventilate a room, there is a 10dB(A) noise reduction between outside and an open window. Applying this reduction, external noise goals can be determined (ie – if the noise level at building façade exceeds these levels, consideration of

supplementary ventilation is required). Adopting this, *external* noise levels that will trigger consideration of supplementary ventilation are:

- 60dB(A)<sub>Leq(15hr)</sub> daytime and
- 55dB(A)<sub>Leq(9hr)</sub> night.

### 3.2 Noise Measurements

The rail noise levels at the site were measured on 13/10/2022.

Measurements were made between 1pm and 4pm in order to obtain a period with a high number of passenger and freight rail movements. Measurements were made using an XL2 type 1 sound analyser.

Examination of rail timetables was then used (in addition to the site measurements) is then used to determine long term day and night (<sub>Leq15hr/9hr</sub>) noise levels (as required for assessment with reference to the criteria in section 3.1).

Results are presented in table 2.

**Table 2: Representative day and night rail noise levels**

Measurement Location	Survey Period	Rail Noise Level	Comment
Location L1 – Representative of the proposed eastern facades of easternmost buildings	Day time (7am-10pm)	63dB(A) <sub>Leq(15hr)</sub>	Moderate noise level. Exceeds Supplementary Ventilation Trigger Level
	Night time (10pm to 7am)	60dB(A) <sub>Leq(9hr)</sub>	Moderate noise level. Exceeds Supplementary Ventilation Trigger Level
Location L2 – Representative of the proposed eastern facades of central row buildings	Day time (7am-10pm)	57dB(A) <sub>Leq(15hr)</sub>	Low noise level. Does NOT Exceed Supplementary Ventilation Trigger Level. Noise levels will be further reduced by future buildings on eastern boundary.
	Night time (10pm to 7am)	55dB(A) <sub>Leq(9hr)</sub>	Low noise level. Does NOT Exceed Supplementary Ventilation Trigger Level. Noise levels will be further reduced by future buildings on eastern boundary.

Looking at the above:

- The measured noise levels are relatively low. A daytime level of 63dB(A)<sub>Leq</sub> is what would be expected near a local road with moderate traffic flow.

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27 JULY 2023

- It is likely on that apartments with a direct line of sight to the rail line will be impacted by noise levels requiring façade upgrade or consideration of supplementary ventilation.
- Even for these apartments, the noise exposure is less than what is expected if adjacent to a sub-arterial road.

### 3.3 Commentary / Recommendations

Indicative glazing systems in order to comply with the internal noise goals detailed in section 3.1 are set out below. These recommendations are indicative only. More detailed assessment would be undertaken at DA stage:

- Once building positions and apartment layouts/window sizing is finalised.
- Following any discussion with the client if any “above minimum” noise goals are developed.



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**Table 3: Indicative Façade Systems**

Location	Facade	Room Type	Façade Element	Indicative Glazing Requirement
Buildings: 4 Buildings on Eastern Boundary	East/North/South	Bedroom	Awning Window / Sliding Door	6.38mm laminated to 10.38mm laminated. Supplementary ventilation requirement to be reviewed.
		Living	Awning Window / Sliding Door	6mm to 6.38mm laminated. Supplementary ventilation requirement to be reviewed.
	West	Bedroom	Awning Window / Sliding Door	6mm to 6.38mm laminated. Supplementary Ventilation unlikely to be required.
		Living	Awning Window / Sliding Door	6mm. Supplementary Ventilation unlikely to be required.
Building: North	East/North	Bedroom	Awning Window / Sliding Door	6.38mm laminated to 10.38mm laminated. Supplementary ventilation requirement to be reviewed.
		Living	Awning Window / Sliding Door	6mm to 6.38mm laminated. Supplementary Ventilation unlikely to be required.
	West/South	Bedroom	Awning Window / Sliding Door	6mm. Supplementary Ventilation unlikely to be required.
		Living	Awning Window / Sliding Door	6mm. Supplementary Ventilation unlikely to be required.
Buildings: Remaining	All	Bedroom	Awning Window / Sliding Door	6mm. Supplementary Ventilation unlikely to be required.
		Living	Awning Window / Sliding Door	6mm. Supplementary Ventilation unlikely to be required.

We note, looking at the table above:

- Compliance with DoP internal noise goals is readily feasible with moderate performance acoustic glazing/façade elements.
- Some consideration of supplementary ventilation will be required for the eastern facades of apartments of buildings located on the eastern boundary of the site. This could include consideration of mechanical ventilation, winter garden designs, acoustically treated passive ventilation (acoustic vents/plenums) or similar. This should be determined at DA stage once building arrangements/apartment layouts are finalised.

## 4 Rail Vibration assessment

### 4.1 Tactile Vibration

#### 4.1.1 Rail Tactile Vibration Criteria

Section 3.6.3 of the Department of Planning publication "*Development Near Rail Corridors & Busy Roads – Interim Guideline*" provides recommended vibration criteria documents to refer to when establishing train vibration criteria for residential buildings. Documents referred to are:

- Assessing Vibration: A technical guideline (DECC 2006)
- German Standard DIN 4150, Part 3 – 1999
- British Standard BS 7385 – 199
- Australian Standard AS 2670.2 - 1990

The above documents have been reviewed and the criterion for assessment of tactile vibration from train pass-bys affecting the proposed development is quantified using:

- Assessing Vibration: A technical guideline (DECC 2006)
- British Standard BS6472: 1992 "*Evaluation of Human Exposure to Vibration in Buildings (1Hz to 80Hz)*"

It is noted that EPA guideline "*Assessing Vibration: A technical guideline* (DECC 2006)" is based on the British Standard BS6472:1992. The criteria curves presented in BS6472:1992 are identical to those in Australian Standard AS2670.2 1990 and the International Standard 2631-2:1989.

Criteria for continuous vibration from the British Standard BS6472:1992 for residential spaces, offices and commercial workshop environments are shown in Figure 1 below.

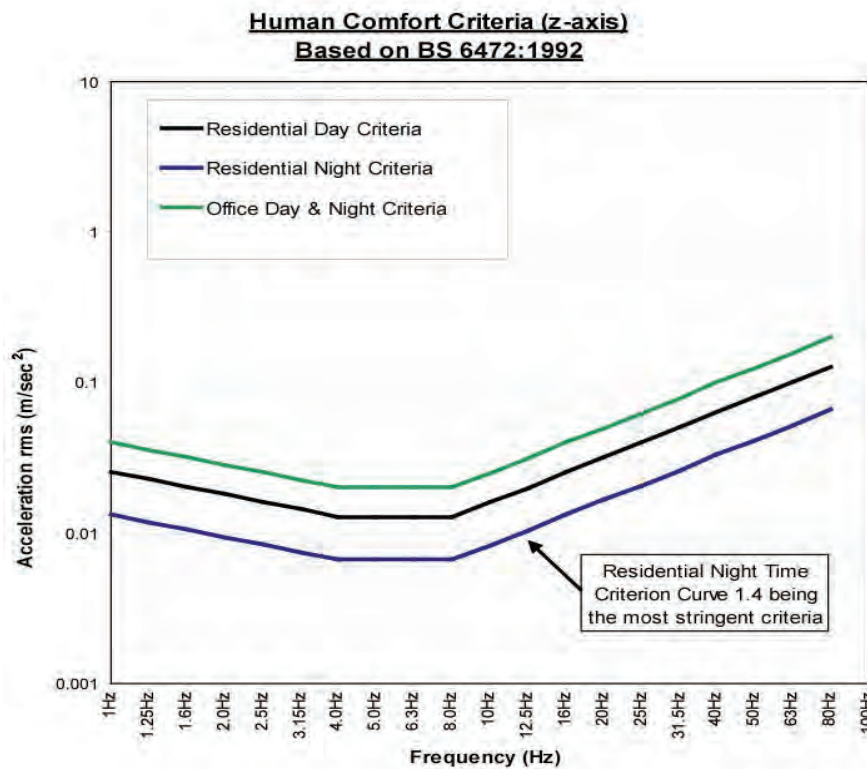


Figure 1: Tactile Vibration Criteria for Residential Buildings

Table 2.4 of the Department of Environment Climate Change’s document “Assessing Vibration: A technical guideline (DECC 2006)” presents acceptable vibration dose values for intermittent vibration. Table 4 below outlines DECC’s requirements.

Table 4: Acceptable VDVs for intermittent vibration in residential buildings  $m/s^{1.75}$

Location	Period	Preferred VDV $m/s^{1.75}$
Residence	Day time (7am – 10pm)	0.20
	Night time (10pm – 7am)	0.13

#### 4.1.2 Measurement Instrumentation

Vibration measurements were conducted on 13/10/2022 at the locations indicated in Section 2.

Train vibration levels were measured using the Sinus SoundBook multi-channel analyser and PCB accelerometers on the existing on-grade car park in the south-eastern corner of the site. Three accelerometers (x, y & z) were fixed to a steel bracket that has been glue fixed to concrete/asphalt.



#### 4.1.3 Measured Tactile Train Vibration, Assessment to BS6472 and DECC and Assessment of VDV (vibration dose)

Results of the train vibration survey were plotted against night and day criterion of British Standard BS6472-1992 "Evaluation of Human Exposure to Vibration in Buildings (1Hz to 80Hz)" as shown above.

Vibration levels were compliant with the Residential Night Time curve (the most stringent applicable).

In addition, the measured train vibration levels (in addition to review of passenger and freight rail timetables) were used to calculate the vibration dosage values (VDV) and then compared to the acceptable levels from the Table 2.4 of EPA *Assessing Vibration: A Technical Guideline* document.

**Table 5: Acceptable VDV for intermittent vibration in residential buildings m/s<sup>1.75</sup>**

Location	Period	Preferred VDV m/s <sup>1.75</sup>	Measured VDV m/s <sup>1.75</sup>	Complies
Location 1	Day time (7am – 10pm)	0.20	<0.15	Yes
	Night time (10pm – 7am)	0.13	<0.1	Yes
Location 2	Day time (7am – 10pm)	0.20	<0.1	Yes
	Night time (10pm – 7am)	0.13	<0.075	Yes

Vibration levels were comfortably compliant with the EPA recommended noise dose "Preferred" levels. Even with a significant increase in rail movements, compliance with the VDV targets will still be achieved, even at the buildings closest to the rail corridor.

#### 4.2 Predicted Ground-borne Rail Noise Inside Proposed Buildings

Regenerated or ground-borne rail noise is the low rumble heard inside buildings with vicinity of railway tunnels or railway tracks due to ground vibration generated by passing trains which propagate through soil and rock up into building elements such as foundation, wall and floors which re-radiates as audible sound.

Train vibration levels measured on site on 13/10/2022 were used to predict the regenerated rail noise inside the proposed building from train pass-bys. These calculated noise levels inside apartments are summarised in the table below and compared to ground-borne noise criteria.

**Table 6: Predicted Ground-borne Rail Noise Levels - Buildings B1-B4**

Floor Level	Proposed Occupancy	Calculated <sup>1</sup> Ground-borne Rail Noise L <sub>Amax</sub> (Slow) inside Apartments <sup>3</sup>		DOP Criteria for Ground-borne Rail Noise L <sub>Amax</sub> (Slow)	Compliance/Comment
		Apartment on Eastern Façade (Location 1)	Apartment Away from Eastern Façade (Location 2)		
Ground Floor	Living, dining and kitchen	48dB(A)	39dB(A)	40dB(A)	Exceeds for apartment located on eastern façade.
	Sleeping areas	47dB(A)	38dB(A)	35dB(A)	
Level 1	Living, dining and kitchen	45dB(A)	36dB(A)	40dB(A)	Complies for apartment located away from eastern façade (above ground floor).
	Sleeping areas	44dB(A)	35dB(A)	35dB(A)	

Notes:

1. Ground-borne noise calculations were based upon the measured L<sub>Amax</sub> (Slow) of 95% of train pass-events as per DOP Guideline 2008

With respect to the above:

- Measurements indicate a likely exceedance of structure borne noise criteria for apartments located on the eastern façade for buildings on the eastern boundary of the site.
- While an exceedance, the Department of Planning Guidelines *do* permit use of these spaces for residential development in the following circumstances:
  - o The rail source is a surface track (as opposed to tunnel).
  - o The apartments in question have a line of sight to the track, and the airborne noise (through the façade, into the room) is expected to exceed the structure borne noise level.
  - o The apartments on the eastern façade fall into this category:
    - The rail line is at ground level (not below).
    - The apartments have a line of sight to the surface rail and the airborne noise levels incident on the eastern façade during a train passby are 69-83dB(A)<sub>L<sub>max</sub></sub> during a train passby (and will be higher than the structure borne noise level).
- If feasible, avoiding a residential use on the ground floor in Buildings B1-B4 is beneficial. Even in the event a residential use was proposed at ground level, this would still be feasible, however detailed vibration analysis is recommended to determine if building vibration isolation is required.
- Buildings other than B1-4 are expected to be compliant with the DoP guideline.

The above illustrates that mixed use development at the site is feasible, even for buildings located closest to the rail corridor. Detailed vibration analysis in the DA phase is recommended to determine if vibration isolation treatment is needed, particularly in the event that residential uses are proposed on the Ground Level of buildings on the eastern boundary of the site.

RENZO TONIN &amp; ASSOCIATES

27 JULY 2023

## 5 Closure

This report presents a high level analysis of noise and vibration impacts on the proposed mixed use development at 1 King Street, Concord West, as required as part of the Planning Proposal for the site.

Noise and vibration impacts have been assessed with reference to relevant SEPP, Department of Planning and EPA acoustic guidelines.

The site is adjoined to the north and south by residential development (as similar distance from the rail line), indicating, on the face of it, that residential use can also be incorporated on the subject site. Further, analysis based on site measured noise and vibration levels and review of relevant SEPP/Department of Planning noise controls indicates that the site is capable accommodating residential use.

A detailed noise and vibration analysis should be conducted at DA stage to:

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

Regards,



Thomas Taylor  
Principal Engineer



**ATTACHMENT S**

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1 King Street,  
Concord West  
Sustainability Statement  
July 2023

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## Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
0	10.11.2022	Alex Bogdanova	James von Dinklage	Alan Davis	Draft Issue
1	18.11.2022	Alex Bogdanova	James von Dinklage	Alan Davis	Final Issue
2	27.07.2023	Alex Bogdanova	James von Dinklage	Anne Kovachevich	Amended tree canopy cover target

### Mott MacDonald Australia Pty Ltd

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# Acknowledgment of Country

We recognise the Darug Wallamatta People as the Traditional Custodians of this land on which the proposed development will be built. We respect their enduring cultural and spiritual connections to the land and waters, and celebrate their knowledge, kinship and values.

We acknowledge that these connections, to the land and waters, have existed for millennia and will continue into the future. We respect the Elders who have gone before, together with those of today for their guidance on our shared journey.

We recognise that we are, and always will be, on Aboriginal land.



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**Vision**

1 King Street, Concord West, will deliver a well-designed, transit orientated mixed-use precinct accommodating a range of open spaces and plazas, community retail, health, childcare and residential uses that will invigorate Concord West and reconnect the site to the existing urban fabric.

It will deliver public benefit to the community through upgrades to the local road network, provision of community spaces, open space and through site links that will facilitate pedestrian and bicycle access through the site, and it will locate high-quality housing adjacent to public transport.

**Purpose**

This Sustainability Statement has been prepared by Mott MacDonald Australia Pty Ltd on behalf of Concord West Property Pty Ltd for 1 King Street, Concord West (the Precinct).

This Sustainability Statement is submitted to the Council of the City of Canada Bay (Council) to support a request for a Planning Proposal relating to land at 1 King Street, Concord West. The Planning Proposal report prepared by Ethos Urban outlines the proposed amendments to the Canada Bay Local Environmental Plan (CBLEP) 2013. The Planning Proposal is supported by a concept master plan prepared by GroupGSA which will facilitate the following:

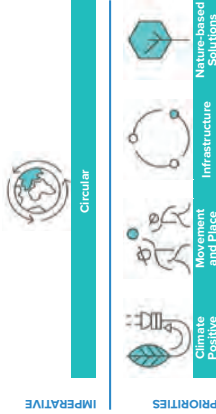
- 10 buildings, ranging from 6-12 storeys accommodating approximately 700 dwellings in a range of 1, 2, 3 and 4 bedroom apartments and town houses.
- New loop road through the site connecting King Street and George Street.

- A total of approximately 83,050m<sup>2</sup> of gross floor area which equates to a floor space ratio of 2.65:1. The gross floor area comprises approximately:
  - 75,46m<sup>2</sup> residential floor area
  - 7,589m<sup>2</sup> non-residential floor area
- A green connection of approximately 2,500m<sup>2</sup> to provide pedestrian and cycle access north-south through the site and constitute a neighbourhood park.
- A new civic precinct – the 'station precinct' – focused along the active spine and community plaza accommodating a range of non-residential uses (i.e.: retail, food and beverage, gym, health and childcare) at street level.

This Sustainability Statement demonstrates a Precinct design response that is aligned with the following material considerations:

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

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Sustainability Strategy

The Precinct will position itself as a catalyst for transformation in response to a decarbonisation and circular agenda.

The Precinct design, delivery and operation will be governed by a sustainability imperative. Circular. This sustainability imperative fundamentally informs Climate Positive, Movement and Place, Infrastructure and Nature-based Solutions priorities.

Imperative + Priorities

**Circular** | The linear model of production and consumption (take-make-waste) cannot continue. A shift to a circular system is needed in which waste and pollution are 'designed out', products and materials are kept in use and natural systems are regenerated.

Maximising the use and value of resources brings major financial, social and environmental benefits. It contributes to innovation, growth and job creation, whilst reducing our impact on the environment.

**Climate Positive** | Within the scope of the Precinct, the staged delivery of development will respond to market best practice.

NSW Government has set objectives to achieve net zero emissions by 2050 and reduce emissions by 50% below 2005 levels by 2030. The transformation of the built environment towards net zero emissions will be accelerated under a range of Net Zero Buildings initiatives.

The Green Star Buildings rating tool responds to global megatrends, and national and regional policies to define a Climate Positive Pathway. All development is required to achieve whole life (upfront and operational) net zero by 2030.

**Infrastructure** | An embedded network (incl. thermal network) benefits from the diversified demand profile offered at a precinct scale. With the addition of on-site renewable energy generation, further peak demand reductions are achievable.

Management of electric vehicle (EV) charging and hot water storage demand to match renewable energy generation minimises solar spill (grid export) offers an enhanced solar PV system capacity and utilisation.

A load management (LM) strategy, whereby V2G capabilities facilitate EV discharging during peak demand periods, effectively flattens the demand curve, and significantly reduces capital plant and infrastructure sizing.



The street hierarchy should support active transport modes and prioritise pedestrians for an enhanced user experience.

The pedestrianised east-west urban grid reinforces the surrounding community connection and cohesion.

The green connector offers a dedicated north-south active movement corridor that supports connection of the surrounding community to Rhodes and Sydney Olympic Park.

A shared zone should be investigated between Concord West Train Station and the activated ground plane of the Station Precinct. This creates a human-oriented experience, boosting foot traffic, revenue and placemaking.

An evergreen tree canopy along the east street edge of George Street will mitigate the impact of the prevailing north west winter wind.

A deciduous tree canopy along the north street edge of the east-west urban grid shelters the public domain during mid-season and summer periods whilst maintaining direct sunlight during the winter period. Awnings on the south street edge mitigate visual discomfort due to low angle solar exposure.

A deciduous tree canopy on both street edges of the green connector and new loop road connecting King Street and George Street shelters the public domain during mid-season and summer periods whilst maintaining direct sunlight during the winter period. This also acts to funnel the north east and south east summer breezes for improved outdoor thermal comfort.

Climate Analysis

Adaptation measures to respond to increasing hot days and intense rainfall events, and mitigation measures to reduce the urban heat island effect could include a combination of the following:

- Water features
  - Water sensitive urban design (WSUD) features
  - Rain gardens and bioretention tree pits
  - Increased urban tree canopy
  - External shading features
  - Building envelope reveals and returns
  - Opaque wall surfaces that are matte or non-reflective
  - Reflective hard surfaces and permeable pavement
- Ambient conditions are favourable for natural ventilation for more than 40% of the year.

Mornings and evenings are generally within a comfortable humidity range. This reinforces peak pedestrian movement and active transport through the active spine and green connector, respectively.

The east-west urban grid receives high levels of direct sunlight throughout the year. This reinforces precinct permeability with cross connections to the wider community.

The north-south active spine and green connector receives good levels of direct sunlight throughout the midday period. Consistent clear sky conditions are observed during afternoons and throughout the day during mid-season periods. A deciduous urban tree canopy will shelter the public and communal open spaces from early afternoon sun during mid-season and summer periods whilst maintaining direct sunlight during the winter period.

Prevailing north east and south east wind directions are observed in summer. North east summer breezes can permeate the north-south active spine in support of the dominant pedestrian movement through the site, and the public domain spaces and experiences focussed along the active spine.

South east summer breezes reinforce the green connector as a north-south active transport link through the site.

The ground plane has variable pockets of shaded and solar exposed areas in summer that provide options for different functions and conditions. This reinforces the public domain spaces and experiences focussed along the active spine.

The east-west urban grid receives high levels of solar access at the ground plane and medium levels of solar access at podium level throughout the year. This reinforces the cross connections of the site and wider community permeability, and supports community uses at podium level.

The ground plane of the Station Precinct received good levels of solar access throughout the year and reinforces the activation strategy.

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## 1.1 Vision

1 King Street, Concord West, will deliver a well-designed, transit orientated mixed-use precinct accommodating a range of open spaces and plazas, community, retail, health, childcare and residential uses that will invigorate Concord West and reconnect the site to the existing urban fabric.

It will deliver public benefit to the community through upgrades to the local road network, provision of community spaces, open space and through site links that will facilitate pedestrian and bicycle access through the site, and it will locate high-quality housing adjacent to public transport.

- A total of approximately 83,050m<sup>2</sup> of gross floor area which equates to a floor space ratio of 2.65:1. The gross floor area comprises approximately:
  - 75,46m<sup>2</sup> residential floor area
  - 7,589m<sup>2</sup> non-residential floor area
- A green connection of approximately 2,500m<sup>2</sup> to provide pedestrian and cycle access north-south through the site and constitute a neighbourhood park.
- A new civic precinct – the 'station precinct' – focused along the active spine and community plaza accommodating a range of non-residential uses (i.e.: retail, food and beverage, gym, health and childcare) at street level.

## 1.2 Purpose

This Sustainability Statement has been prepared by Mott MacDonald Australia Pty Ltd on behalf of Concord West Property Pty Ltd for 1 King Street, Concord West (the Precinct).

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

This Sustainability Statement demonstrates a Precinct design response that is aligned with the following material considerations:

- The vision and related themes set out in the City of Canada Bay *Local Strategic Planning Statement* (CBLSPS)
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- The increased standards put forward in the *State Environmental Planning Policy (Sustainable Buildings) 2022* (Sustainable Buildings SEPP)
- The objectives and controls of the City of Canada Bay *Development Control Plan (CBDCP)*

# 1 Introduction

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1.3 Regional Context

The Precinct is strategically located within the Eastern Precinct of Homebush, within Corridor East of the Paramatta Road Corridor (see Figure 11). The Precinct must be delivered consistent with the PRCUTS and its long-term vision for developing population and employment growth in the Paramatta Road Corridor.

While the PRCUTS does not directly rezone land, it establishes the framework for land use and transport planning to guide, coordinate and facilitate changes to local planning controls that will lead to the Paramatta Road Corridor's transformation.

The PRCUTS sets a vision for:

- Diverse housing choice and affordability
- Employment and economic growth
- Accessibility and connectivity
- Vibrant communities and places
- Green spaces and links
- Sustainable and resilient infrastructure and buildings

Homebush Precinct is identified as a major high-density mixed-use precinct strategically located between the two main central business districts (CBDs) of Parramatta and Sydney with a focus on providing employment and housing opportunities that are supported by an extensive open space network and efficient vehicular, active, and public transport linkages.

Located within the Homebush North Precinct, the Precinct contributes to reimagining of its future character as a mixed-use precinct housing a community of residents attracted to the area for its high amenity and access to employment at Sydney Olympic Park and Parramatta CBD.

1.4 Local Context

The Precinct is located in Concord West, 11km west of the Sydney CBD. It is located within the City of Canada Bay Local Government Area, north of Paramatta Road, immediately east of Sydney Olympic Park and adjacent to the Concord West Train Station (see Figure 1.2).

The Concord West Train Station is located on the T9 Northern Line, which links to the future Sydney Metro West line at North Strathfield Station, one stop south. The future Sydney Metro West line is a city and corridor shaping opportunity for many PRCUTS identified precincts.

Concord West is primarily residential, characterised by low-scale development in a medium density pattern, including some strata properties and low-rise apartments. There exists few opportunities in the suburb for significant redevelopment to meet dwelling targets.

The Precinct retains a strong connection to the Bakehouse Quarter to its south in Homebush North via George Street, the suburb's primary north-south thoroughfare west of the rail line, and Rhodes strategic town centre via Homebush Bay Drive. These areas are subject to a number of ongoing development strategies that will feature an increase in density, improved activation and various public domain upgrades.

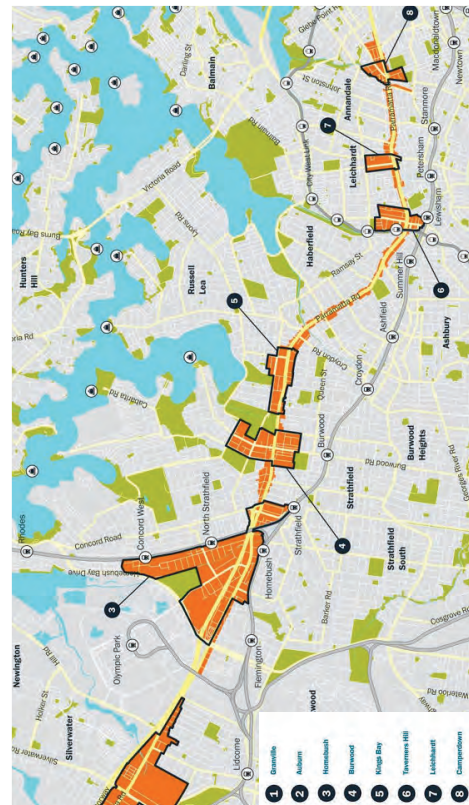


Figure 11 Regional context

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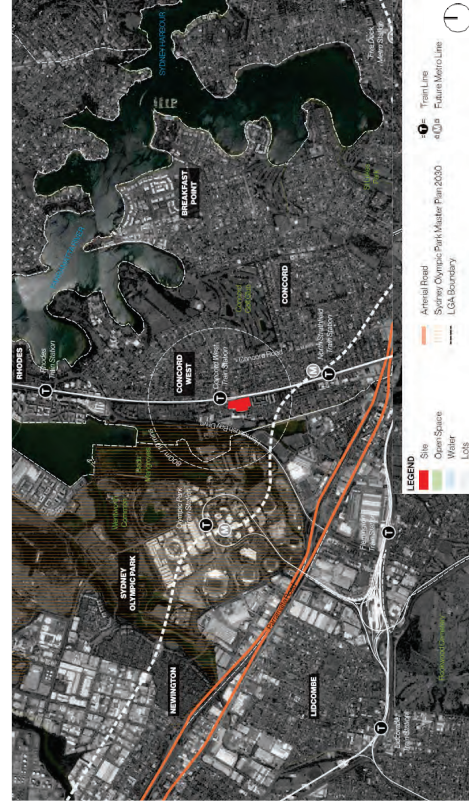


Figure 12 Local context

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1.6 Urban Design Framework

The Precinct seeks to demonstrate the strategic and site-specific planning merit of accommodating the proposed land use, FSR and building height amendments to the CBLEP 2013. A legible and logical urban design framework has been established based on six key moves that untuck the site and create a north-south connection.

1. A new spine provides a direct connection from the south and towards the train station, and formalises active movement through the Precinct
2. The urban grids to the north and south are adapted to create new connections and enhance the local context
3. A new pedestrian link between King Street and George Street connect the train station with residents to the south
4. A series of new public open spaces and experiences are focussed around the key movements within the Precinct
5. The new road network simplifies traffic movements within and around the Precinct, and integrates seamlessly into the surrounding streetscape
6. Retail activity is concentrated towards the north of the Precinct adjacent to the train station

1.5 Site Context

The current site consists of a single, fit for purpose building approximately 15 storeys tall (see Figure 1.3). The building has previously had a single tenant and is not publicly accessible due to perimeter fencing that follows the boundary line on all interfaces. The site is currently empty and remains underutilised given its location in a state government identified precinct and proximity to the Concord West Train Station.

The Precinct aims to renew the site and obtain maximum and highest use to meet the increasing resident population, demand and market growth. Development will be staged to ensure minimum disruption to the existing residents and community.

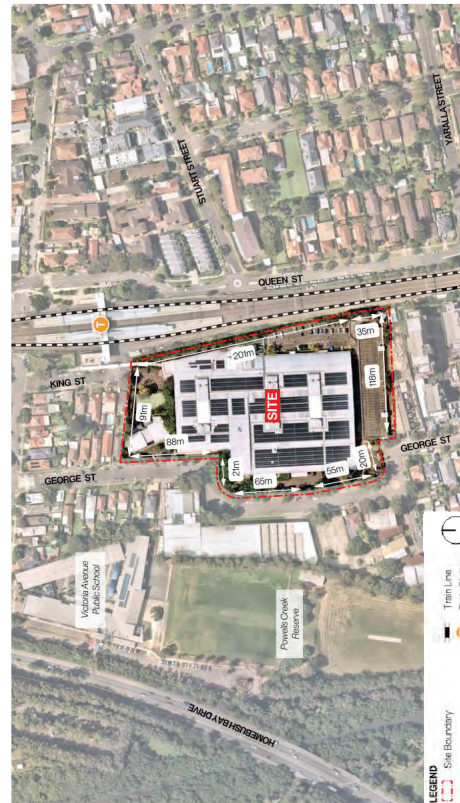
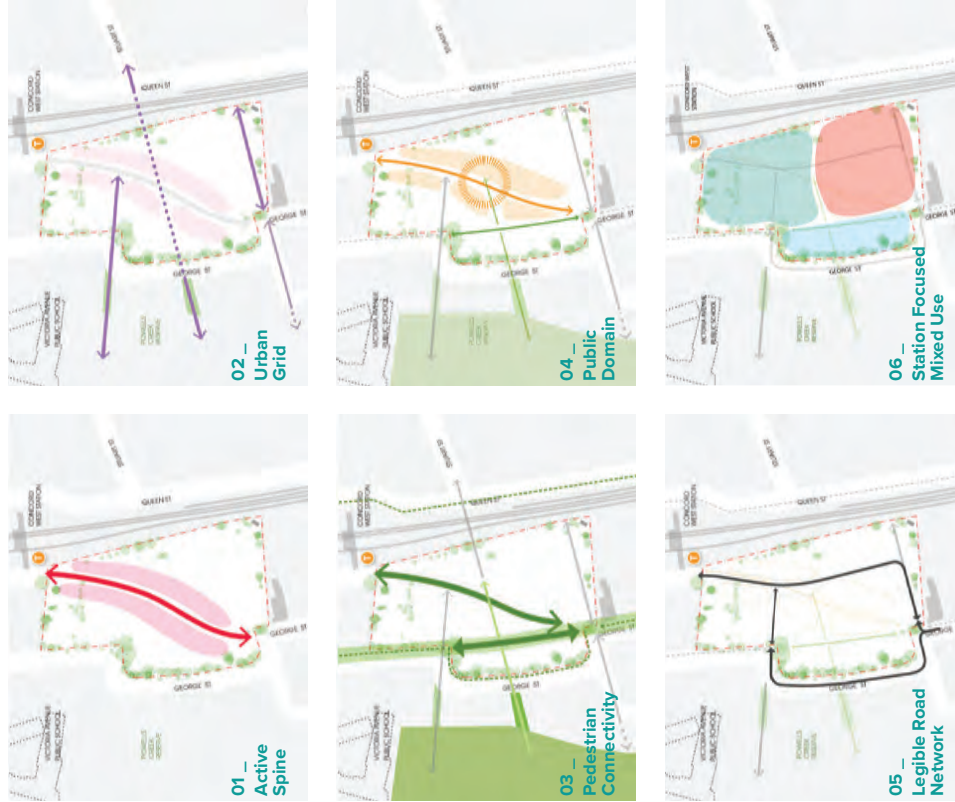


Figure 1.3 Site context



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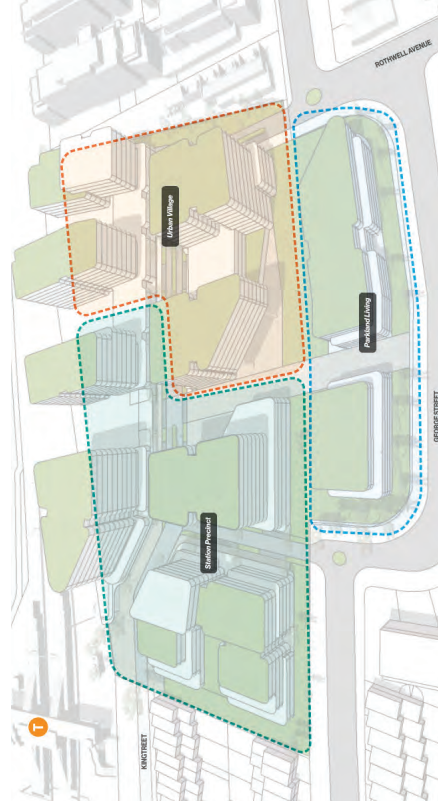
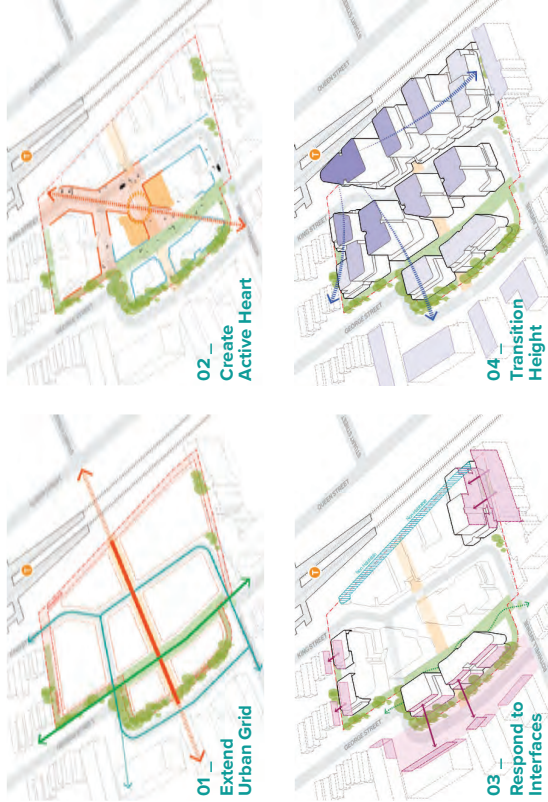


Figure 15 Neighbourhood precincts

1.7 Concept Master Plan

The built form and land uses proposed in the concept master plan illustrate how a quality design outcome can be delivered at the site under the proposed amendments to the CBLPEP 2013. The concept master plan demonstrates how the proposed gross floor area (GFA) can be distributed across the Precinct in an orderly manner in buildings that range in height from four to 12 storeys (see Figure 1.4).

Taller buildings are located towards the railway line and the centre of the site, with shorter buildings at the perimeter to provide a transition to the surrounding area. Buildings have been located to enable compliance with building separation requirements and the key civic pedestrian connections will be activated by ground floor non-residential uses to provide a dynamic public domain. Key components of the master plan include:

- 10 buildings ranging in 4-12 storeys accommodating approximately 698 dwellings in a range of 1, 2, 3 and 4 bedroom apartments and townhouses
- Non-residential uses at ground level of buildings along the new loop road near the train station

- Approximately 85,050m<sup>2</sup> GFA across the 31,400m<sup>2</sup> site area, which equates to an FSR of 2.65:1. This comprises approximately:
  - 74,150m<sup>2</sup> residential floor area
  - 8,500m<sup>2</sup> non-residential floor area
  - 400m<sup>2</sup> community floor area
- A green connector of approximately 2,770m<sup>2</sup> to provide legible pedestrian and cycle access north-south through the Precinct. The green connection is proposed to include a neighbourhood park to provide additional amenity for the existing and future community.
- A 'Station Precinct' focussed along the active spine in close proximity to the Concord West Train Station accommodating a range of non-residential uses (i.e., retail, food and beverage, gym and healthcare) along the ground plane to activate the public domain (see Figure 1.5)
- New loop road through the Precinct connecting King Street and George Street



Figure 1.4 Concept Master Plan

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## 2.1 Policy Context

This Sustainability Statement demonstrates a Precinct design response that is aligned with the following:

1. Material consideration
  - CBLSPS
  - *PRCUTS Sustainability Implementation Plan*
  - Sustainable Buildings SEPP
  - CBDCP
2. Circular
  - NSW Circular Economy Policy Statement
3. Climate Positive
  - NSW Net Zero Plan
4. Infrastructure
  - NSW State Infrastructure Strategy 2022-2042
5. Movement and Place
  - NSW Electric Vehicle Strategy
6. Nature-based Solutions
  - GANSW Greener Places

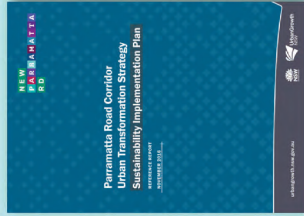
# 2 Drivers

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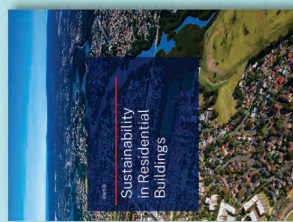
**MATERIAL CONSIDERATION**



- Facilitate sustainable development and renewal
- Increase biodiversity and the urban tree canopy
- Deliver high quality open space and recreation facilities
- Provide high quality planning and urban design outcomes for precincts
- Create vibrant places
- Provide housing supply, choice and affordability
- Reduce carbon emissions and manage energy, water and waste efficiently
- Adapt to impacts of urban and natural hazards, and climate change
- Improve connectivity by encouraging a modal shift to active and public transport



- Meet sustainability targets for new residential buildings:
  - BASIX Water 50
  - BASIX Energy 40
- Transition future communities to a low car dependency:
  - Minimise car parking
  - Unbundle car parking
  - Share car parking
  - Decouple car parking
- Maximise the use of vegetation on buildings, including green roofs, green walls, and materials with a high solar reflectance index
- Support principles of water sensitive urban design (WSUD)
- Accommodate future energy infrastructure and emerging technologies



- Align with the National Construction Code
  - Average 7 star NABERS rating
  - Minimum 6 star NABERS rating
- Calculate and disclose the embodied emissions of construction materials
- Minimise construction and demolition waste
- Reduce peak demand for electricity
- Generate and store renewable energy
- Reduce reliance on artificial lighting, and mechanical heating and cooling through passive design
- Meter and monitor energy consumption
- Minimise water consumption



- Utilise car share schemes, car parking decoupling and the like wherever possible to reduce on-site car parking
- Provide adequate bicycle parking for residents, workers and visitors to encourage recreational use and as an alternative mode of transport
- Provide facilities for charging electric vehicles to meet current and future demand
- Minimise environmental impacts of operational waste
- Reduce water demand
- Increase total urban tree canopy
- Design roof forms to allow for the current and future installation of solar panels without adverse impacts on the amenity of neighbours or the streetscape
- Provide spaces within the building for the current and future installation of battery storage

**CIRCULAR**



**CLIMATE POSITIVE**



**INFRASTRUCTURE**



**MOVEMENT AND PLACE**



**NATURE-BASED SOLUTIONS**





### 31 Principles

Resiliency is fundamental to decision making. Development must take account of science-based climate impacts to ensure investment in social and community infrastructure is secure and assets can serve the community long into the future.

Urban environments produce microclimate conditions affecting the health and wellbeing of residents, workers and visitors. A climate analysis methodology and results are presented that inform and enhance the urban design response and the quality of amenity.

The climate analysis methodology consists of a series of studies addressing different aspects of urban design.

A site analysis is initially conducted to describe and define climate change, urban heat island, natural ventilation, sun path, wind and humidity qualitative factors that impact the urban design response.

An urban design response is then articulated based on quantitative studies that measure the quality of amenity.

### 3.2 Site Analysis

A site analysis has been undertaken to determine site-specific climate characteristics that inform the urban design response. This includes:

1. **Climate change** – considering future climate scenarios and increasing frequency of hot days (above 35°C)
2. **Urban heat island** – consider future climate scenarios exacerbated by the urban heat island effect
3. **Natural ventilation** – considering ambient temperature conditions of future climate scenarios to identify periods that are conducive for natural ventilation when assessing adaptive thermal comfort performance
4. **Sun path** – considering sun movement and solar gain impact to the building envelope, and the public and communal open space provision
5. **Wind** – considering prevailing wind conditions and built form wind effects that impact the building envelope, and the public and communal open space provision
6. **Humidity** – considering relative humidity conditions and built form wind effects that impact the building envelope, and the public and communal open space provision

# 3 Climate Analysis

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3.2.1 Climate Change

To affect sound decision making, RCP (Representative Concentration Pathway) 8.5 (high emissions scenario) climate modelling, in line with the NARCCIM (NSW and ACT Regional Climate Modelling) Project, has been incorporated into the climate analysis to account for future climate scenarios. A 2070 timeline horizon (far future) has been selected based on a building design life of 40 years.

The following future climate projection impacts are identified:

- Maximum temperatures are projected to increase by 19°C and minimum temperatures are projected to increase by 2.0°C
- The number of cold nights will decrease
- The number of hot days (above 35°C) is projected to increase up to an additional 10-20 days per year. These increases in hot days are projected to occur mainly in spring and summer, extending into autumn.
- Rainfall is projected to increase in summer and autumn
- Severe fire weather days are projected to increase in summer and spring

Figure 3.2 and Figure 3.3 visually compare the projected increase in ambient temperature (2070) over current conditions. The annual frequency of ambient temperatures and the intensity of ambient temperatures above 30°C is notably higher for 2070.

Adaptation measures to respond to increasing hot days and intense rainfall events could include a combination of the following:

- Water features
- Water sensitive urban design (WSUD) features
- Raingardens and bioretention tree pits
- Increased urban tree canopy
- Permeable pavement

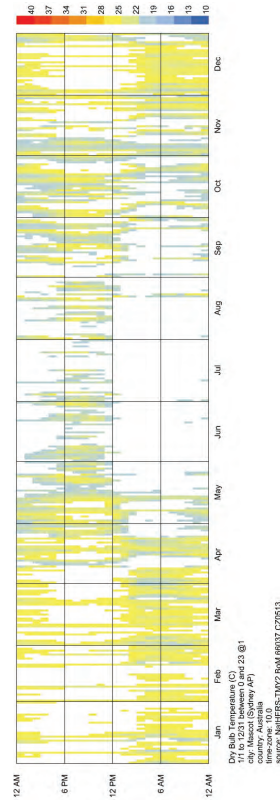


Figure 3.1 Annual hourly ambient temperature between 19.25°C - 2070

3.2.2 Urban Heat Island Effect

The urban heat island effect occurs when natural land cover is replaced with dense concentrations of pavement, buildings and other surfaces that absorb and retain heat. Ambient temperatures in urban areas can be up to 10°C warmer than rural areas.

Figure 3.4 visually demonstrates the impact of the urban heat island effect on the projected increase in ambient temperature (2070). This effect acts to increase energy costs, air pollution levels, and heat-related illness and mortality.

Mitigation measures to reduce the urban heat island effect could include a combination of the following:

- External shading features
- Building envelope reveals and returns
- Opaque wall surfaces that are matte or non-reflective
- Increased urban tree canopy
- Reflective hard surfaces and permeable pavement

3.2.3 Natural Ventilation

Figure 3.1 visually demonstrates the periods when ambient temperatures are between 19.25°C for a RCP 8.5 future climate scenario (2070). This ambient temperature range is considered to be conducive to natural ventilation when assessing adaptive thermal comfort performance. Conditions are favourable for natural ventilation for more than 40% of the year.

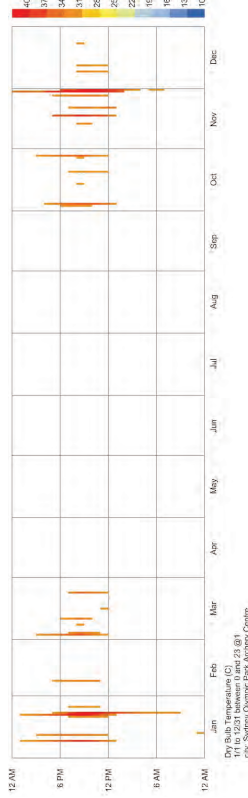


Figure 3.2 Annual hourly ambient temperature above 30°C - current

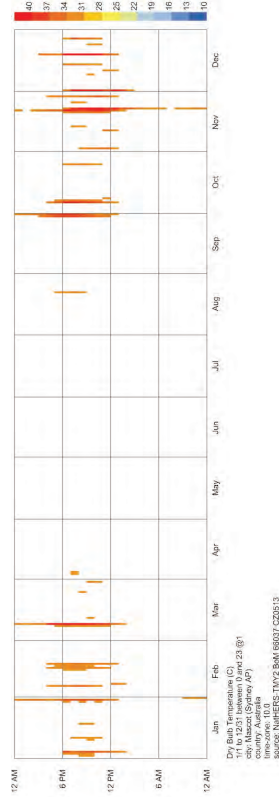


Figure 3.3 Annual hourly ambient temperature above 30°C - 2070

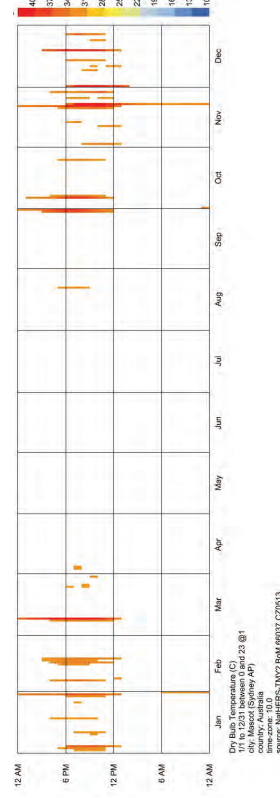


Figure 3.4 Annual hourly ambient temperature between above 30°C - 2070 + urban heat island effect

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3.2.4 Sun Path

Figure 3.5 visually illustrates the sun path diagram for winter, mid-season and summer. The ambient temperature based on the monthly representative day is visually expressed.

The east-west urban grid receives high levels of direct sunlight throughout the year. This reinforces precinct permeability with cross connections to the wider community.

The north-south active spine and green connector receives good levels of direct sunlight throughout the midday period but is generally overshadowed during morning and afternoon periods.

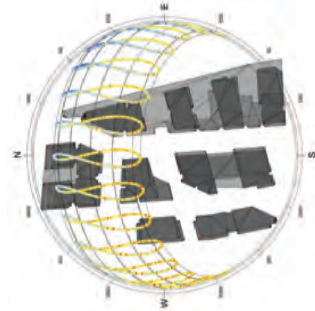


Figure 3.5 Sun path diagrams; (left) top view; (right) elevation view

3.2.5 Wind

Wind direction and velocity varies seasonally. Figure 3.7 and Figure 3.8 visualise the wind direction and velocity for summer and winter, respectively.

Prevailing north east and south east wind directions are observed in summer. North east summer breezes can permeate the north-south active spine in support of the dominant pedestrian movement through the site, and the public domain spaces and experiences focussed along the active spine.

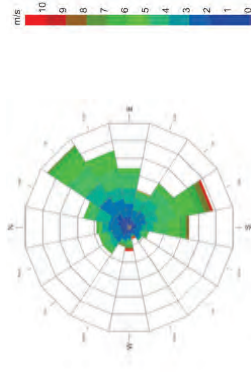


Figure 3.7 Summer wind rose

Figure 3.8 Winter wind rose

3.2.6 Humidity

High and low humidity can impact outdoor thermal comfort perceptions. Figure 3.9 visualises humidity over a typical year. Humid conditions are observed during afternoons throughout the year.

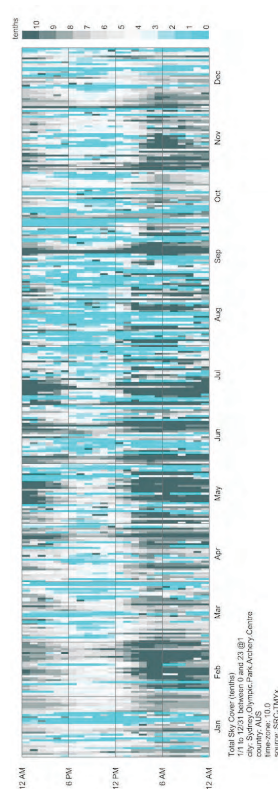


Figure 3.6 Annual cloud cover

Figure 3.9 Annual humidity



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### 3.3 Urban Design Response

An urban design response has been articulated that qualifies the quality of the urban design. This includes:

- Sun hours** ... demonstrating the quantity of solar exposure to the building envelope, and solar access public and communal open spaces.
- Street hierarchy** ... demonstrating the quality of the active spine and green connector in relation to pedestrian movement and active transport, respectively.
- Urban tree canopy** ... demonstrating canopy type that leverage site conditions to create a thermally and visually comfortable outdoor environment

### 3.31 Sun Hours

A sun hours analysis has been conducted to quantify solar exposure to the building envelope, and solar access to the public and communal open spaces. This is visually represented as follows:

- Figures 3.10 and 3.12 - 3.13 ... summer sun hours for top, north west and south east views, respectively
- Figures 3.11 and 3.14 - 3.15 ... winter sun hours for top, north west and south east views, respectively

The ground plane has variable pockets of shaded and solar exposed areas in summer that provide options for different functions and conditions. This reinforces the public domain spaces and experiences focussed along the active spine.

The east-west urban grid receives high levels of solar access at the ground plane and medium levels of solar access at podium level throughout the year. This reinforces the cross connections of the site and wider community permeability, and supports community uses at podium level.

The ground plane of the Station Precinct received good levels of solar access throughout the year and reinforces the activation strategy.

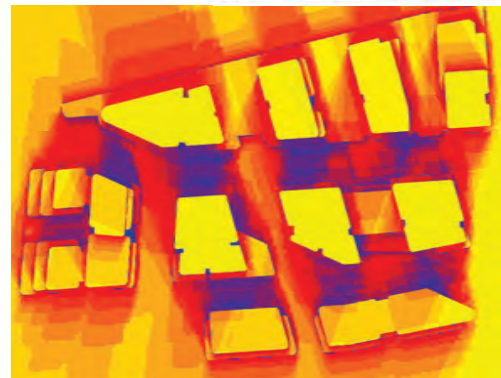


Figure 3.10 Summer sun hours analysis - top view



Figure 3.11 Winter sun hours analysis - top view



Figure 3.12 Summer sun hours analysis - north west view

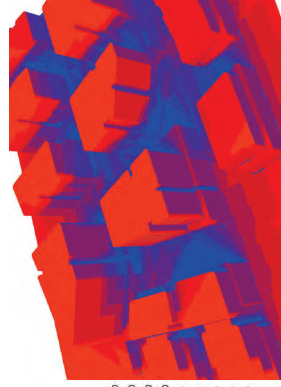


Figure 3.14 Winter sun hours analysis - north west view

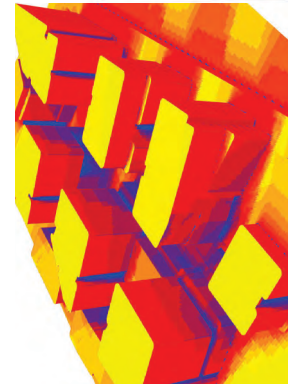


Figure 3.13 Summer sun hours analysis - south east view



Figure 3.15 Winter sun hours analysis - south east view

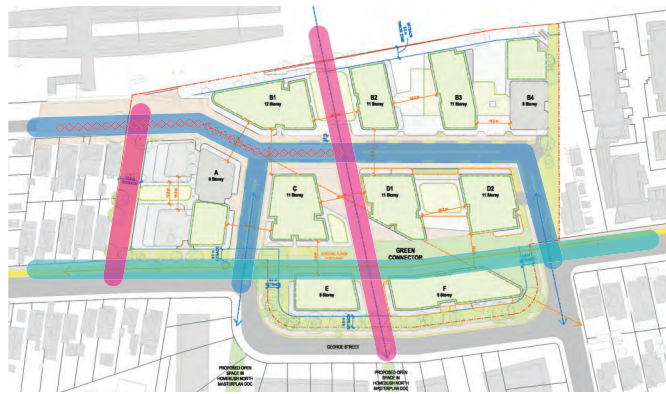
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3.3.3 Urban Tree Canopy

An evergreen tree canopy along the east street edge of George Street acts to mitigate the impact of the prevailing north west winter wind on the Precinct.

A deciduous tree canopy along the north street edge of the east-west urban grid shelters the public domain during mid-season and summer periods whilst maintaining direct sunlight during the winter period. Awnings on the south street edge mitigate visual discomfort due to low angle solar exposure.

A deciduous tree canopy on both street edges of the green connector and new loop road connecting King Street and George Street shelters the public domain during mid-season and summer periods whilst maintaining direct sunlight during the winter period. This also acts to funnel the north east and south east summer breezes for improved outdoor thermal comfort.



- Quietway 30 km/h speed limit (shared active transport and private vehicle use + pedestrians prioritised)
- Active movement green connector
- Pedestrian only community connections
- Shared zone (to be further investigated)

Figure 3.16 Street hierarchy

3.3.2 Street Hierarchy

Where private vehicle access is required in and through the Precinct, including the new loop road connecting King Street and George Street, the street hierarchy should support active transport modes and prioritise pedestrians for an enhanced user experience. Quietways offer this user experience by imposing a 30 km/h speed limit that allows shared active transport and private vehicle use, and prioritises pedestrians through a more integrated streetscape design.

The pedestrianised east-west urban grid reinforces the surrounding community connection and cohesion by delivering a permeable precinct.

The green connector offers a dedicated north-south active movement corridor that supports connection of the surrounding community to Rhodes and Sydney Olympic Park.

To reinforce the anticipated high pedestrian movement along the loop road between Concord West Train Station and the activated ground plane of the Station Precinct, a shared zone should be investigated. This creates a human-oriented experience, boosting foot traffic, revenue and placemaking for the retail precinct.



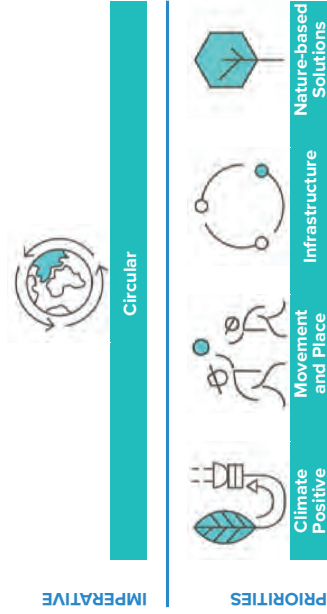
- Deciduous tree canopy on both street edges
- Evergreen tree canopy on east street edge
- Deciduous tree canopy on north street edge + awnings on south street edge

Figure 3.17 Street hierarchy

4.1 Sustainability Framework

The Precinct will position itself as a catalyst for transformation in response to a decarbonisation and circular agenda.

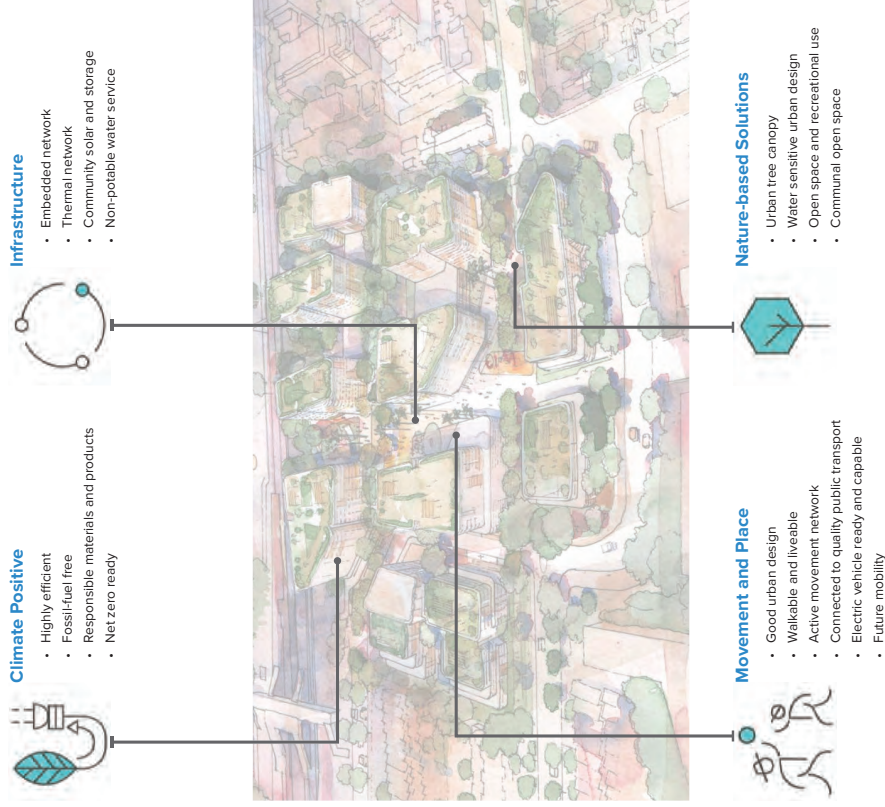
The Precinct design, delivery and operation will be governed by a sustainability imperative. Circular. This sustainability imperative fundamentally informs Climate Positive, Movement and Place, Infrastructure and Nature-based Solutions priorities.



# 4 Sustainability Strategy



4.3 Sustainability Initiatives



4.2 Sustainability Strategy

The Precinct will seek to adopt and implement the following Climate Positive principles (see Figure 5.2):

1. Build using responsible products and materials with lower upfront carbon emissions
2. Deliver energy efficient buildings and infrastructure that reduces the stress on a decarbonising grid
3. Deploy on-site active generation and storage systems
4. Create a walkable and liveable precinct through good urban design that promotes active and low carbon transport options
5. Take advantage of a decarbonising grid by transitioning all energy uses to fossil fuel-free operations
6. Take advantage of a decarbonising grid to supply all energy uses with renewable energy
7. Maximise on-site nature-based solutions

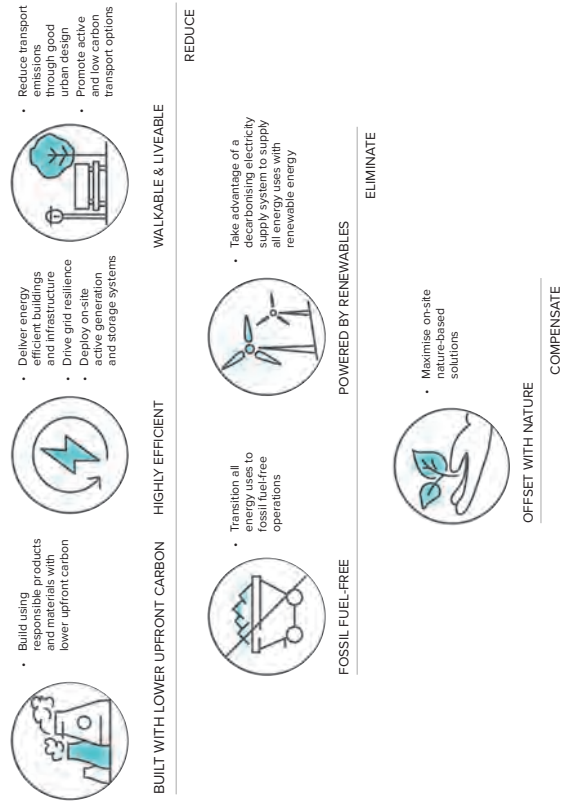
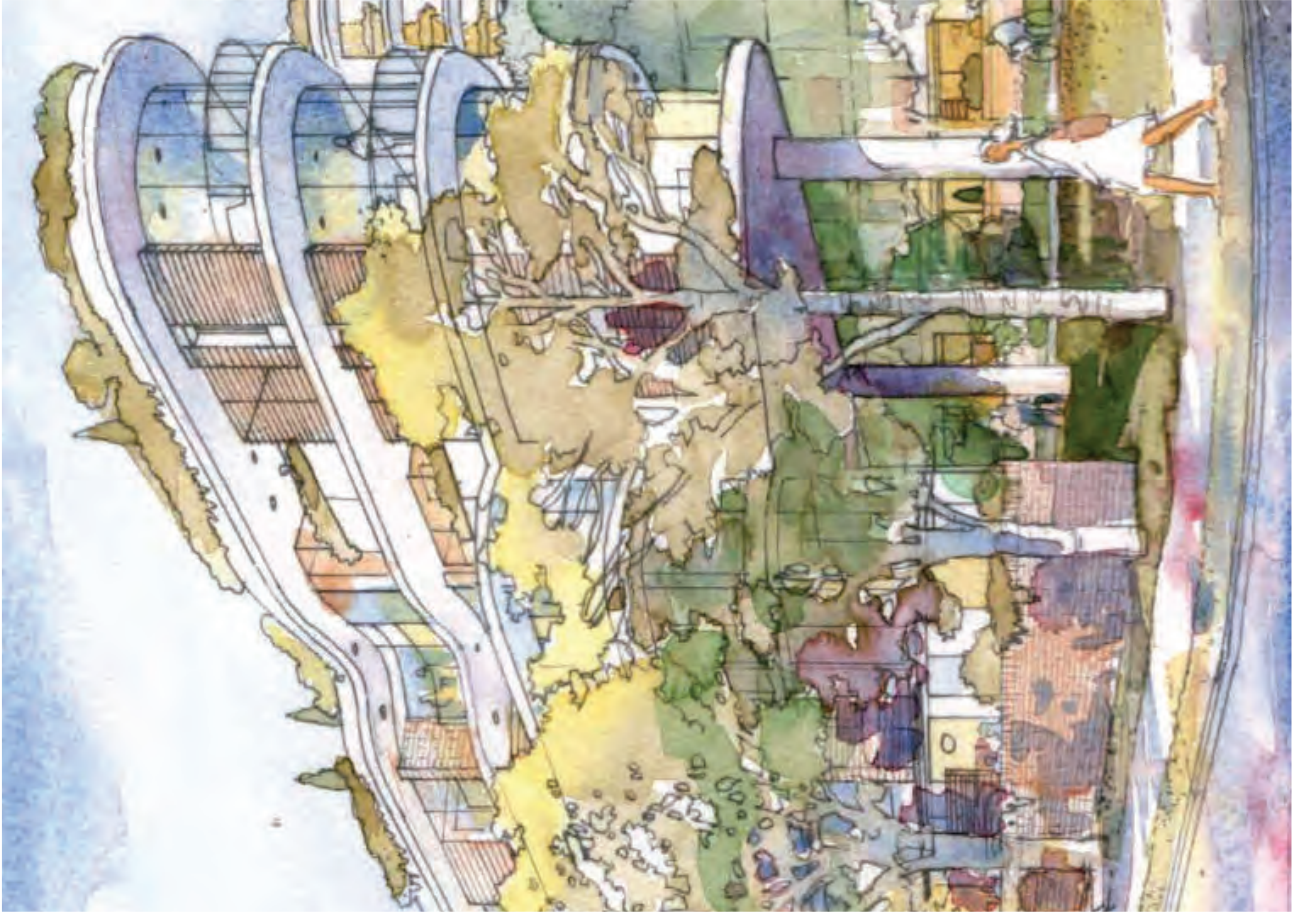
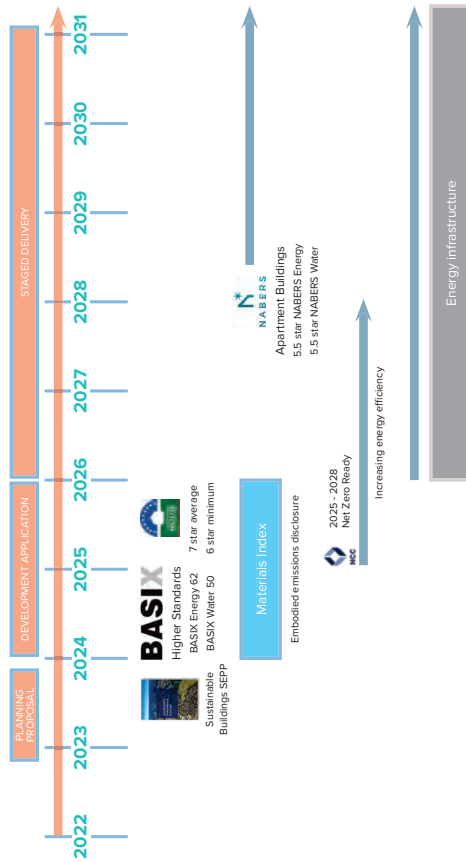


Figure 4.1 Climate Positive principles



4.4 Sustainability Implementation

The Precinct will seamlessly embed the sustainability imperatives and priorities through design and delivery, and into operations.



5.1 Imperative \_ Circular



The linear model of production and consumption ('take-make-waste') cannot continue. A shift to a circular system is needed in which waste and pollution are 'designed out', products and materials are kept in use and natural systems are regenerated. Maximising the use and value of resources brings major financial, social and environmental benefits. It contributes to innovation, growth and job creation, whilst reducing our impact on the environment.

# 5 Imperative + Priorities



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5.2 Priority – Climate Positive

NSW Government has set objectives to achieve net zero emissions by 2050 and reduce emissions by 50% below 2005 levels by 2030. The transformation of the built environment towards net zero emissions will be accelerated under a range of Net Zero Buildings initiatives.

The Green Star Buildings rating tool responds to global megatrends, and national and regional policies to define a Climate Positive Pathway. This is addressed within the following four credits (see Figure 5.1):

1. Credit 21 Uprfront Carbon Emissions
2. Credit 22 Energy Use
3. Credit 23 Energy Source
4. Credit 24 Other Carbon Emissions

The Climate Positive Pathway increases in stringency over this decade. All development is required to achieve whole life (upfront and operational) net zero by 2030. This sustainable built environment response is captured in strengthening credit criteria over three-year cycles (2020 → 2023 → 2026 → 2030).

Within the scope of the Precinct, the staged delivery of development will need to respond to this representation of market best practice.



Figure 5.1 Climate Positive Pathway

Energy Use

**Sustainable Buildings |** The PRCUTS Sustainability Implementation Plan, Sustainable Buildings SEPP and Green Star Buildings establish energy use targets and requirements:

- Targets
  - Average 7 star NABERS | minimum 6 star NABERS
  - BASIX Energy 62 (BASIX Higher Standards)
  - 5.5 star NABERS Energy for Apartment Buildings
- Requirements
  - 4 star WELS showers | 4 star WELS kitchen taps | 5 star WELS hand wash basin taps
  - 5 star ENERGY STAR fridge | 4.5 star ENERGY STAR dishwasher | 4 star ENERGY STAR clothes washer | 9 star ENERGY STAR clothes dryer
  - Central electric heat pump hot water system with a coefficient of performance (COP) > 3.0
  - Central condenser water system coupled with water-cooled variable refrigerant flow (VRF) air conditioning systems with a COP > 5.5
  - Energy efficient vertical transportation
  - Hallway supply ventilation only
  - On-site solar photovoltaic (PV) system

Water Use

**Offset |** To support water resilience, buildings must integrate water efficiency measures and make use of alternative water sources to reduce the demand for potable water.

The PRCUTS Sustainability Implementation Plan and Green Star Buildings establish water use targets and requirements:

- Targets
  - BASIX Water 50
  - 5.5 star NABERS Water for Apartment Buildings
- Requirements
  - 4 star WELS showers | 4 star WELS kitchen taps | 5 star WELS hand wash basin taps | 5 star WELS dishwasher | 4 star WELS clothes washer
  - Non-potable water service with future ready connection to a recycled water network
  - Rainwater harvesting and reuse system for each building
  - Water efficient landscaping

Uprfront Carbon

**Materials Index |** The upfront carbon emissions from construction materials accounting for 46% of carbon emissions from Australia's building stock in 2019. Without any reduction actions, this will increase to 85% by 2050 due to a decarbonised grid.

The Precinct will diligently calculate and disclose the embodied emissions of construction materials under the BASIX materials index. Reduction strategies will be evaluated that leverage a supply chain transformation and reduction targets will be set that are aligned with the Climate Positive Pathway, where practicable.

Energy Source

**Decarbonisation |** The Precinct will take advantage of a decarbonising grid by transitioning all energy uses to fossil fuel-free operations. Coupled with an embedded network operator (see 5.3 Priority – Infrastructure) offering carbon neutral and renewable electricity, this will empower consumers and businesses to make sustainable choices, and reduce the cost of their operations.

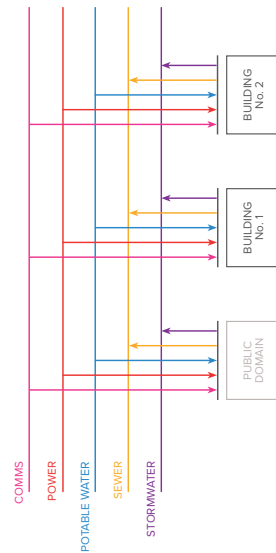
Other Carbon Emissions

**Offset |** The Precinct will investigate opportunities to offset residual carbon emissions in construction.



5.3 Priority Infrastructure

The transition to a net zero economy is rapidly gaining ground. Key policies and statutory planning requirements are already in place or emerging. A key principle being considered is fossil fuel-free operations, electrification of all energy uses, and the supply of renewable electricity generated on- and off-site.



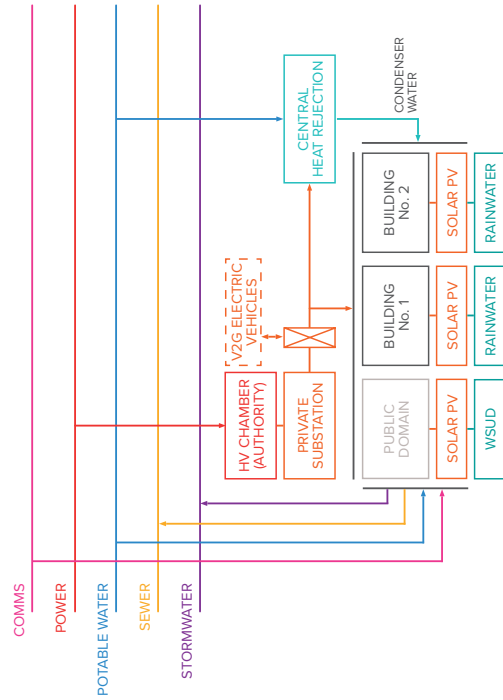
**1. Business as Usual**  
Individual utility connections to each building and the public domain of a precinct limits demand diversification and cumulatively impacts utility amplifications. Opportunity for innovation and access to capital is lost.

**Embedded Network**

**Infrastructure |** An embedded network optimises the high voltage (HV) incoming electrical feeder configuration, better matching feeder capacity to electrical load groups.  
**Authority design standards for transformer chamber substations are onerous. Transformer capacity and number is limited for each chamber. Private transformer chamber substations, compliant with Australian standards, aggregate transformers within a chamber to better match capacity to load.**  
**This realises a reduction in the number of substations.**  
**Activation |** Authority design standards impose rigid access and egress requirements, with substations generally located at grade. This acts to break up street frontage and activation. Private substations offer greater flexibility with respect to location. Contiguous street frontage and activation can be better maintained.  
**Integration |** An embedded network offers ready integration of embedded generation and energy storage technologies, including electric vehicle bidirectional capabilities (also called V2G - vehicle-to-grid).

**Thermal Network**

**Open Space |** A thermal network releases public and communal open space by centralising heat rejection plant and equipment. This approach offers increased rooftop amenity and mitigation of the urban heat island effect.  
**Diversity |** Precinct development, where centrally serviced, deliver inherent diversity and demand reduction benefits, facilitating immediate capital plant and spatial savings. Capital plant reductions typically exceed 5% and spatial savings are estimated at approximately 2% of gross floor area (GFA). A thermal network aggregates plant away from high value areas.  
**Environment |** A thermal network facilitates the centralisation and effective management of pollution (e.g., acoustic impacts) to improve the overall performance of the Precinct in relation to acoustics, and visual and thermal comfort performance.



**Commercial Structure**

**Feasible |** Precinct utility services represent a fundamental investment decision to enable circular, resilient and net zero operations.  
**The commercial ownership structures for precinct utility services are well established, proven and understood. Supported by strong investment interest, it offers the Precinct a seamless, low capital mechanism to drive high efficiency and net zero outcomes that do not impact the commercial feasibility of development. It will empower consumers and businesses to make sustainable choices, and reduce the cost of their operations.**  
**Operator |** Concord West Property Pty Ltd is committed to working with Evergy, an embedded network operator and an authorised electricity retailer. Evergy owns and operates embedded networks across several major residential communities, and provides electricity, hot water and air conditioning services direct to residents and businesses. Evergy's buying power benefits residents and businesses by providing a better than market energy rate, including carbon neutral and renewable electricity. This drives cost of living relief.

**2. Precinct Utility Services**

Precinct utility services leverage unique site features and can deliver an integrated approach to energy use.

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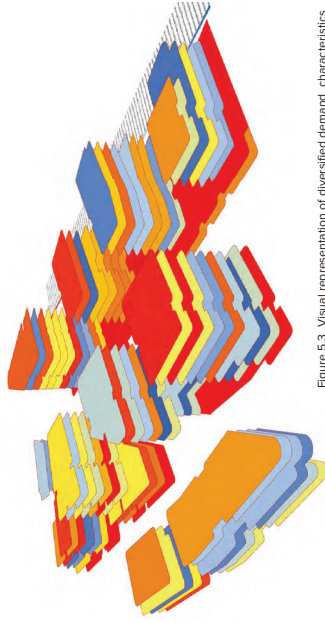


Figure 5.3 Visual representation of diversified demand characteristics

**Demand Response**

To affect a demand response strategy that flattens the electrical demand profile (see Figure 5.2), V2G capabilities can be leveraged.

Best practice EV capable infrastructure provisions for 25% of all car parking spaces to have Level 1 charging points. Based on the Precinct yield, this equates to approximately 165 car parking spaces. Assuming 25% of EV owners opt-in (i.e., approximately 40 EV owners) to a load management strategy, whereby the EVs discharge during the morning and evening peak periods, peak demands are effectively flattened.

This demonstrates the ability for real and effective demand response solutions that significantly reduce electrical infrastructure provisions, drive real cost of living benefits, and realise grid resilience.

The Precinct utility strategy presented is conceptual and subject to business case evaluation. It is intended to outline a possible future ready response to the PCUTS Sustainability Implementation Plan.

Figure 5.4 Visual representation of heat recovery potential

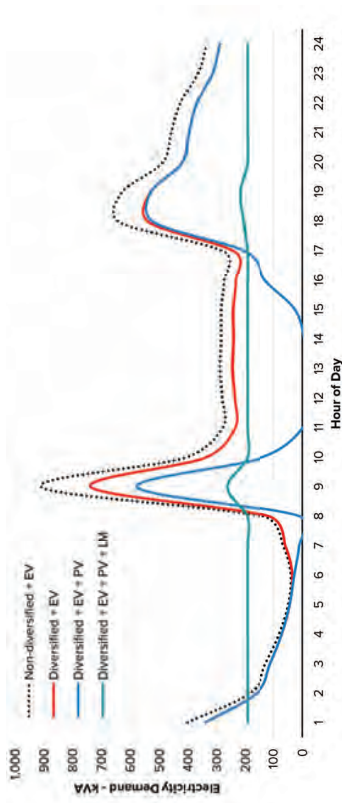
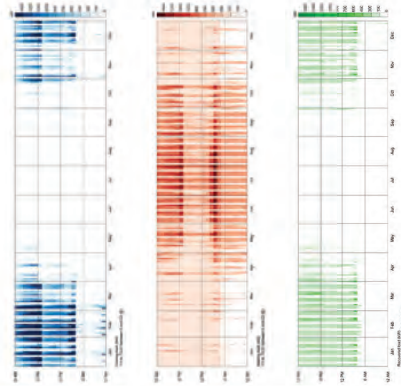


Figure 5.2 Electrical demand profiles, incl. peak demand reduction strategies

**Diversified Demand**

Figure 5.2 visualises electrical demand profiles for a range of scenarios to demonstrate opportunities inherent within the Precinct. A non-diversified electrical demand profile demonstrates the typical daily demand 'duck curve' with morning and evening peaks. The electrical demand profile includes hot water, heating, cooling and EV charging as the Precinct will operate as fossil fuel-free.

Figure 5.3 visualises the inherent electrical demand diversity across the Precinct based on its unique urban design characteristics.

The diversified electrical demand profile is reinforced by the thermal demand diversity and heat recovery potential inherent in the Precinct. Figure 5.4 visualises the heat recovery potential of a thermal network using heat map graphics; blue represents cooling load, orange represents heating load, and green represents heat recovery potential of the Precinct. Heat rejected from cooling can be recovered for heating (primarily hot water heating). This effect can be captured in an ambient (or condenser water) loop serving water-cooled VRF air conditioning and CO<sub>2</sub> electric heat pump hot water systems in each building drives down the thermal demand.

Figure 5.2 further demonstrates the diversified electrical demand profile. Notable peak demand reductions are observed during the morning and evening peak periods.

The installation of a 320 kWp distributed solar PV system, constituting 25% of all building roof areas, is also presented in Figure 5.2. A morning peak reduction is observed. The daytime electrical demand is met by the distributed solar PV system.

An embedded network (incl. thermal network) benefits from the diversified demand profile offered at a precinct scale. With the addition of on-site renewable energy generation, further peak demand reductions are achievable.

Management of electric vehicle (EV) charging and hot water storage demand to match renewable energy generation minimises solar spill (grid export) offers an enhanced solar PV system capacity and utilisation. A load management (LM) strategy, whereby V2G capabilities facilitate EV discharging during peak demand periods, effectively flattens the demand curve, and significantly reduces capital plant and infrastructure sizing.





5.5 Priority \_ Nature-based Solutions

Nature-based solutions act to address the climate and ecological emergency. Biodiversity and habitat loss is accelerating and expanding cities are some of the most nature-depleted areas, putting at risk many of the life-sustaining ecosystems services upon which communities and livelihoods depend. Cities are also increasingly vulnerable to the impacts of climate change, including soaring temperatures, storm events and sea level rise. Nature based solutions improve air and water quality, and regulate temperatures, providing access to green spaces and nature that reinforce the physical and mental wellbeing of a community. By prioritising nature in investment decision-making, the resilience and liveability of cities is improved, contributing to a secure, sustainable future for nature and people.

**OBJECTIVES**

- Green grid
  - Link active movement networks to green spaces and recreational facilities
  - Achieve a 30% urban tree canopy
  - Increase biodiversity with a high proportion of indigenous planting (+60%) and a significant nesting tree per 500m<sup>2</sup> of landscaped area
- Water sensitive urban design
  - Install natural features, such as retention ponds, detention basins, swales, raingardens, soakways and infiltration trenches, and physical features, such as tree pits and permeable/porous surfacing that mimic natural processes to treat, reduce and slow stormwater discharge
- Public open space
  - Provide publicly accessible open spaces to strengthen community and mitigate the urban heat island effect
  - Offer a range of recreational facilities
  - Locate small businesses near these areas to capture economic co-benefits
- Communal open space
  - Deliver podium and rooftop amenity, such as green roofs, to improve air quality, mitigate the urban heat island effect and provide temporary storage for rainwater
  - Create a refuge for insects and birds
  - Offer urban agriculture/agri/foodscapes to residents to enhance access to fresh food



5.4 Priority \_ Movement and Place

Mobility is undergoing a transformational shift with far-reaching implications. As personal transport technologies and choice expands, new infrastructure is required. To underpin this shift, the Precinct must create a walkable and liveable precinct through good urban design that promotes active and low carbon transport options. As the Precinct develops, it must increasingly leverage the enhanced public transport infrastructure (e.g., train, metro, rapid bus, etc.) to facilitate a progressive shift away from public vehicle use.

**OBJECTIVES**

- Transition future communities to a low car dependency
- Integrate electric vehicle (EV) infrastructure, including:
  - Provide Level 1 EV charging points to every residential car parking spaces and Level 2 charging points to 10% of non-residential car parking spaces (CBDCPB3.2 C1 and C2, respectively)
  - Develop a load management plan to facilitate V2G functionality
- Reinforce the local active movement networks, including north-south community connections and the east-west urban grid
- Provide community services that reinforce the active movement network
- Consider an adaptive building design approach that enables car parking conversion for alternative uses in the future, e.g., a mobility hub, and is reinforced by community services

### 6.1 Performance Objectives

The Precinct will seek to implement the performance objectives identified in Table 6.1. This Sustainability Statement demonstrates a Precinct design response that is aligned with the following material considerations:

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

Table 6.1 Performance objectives

Basis	Response
Sustainable Buildings SEPP	<ul style="list-style-type: none"> <li>• Average 7 star NABERS (minimum 6 star NABERS)</li> <li>• BASIX Energy 62 (BASIX Higher Standards)</li> <li>• BASIX Materials Index</li> </ul>
PRCUTS Sustainability Implementation Plan	<ul style="list-style-type: none"> <li>• BASIX Water 50</li> <li>• 5.5 star NABERS Energy for Apartment Buildings</li> <li>• 5.5 star NABERS Water for Apartment Buildings</li> <li>• Energy infrastructure</li> </ul>
Green Star Buildings	<ul style="list-style-type: none"> <li>• Credible reductions in upfront carbon and energy use</li> <li>• Fossil fuel-free</li> <li>• 100% renewable energy</li> <li>• High impact refrigerants are eliminated, where possible</li> <li>• 80-90% diversion of construction and demolition waste from landfill</li> </ul>
Movement and Place	<ul style="list-style-type: none"> <li>• Level 1 EV charging points to every residential car parking spaces and Level 2 charging points to 10% of non-residential car parking spaces</li> </ul>
Nature-based Solutions	<ul style="list-style-type: none"> <li>• 30% urban tree canopy</li> <li>• Increase biodiversity with a high proportion of indigenous planting (40%) and a significant nesting tree per 500m<sup>2</sup> of landscaped area</li> </ul>

# 6 Conclusions

**M**  
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**ATTACHMENT T**

28 July 2023

The General Manager  
Mr John Clark  
City of Canada Bay Council  
1A Marlborough Street, Drummoyne  
DRUMMOYNE NSW 2047  
E: council@canadabay.nsw.gov.au

Dear Mr Clark,

**1 KING STREET, CONCORD WEST  
DRAFT LETTER OF INTENT TO ENTER INTO A VOLUNTARY PLANNING AGREEMENT (VPA)**

We write to the City of Canada Bay Council as the landowners and joint venture development partners of the site at 1 King Street, Concord West. The site presents a unique opportunity to provide a master planned residential mixed-use precinct directly adjacent to the Concord West Railway Station which is one stop from the future North Strathfield metro station. The proposal will provide appropriate density next to the Station and is a suitable location for additional housing, open space, and a vibrant neighbourhood civic precinct.

This letter presents an indicative offer for a Voluntary Planning Agreement (VPA) to accompany the associated Planning Proposal as submitted to the City of Canada Bay Council (Council) for the site. This letter outlines:

- The scope of the Planning Proposal and indicative outcome, and
- An indication of the VPA offer upon finalisation of the Planning Proposal by Council.

**1. The Planning Proposal and Indicative Outcome**

The Planning Proposal has been prepared to respond to:

- Reduced market demand for the existing suite of permissible uses and the current premises,
- The Council's future strategic direction for Concord West,
- Transit orientated development,
- Population housing needs, and
- The state government's broader vision for the area as envisaged by the Parramatta Road Corridor Urban Transformation Strategy.

Our Planning Proposal seeks to amend the *Canada Bay Local Environmental Plan 2013* as follows:

- Rezone the site from IN1 General Industrial to R3 Medium Density Residential with an additional permitted use of 'commercial premises'.
- Amend the maximum building height from 8.5 metres to a range of heights up to a maximum of 43 metres (12 storeys).
- Amend the maximum floor space ratio from 1:1 to 2.65:1.



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Concord West Property Pty Ltd ACN 632 932 971



Despite this, we do feel that given the unique location and size of the site along with the surrounding extensive amenity and key transport infrastructure, we are of the opinion that the site can accommodate a higher yield of housing to that included within the Planning Proposal.

Subject to Council support, the Planning Proposal will facilitate the master planned renewal of the site for the following:

- 10 buildings ranging from 4-12 storeys accommodating approximately 700 dwellings in a range of 1, 2, 3 and 4 bedroom apartments and townhouses. Some non-residential uses are proposed on the ground level of buildings along the new loop road near the station.
- A total of approximately 82,930m<sup>2</sup> of gross floor area which equates to a floor space ratio of 2.65:1. The gross floor area comprises approximately:
  - 75,216m<sup>2</sup> residential floor area
  - 7,714m<sup>2</sup> non-residential floor area
- A green connection of approximately 2,800m<sup>2</sup> to provide legible pedestrian and cycle access north-south through the site. The green connection is proposed to include a neighbourhood park to provide additional amenity for the existing and future community.
- A new civic precinct – the 'station precinct' focused along an active spine and community plaza accommodating a range of non-residential uses (i.e.: possible retail, food and beverage, gym, health and childcare) on the ground plane that will activate the public domain.
- New loop road through the site connecting King Street and George Street.

We propose to deliver the green connection and park identified above as part of the renewal of the site for use by the wider community. These components are not proposed to be delivered as part of the voluntary planning agreement; however, they are critical infrastructure delivering important material benefits. They will become valuable assets for the broader precinct by:

- Improving walkability and permeability between the existing neighbourhoods in Concord West and the Railway Station.
- Integrate a large, under-utilised land parcel into the granular urban environment of its surrounds through the provision of meaningful open space for use by the whole community.

Indicative concept drawings are provided at **Attachment 1**.

## **2. The offer of a Voluntary Planning Agreement**

In association with the Planning Proposal for the site, we propose to offer Council the following material public benefits:

- The design, funding, and construction of road upgrades at the pinch point intersection of George Street and Pomeroy Street, North Strathfield, including land acquisition. The design and construction costs are



currently estimated at approximately \$5,691,236 and the land acquisition is estimated at approximately \$3,500,000 (refer to cost estimate at **Attachment 2**).

- A monetary contribution of \$808,764 towards Council's stormwater drainage upgrades to George Street, Concord West, including raising the roadway.
- The design, funding, and construction of the proposed King Street extension to George Street as critical public infrastructure to provide direct access to Concord West Railway Station from the south.

We believe the offer represents the best and fair value for the existing and future community by providing material infrastructure improvements up front to support the future growth of the area, without Council having to collect and pool contributions over time to undertake the works.

The improvements to the George Street and Pomeroy Street intersection will contribute to alleviating existing and future congestion across the broader road network and go well beyond the 'minimum changes' to signal phasing and sequencing identified in the Council's PRCUTS Traffic and Transport Strategy. For this reason, affordable housing is not proposed as part of the offer as it would reduce the amount that can be dedicated towards the works to improve civil infrastructure to accommodate growth.

Both the Planning Proposal and this VPA offer are exclusive of any affordable housing requirement that Council may consider. Should Council require affordable housing to be provided in addition to the infrastructure works, then we would be willing to meet that requirement subject to an agreed further increase to the floor space ratio rate such that the full cost of delivering the affordable housing is covered via land uplift.

Similarly, the funding and delivery of the King Street shared zone adjacent to the Railway Station is not proposed as part of the proposal or offer. The draft Homebush North Development Control Plan identifies the shared zone on Figure K22-7 Public Domain Plan, and it would be reasonable for Council to include the funding for these the improvements within a future contributions plan or as an application of s7.11 contributions.

#### Conclusion

We are committed to delivering a high-quality outcome on the site and believe that the delivery of the new open space, a range of housing choices, and a community focused neighbourhood centre will ensure that a true sense of place and community is able to be delivered on the site. This Voluntary Planning Agreement will deliver critical road and civil infrastructure upgrades that will improve traffic and stormwater conditions across the wider Concord West suburb.

It is intended that should the Planning Proposal be supported; prior to gazettal this offer will be formalised into a Voluntary Planning Agreement with the Council. The agreement will comply with the requirements of the *Environmental Planning and Assessment Act 1979* and *Environmental Planning and Assessment Regulation 2000* and contain mechanisms for completion of any works and/or land dedication. The Planning Agreement may be registered by the Registrar-General.

Please feel free to contact **Saul Moran** (0411 431 203; saul.moran@billbergia.com.au) if you require any further details

Yours sincerely,





John Kinsella AM

Managing Director  
Concord West Property Pty Ltd





**ATTACHMENT 1 – INDICATIVE ARCHITECTURAL DRAWINGS**





Figure 1 – Indicative Master Plan – Overall Ground Floor  
Source: Group GSA

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ATTACHMENT 2 –

DRAFT



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**Concord West Station Precinct - Planning Proposal  
Developer Contribution Schedule**

 Rev: 004  
Date 05.12.22

No.	Item	Estimated Amount	Comments
	<b>TOTAL VALUE OF VPA OFFER</b>	<b>\$ 10,000,000.00</b>	
	<b>PROPOSED ALLOCATION OF VPA</b>		
	<b>WORKS-IN-KIND COMPONENT:</b>		
<b>1.0</b>	<b>Intersection upgrade - Corner of George &amp; Pomeroy Street</b>		
1.1	Acquisition of Private Land incl: - Property Purchase - Option fees - Stamp Duty - Holding costs - Legal - Sales commission - Transfer to Council	\$ 3,500,000.00	Budget figure only - will be adjusted to reflect final cost.
1.2	Construction Costs - Intersection Upgrades (Excluding GST)	\$ 5,691,235.50	Refer to attached: - APK Cost Plan - BG&E Concept Civil Design
	<b>SUBTOTAL - WORKS-IN-KIND</b>	<b>\$ 9,191,235.50</b>	
	<b>MONETARY CONTRIBUTION</b>		
2.0	Developer Monetary Contributions towards George Street flood mitigation works	\$ 808,764.50	Important Note - this figure is the residual funds available once the total intersection upgrade costs are finalised - This value may need to be adjusted subject to finalising costs of Intersection Upgrades
	<b>SUBTOTAL - MONETARY</b>	<b>\$ 808,764.50</b>	
	<b>TOTAL</b>	<b>\$ 10,000,000.00</b>	

## ATTACHMENT U



1 King St, Concord West

## Urban Design Review of Planning Proposal

Amended Report

Prepared by Studio GL for City of Canada Bay Council

November 2023





### Acknowledgement of Country

We acknowledge the Wangal People of the Eora nation, the Traditional Custodians of the land on which this project is located.

We pay respect to Elders past and present and extend that respect to all First Nations people.

#### Document Information

Job title	1 King St, Concord
Client	City of Canada Bay Council
Job number	23026
Report title	1 King St, Concord West: Urban Design Review of Planning Proposal
File name	23026_1-King-St-Concord_Urban-Design-Review_PP

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Draft 1	04/10/2023	MS, AN, DG	DG, FL
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Note: This document takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party. The report layout is designed to be printed at A4 portrait.



Studio GL Pty Ltd  
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**Appendix**



## Chapter 1 Introduction

1-1 Background

1-2 Documents reviewed

1-3 History: Scoping Proposal

1-4 The Planning Proposal

1-5 Comparison of Scoping Proposal &  
Planning Proposal

## 01 Introduction

### 1-1 Background

#### Overview

Studio GL have been commissioned by the City of Canada Bay Council (Council) to undertake an Urban Design Review of the Planning Proposal (July 2023) for 1 King Street, Concord West. The site is 31,390m<sup>2</sup>, and is one of only two sites with an industrial use remaining in the area. Studio GL have been providing urban design advice to Council regarding this site since the initial concepts developed in 2022.

The site is currently zoned IN1 General Industrial with a maximum FSR of 1:1 and a maximum building height of 8.5m. The Planning Proposal (PP) submitted in July 2023 seeks to propose amendments to the Canada Bay Local Environmental Plan 2013 (CBLEP 2013) to support the future development of a mixed-use precinct.

Proposed amendments to the CBLEP 2013 include:

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

This report reviews the key issues and impacts of the proposed PP from an urban design perspective and provides recommendations for revised LEP and DCP controls. Specifically, this report considers whether the proposed layout, massing and built form of the development, as outlined in the PP, responds to the proposed future character of the area. The report also considers best practice urban design; SEPP 65, the Apartment Design Guide; and Better Placed, an integrated design policy for the built environment of New South Wales.

#### Approach and methodology

This urban design review will undertake a review of the site context, and considers both the physical context and the planning context of the site. The review will contain the following:

- An explanation of what is considered best practice urban design. This is particularly important on larger, mixed use sites as SEPP 65 and the Apartment Design Guide provide some guidance on the master-planning of mixed use sites but less consideration of wider issues such as urban structure, urban grain and the public realm.
- A review of the PP (July 2023) particularly considering the nine Design Quality Principles set out in SEPP 65, namely:
  - Principle 1: Context & neighbourhood character
  - Principle 2: Built form and scale
  - Principle 3: Density
  - Principle 4: Sustainability
  - Principle 5: Landscape
  - Principle 6: Amenity
  - Principle 7: Safety
  - Principle 8: Housing diversity & social interaction
  - Principle 9: Aesthetics

This review focusses on the critical purpose of a planning proposal, which is to amend the planning controls which outline the future development potential on the site. These controls, both key controls in the LEP including Height, FSR, Land Use and Heritage, and the more detailed considerations in the DCP, need to provide sufficient confidence that the proposal is suitable for the site. This is consistent with the Local Environmental Plan Making Guideline (2021) which states, "the planning proposal is to demonstrate that the proposal is suitable for the site and the site is (or can be made) suitable for the resultant development".

In November 2023, an addendum was added to this report following the Planning Panel Meeting held on 30th October 2023. The addendum responds to advice provided by the Panel.



## 01 Introduction

### 1-2 Documents reviewed

The following documents were reviewed during the review of PP (July 2023):

A Metropolis of Three Cities - Greater Sydney Region Plan	Greater Sydney Commission, March 2018
Eastern City District Plan	Greater Sydney Commission, March 2018
SEPP 65 and the Apartment Design Guide	NSW Government
Better Placed - An integrated design policy for the built environment of New South Wales	Government Architect NSW, May 2017
Evaluating Good Design	Government Architect NSW, March 2018
Planning Proposal Report - 1 King Street, Concord West	Ethos Urban, July 2023
Appendix A - Urban Design Report	Group GSA, November 2022
Appendix B - Architectural Concept Plans	Group GSA, November 2022
Appendix C - Design for Country Scoping Report	The Gaimaragal Group, n.d.
Appendix D - Visual Impact Assessment	Ethos Urban, July 2023
Appendix E - Economic Impact Assessment	Ethos Urban, November 2022
Appendix F - Retail Market Assessment	Location IQ, November 2022
Appendix G - Social Impact and Needs Assessment	Ethos Urban, July 2023
Appendix H - Transport Study Report	PWC, June 2023
Appendix I - Civil Concept Design - Intersection Upgrade	BG&E, October 2022
Appendix J - Civil Design Report	Taylor Thomson Whitting (NSW), July 2023



## 01 Introduction

Appendix K - Sydney Water Lodgement Confirmation	Billbergia, July 2023
Appendix L - Intersection Upgrade Civil Concept Design	BG&E, October 2022
Appendix M - Biodiversity Assessment	Biosis, December 2022
Appendix N - Aboriginal Heritage Due Diligence	GML Heritage, October 2022
Appendix O - Heritage Impact Statement	GML Heritage, November 2022
Appendix P - Preliminary Site Investigation	Reditus Consulting, October 2022
Appendix Q - Acoustic Statement	Renzo Tonin & Associates, July 2023
Appendix R - Infrastructure Management Plan	JHA, July 2023
Appendix S - Sustainability Statement	Mott Macdonald, July 2023
Appendix T - Letter of Offer	Billbergia, July 2023
Appendix U - Contributions Plan	December 2022
Appendix V - Intersection Upgrade Cost Estimate	Altus Group, December 2022

Following the Planning Panel meeting held on the 30th October 2023, the following documents were reviewed:

1 King Street, Concord West - Proponent Planning Proposal Report	City of Canada Bay, October 2023
Proponent Response to CCB PP Report	Ethos Urban, November 2023
Canada Bay Local Planning Panel: Planning Proposal Advice	NSW Department of Planning



## 01 Introduction

### 1-3 History: Scoping Proposal

#### Scoping Proposal, June 2022

A Scoping Proposal for 1 King Street, Concord West was prepared by Ethos Urban, accompanied by a Context Design Report by Group GSA. The Scoping Proposal provided initial concepts for a possible planning proposal for the site. The proposal sought high level advice from Council in regards to the indicative proposal.

The Scoping Proposal proposed a gross floor area of approximately 87,900m<sup>2</sup> which equated to a floor space ratio for the overall site of 2.8:1. The non-residential floor area was to be 8,500m<sup>2</sup> with 400m<sup>2</sup> of community floor area and the remaining 79,000m<sup>2</sup> to be residential and accommodate approximately 920 dwellings.

The Scoping Proposal indicated ten buildings, ranging in height from 4 to 13 storeys. Six buildings had a maximum building height of 13 storeys with parts reducing to 9 and 11 storeys high. Building heights for the building located on the northern boundary (A), adjoining what was proposed to be two storey terrace houses, ranged from 2 to 9 storeys. Building heights were reduced along the southern boundary to a 7-8 storey building (B4) and to the west along George Street to 4-6 storey buildings (F1, F2 E) that was similar to the proposed future heights on the opposite side of the street. Seven buildings were to be residential flat buildings with three mixed-use buildings.



Figure 1 Scoping Proposal: Proposed Masterplan (Group GSA, 2022)

## 01 Introduction

The Scoping Proposal proposed the following amendments to the CBLEP 2013 in regards to the proposed indicative future development of the site:

- Amend the CBLEP 2013 land use zone to B4 Mixed Use (MU1 Mixed Use under the employment zones translation reform).
- Amend the CBLEP 2013 Height of Buildings Map to allow a maximum permissible building height of 46m (13 storeys).
- Amend the CBLEP 2013 Floor Space Ratio Map to allow a maximum permissible floor space ratio of 2.8:1.
- Amend the CBLEP 2013 Schedule 1 Additional permitted uses to allow residential flat buildings to be permitted with consent on the site.
- Amend the CBLEP 2013 to include a height and floor space community infrastructure incentive clause to apply to certain buildings.

### Comments and Recommendations

SGL reviewed the Scoping Proposal from an urban design perspective and provided commentary to Council in July 2022.

The commentary supported the following elements shown in the scoping proposal:

- The north south shared pedestrian cycleway.
- Clustering retail uses close to the station and focused around a new civic plaza.
- The building heights of B4, E, F1 and F2.

The commentary did not support the following elements shown in the scoping proposal:

- The heights of buildings.
- The proposed FSR.
- The proposed zoning.

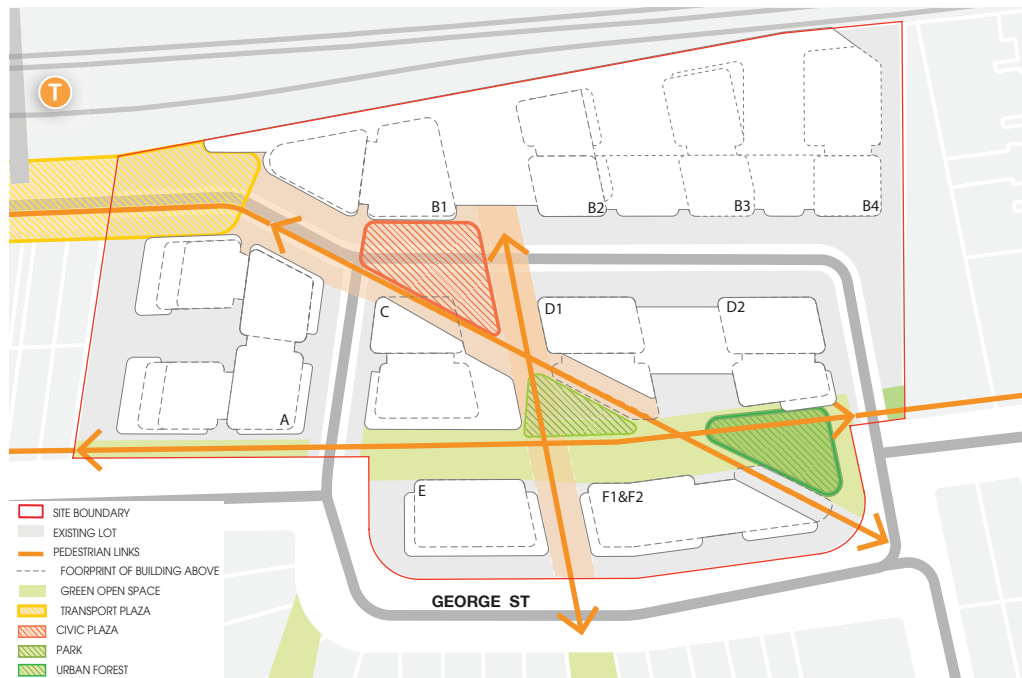


Figure 2 Scoping Proposal: Public Realm Structure (Group GSA, 2022)



## 01 Introduction

### 1-4 The Planning Proposal

#### Planning Proposal, July 2023

A Planning Proposal for 1 King Street, Concord West has recently been prepared by Ethos Urban. The PP seeks approval for a gross floor area of approximately 83,050m<sup>2</sup> and a floor space ratio of 2.65:1 across the site (excluding enclosed balconies). The proposed non-residential floor area is 7,589m<sup>2</sup> and the residential floor area is 75,461m<sup>2</sup> which accommodates approximately 716 dwellings.

The Indicative Masterplan in the PP shows ten buildings ranging in height from 4 to 12 storeys. Six buildings have a maximum building height of 11 storeys. Buildings A, B1, B2, B3, B4, C, D1 and D2 are mixed use, with retail, commercial or community uses on the ground floor and Level 1. Buildings E, F1 and F2 are residential only.

The PP shows some amendments were made to the proposal following feedback provided by Council on the Scoping Proposal.

The PP proposed the following amendments to the CBLEP 2013 in regards to the development of the site:

- Rezone the site to R3 Medium Density Residential.
- Amend the maximum building to a range of heights between 26 metres and 47 metres.
- Amend the maximum floor space ratio to 2.65:1 (with an exclusion for enclosed balconies facing the railway line).
- Include the site on the Design Excellence Map.
- Amend Schedule 1 to include 'commercial premises' as an additional permitted use on the site.



Figure 3 Planning Proposal: Illustrative Masterplan (Group GSA, 2022)

## 01 Introduction

### 1-5 Comparison of Scoping Proposal & Planning Proposal

#### Comparison table

The following table outlines the key differences between the Scoping Proposal submission in June 2022 and the current proposal dated July 2023, and highlights the changes that were made in response to the urban design review and feedback from Council on the Scoping Proposal.

Key consideration	Existing Controls (September 2023)	Scoping Proposal (June 2022)	Planning Proposal (July 2023)	Change between SP and PP
<b>LEP Controls</b>				
Total site area	3.14 ha	3.14 ha	3.14 ha	n/a
Proposed FSR	1:1	2.8:1	2.65:1	-0.15:1 (-5.36%)
Proposed zones	E4 General Industrial	B4 Mixed Use (MU1 Mixed Use)	R3 Medium Density Residential	n/a
Maximum building height (in metres)	8.5m	46m	Range from 26m - 47m	2.17
Maximum building height	2 storeys	13 storeys	Range from 6 to 13 storeys	0
Additional uses	-	Residential	Commercial premises	n/a
<b>Numeric standards</b>				
Number of apartments, (approximate)	-	920 units	716 dwellings	-204 dwellings (-22%)
Residential GFA (approximate)	-	79,000m <sup>2</sup>	75,461m <sup>2</sup>	-3,539m <sup>2</sup> (-4.5%)
Non residential GFA approximate	-	8,500m <sup>2</sup>	7,589m <sup>2</sup>	-911m <sup>2</sup> (-10.7%)
Total GFA (approximate)	31,400m <sup>2</sup> (allowed)	87,900m <sup>2</sup>	83,050m <sup>2</sup>	-4850m <sup>2</sup> (-6.66%)
Car parking spaces	480	Not stated	1071	n/a
Tree canopy coverage	Not stated	Not stated	29% (total) 14% (tree canopy coverage in deep soil)	n/a
Deep soil	-	5,080m <sup>2</sup> (16%)	5,193m <sup>2</sup> (16.5%)	+113m <sup>2</sup> (+2.22%)



## Chapter 2 Context

- 2-1 Metropolitan Context
- 2-2 Strategic Context
- 2-3 Local context
- 2-4 Photographic study
- 2-5 Key planning controls

## 02 Context

### 2-1 Metropolitan Context

The site is located in the suburb of Concord West, approximately 15km to the west of the Sydney CBD and lies in the Eastern City District of Greater Sydney. The site is close to Concord West Train Station connecting the site along the T9 Northern line. Concord West Train Station is two stations north of Strathfield Railway Station, a major interchange station providing connectivity to the T1 North Shore & Western Line, T2 Inner West & Leppington Line, T7 Olympic Line, T9 Northern Line, regional services, and the future metro line. The site is not directly serviced by bus. The nearest bus services run along Concord Road approximately 400m to the east of Concord West Train Station.

#### Greater Sydney Region Plan

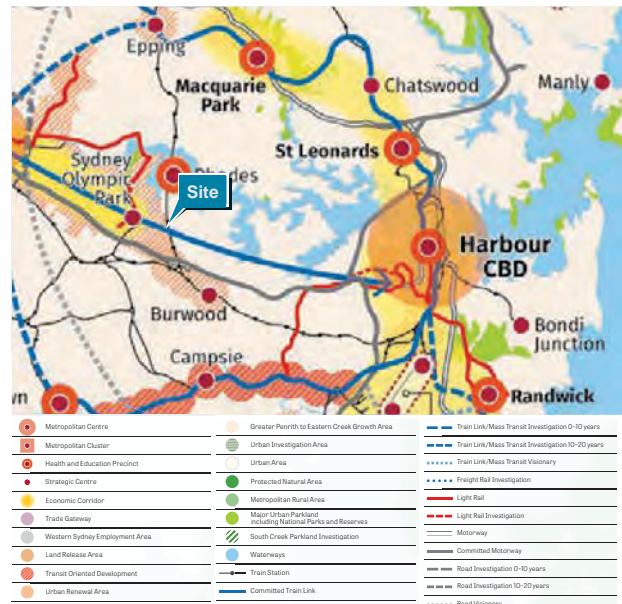
The Greater Sydney Regional Plan 2018-2056 'A Metropolis of Three Cities' (the Plan) was released in March 2018 and provides a strategic vision for metropolitan Sydney and identifies key growth centres and development precincts.

The Plan states that "creating capacity for new housing in the right locations requires clear criteria for where capacity is to be located". The Plan identifies an opportunity for urban renewal around regional transport and strategic centres where links for walking and cycling promote a healthy lifestyle.

Rhodes has been identified in the plan as a Health and Education Precinct and Burwood as a Strategic Centre. Rhodes and Burwood are located 2.7km and 4.2km away from the site respectively. Concord West is not a Strategic Centre in the Plan. The Plan also identifies the Eastern City District as an area where industrial land should be retained stating that "the provision of services and jobs close to business and where people live are considered critical to Greater Sydney's productivity. In the past substantial tracts of industrial land in the Eastern Harbour City were converted to mixed-use residential zones, in response to unprecedented demand for residential supply. There is now considered to be a shortage of industrial and urban services land in the Eastern Harbour City."



Figure 4 Structure Plan for Greater Sydney (Greater Sydney Region Plan, A Metropolis of Three Cities 2018)





## 02 Context

### 2-2 Strategic Context

The site is located within the Homebush North Precinct. The Homebush North Precinct Master Plan Report (the Master Plan) and the draft Homebush North DCP (the draft DCP) have recently been prepared for this area to align the strategic planning for the area with the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) published in 2016.

#### Parramatta Road Corridor Urban Transformation Strategy Report (2016)

The PRCUTS plan aims 'to renew Parramatta Road and adjacent communities through investment in homes, jobs, transport, open spaces and public amenity'.

Homebush is one of eight Precincts that make up the PRCUTS. The subject site is located within the Homebush Precinct, see Figure 5. The report identifies that the Homebush Precinct will have:

- 19,500 new people by 2050
- 9,500 new homes by 2050
- 12,900 new jobs by 2050

The PRCUTS report highlights that the core of the Homebush Precinct is between and around Homebush Station, North Strathfield Station and Strathfield Station, which is to be the desired location of taller residential buildings. The subject site is identified in the strategy as 'Enterprise & Business' land, and features 'New Movement' corridors (see Figure 5). The site is generally surrounded by residential land to the north, west and south, with the railway running north-south along its eastern boundary.

#### Parramatta Road Corridor Urban Transformation Planning and Design Guides - Implementation Tool Kit (2016)

The Implementation Tool Kit provides design guidelines as it recognises that 'development controls significantly differ across the local government areas that make up the Corridor. [They] have been developed to assist designers and planners apply 'better practice' design principles to promote high quality public, private amenity and good design'.

Design guidelines of particular interest for this PP include:

##### 4.2 Building Massing, Scale and Building Articulation:

- Floor plates above 8 storeys should be limited to 750m<sup>2</sup> GFA to create slender tower forms.
- The maximum building length should not exceed 60m.
- The maximum tower length should not exceed 45 metres and is to be considered in conjunction with tower floor plate controls.

##### 7.8 Green Edge Setbacks, Transitions & Active & Commercial Zones

- Provide a built form transition... to new open space to ensure that at least 50% of the open space will receive at least 3 hours direct solar access between 11am and 3pm on 21 June.

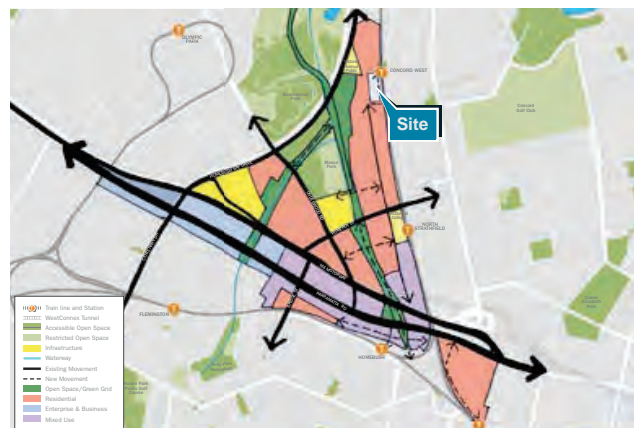


Figure 5 Homebush Precinct (UrbanGrowth NSW 2016)

02 Context

**Homebush North Precinct Master Plan Report (2021)**

The Master Plan shows the recent strategic vision for this area and identifies:

- Generally building heights are shown as 8.5m (2 storeys), 10m, 11m (3 storeys), 16m (4 storeys), 22m (6 storeys) and 25m (7 storeys) across different zones. The predominant building height is 8.5m (2 storeys) with very few buildings proposed to be 6 or 7 storeys high. The report also notes building heights have been set to “minimise impact on public parks, low scale residential areas, schools and heritage buildings”, to “minimise site coverage” and to “provide generous separation between buildings”.
- Two storey (8.5m) townhouse style development with a 4.5m setback and 2 storey wall height is proposed along George Street and King Street, adjoining the northern boundary of the site.
- Four and six storey development with a 6m setback and 4 storey wall height, located along the western side of George Street, opposite the site.
- This site is identified as the “Concord West Employment Hub” with a maximum building height of 8.5m, and improved pedestrian and vehicular access to the train station.
- Active frontages are identified as an opportunity along King Street and along pedestrian links thorough this site to the train station. A shared zone along King Street, near the station entry, is also shown extending into this site.
- A two way cycleway along the eastern side of George Street, adjoining this site.
- An opportunity for proposed through site links from the western side of George Street to Powells Creek Reserve to extend through this site to the train station.

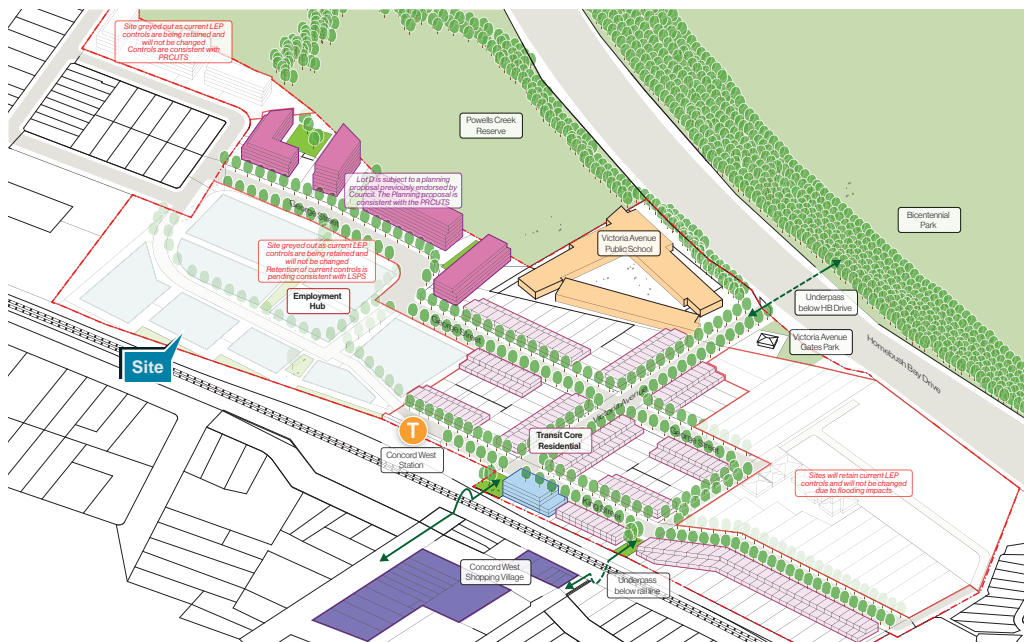


Figure 6 Homebush North Precinct Masterplan Vision (GroupGSA 2021)

02 Context

2-3 Local context



Figure 7 Local context plan showing the location of the site

The PP involves a large single lot site located at 1 King Street, Concord West, which covers an area of 3.14ha. George Street runs along the western site boundary and the T9 Northern Line railway runs along the eastern site boundary. The site is accessed off George Street to the west and King Street to the north. Concord West Train Station is located close to the northeast edge of the site and is a key public transport access point which links to Greater Sydney and the future planned Metro West line via North Strathfield to the south.

The site is situated on a narrow strip of land located between the railway line, Homebush Drive (A3) and Powells Creek. Only one point of vehicular access is provided to this “peninsular” area, which is located approximately 800m to the south of the site at the intersection of George Street and Pomeroy Street. Powells Creek Reserve and the Mason Park wetlands which are located to the west of the site are zoned as open space and are also listed as a general heritage item within the Canada Bay LEP 2018.



## 02 Context

To the west of the site, along George Street, are currently industrial uses that back onto Powells Creek, however this is expected to change in the future as these sites have been recently rezoned to R3 Medium Density Residential. Land to the south of the site, on the eastern side of George Street, is zoned R3 Medium Density Residential, with four to seven storey apartment buildings some of which have ground floor retail. Land to the south of the site, on the western side of George Street, is zoned R2 Low Density Residential and is currently predominately single storey detached houses.

To the north of the site, the land is predominantly zoned R3 Medium Density Residential however this has only recently occurred and so currently the dominant existing built form is single storey detached houses. To the east of the site, on the other side of the railway line, the land is predominantly zoned R3 Medium Density Residential however the dominant existing built form is single storey detached houses. Much of the eastern boundary of the site is visible from Queen Street which is parallel to the railway line.

Other local community facilities include Victoria Avenue Public School located within 200m of the site to the northwest, and the small neighbourhood centre on Victoria Avenue to the north east and St Ambrose Catholic Primary School which are both located on the opposite side of the railway line.

There is no current access across the site to the train station which increases journey times to the station especially for residents of apartments and houses to the south and south west of the site.

George Street has dog-leg alignment along the western boundary of the site. This section of George Street also has many large and well established trees. At the north edge of the site is a well established childcare facility "Only About Childcare". This childcare site also has clusters of established trees, predominantly along site boundaries.



Figure 8 Existing context the site



## 02 Context

### 2-4 Photographic study



Figure 9 Concord West context map



The nature of the existing urban structure, the topography and the large size of the site consequently means that the site can be observed from a number of significant points within the surrounding context.

View 1 (Figure 10) shows an important distant view along Stuart Street looking west towards Homebush which provides locational context for those on the eastern side of the railway line. The existing one storey building does not currently obstruct these views.

View 2 (Figure 11) displays a terminating view of the south-western corner of the site. This view is observed from the south of the site looking in a northerly direction.

View 3 (Figure 12) displays another terminating view of the site from George Street to the north, looking in a southerly direction. This terminating view currently features a cluster of large trees which conceal the existing built form.

## 02 Context



Figure 10 View of the site from Stuart Street, Concord West looking west (Google, 2021)



Figure 11 View of the site from George Street, Concord West looking north (Google, 2022)



Figure 12 View of the site from George Street, Concord West looking south (Google, 2022)



## 02 Context

### 2-5 Key planning controls

#### Canada Bay Local Environmental Plan (CBLEP)

The site is currently zoned E4 General Industrial but, as clearly shown in Figure 13, this is an anomaly as the site is surrounded by R3 Medium Density Residential to the north, south, east and west. The site is also located close to two corridors of land zoned SP2 Infrastructure the T9 Northern Railway line to the east of the site boundary and the A3 to the west of the site.

To the north and east of the site, while the land is zoned R3 Medium Density Residential the dominant existing built form is single storey detached houses. To the south of the site on the eastern side of George Street in the R3 zone are four to seven storey apartment buildings some with ground floor retail.

The maximum height of buildings on the site is currently 8.5m. The majority of lots within Concord West also have an 8.5m building height limit, including those to the north, east, northwest and southwest of the site. The lots to the south of the site on the eastern side of George Street have a 16m building height limit. The lots to the west of the site on the opposite side of George Street are a combination of 16m and 22m maximum height limits.

The FSR of the site is currently restricted to 1:1. A large number of lots in Concord West are documented as a 'Complex Area' meaning they are subject to additional controls outlined in Clause 4.4 relating to increasing the maximum FSR permissible, however nearby Medium Density zoned sites have FSRs that range from 1.3:1 to 1.9:1.

Another LEP control relevant to the PP is Clause 6.11 Mix of dwelling sizes in residential flat buildings and mixed use development. The main objective of the clause is "to ensure the provision of a mix of dwelling types in residential flat buildings and provide housing choice for different demographics, living needs and household budgets". To achieve the desired housing mix, Council requires "at least 20% of the dwellings, to the nearest whole number of dwellings, in the development will be studio or 1 bedroom dwellings, and at least 20% of the dwellings, to the nearest whole number, in the development will have at least 3 bedrooms".

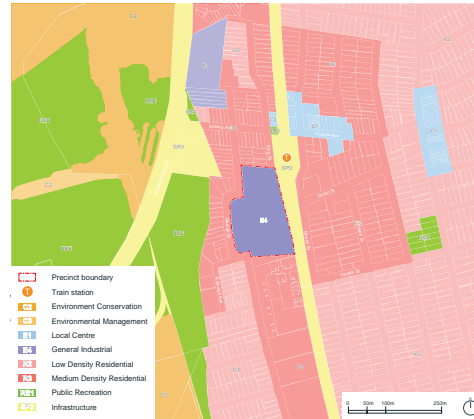


Figure 13 Land Zoning Map (CBLEP)

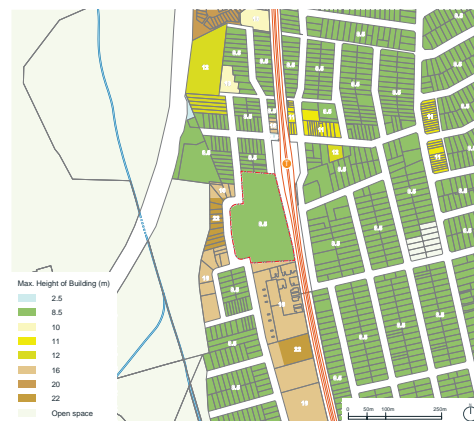


Figure 14 Maximum Height of Building (CBLEP)

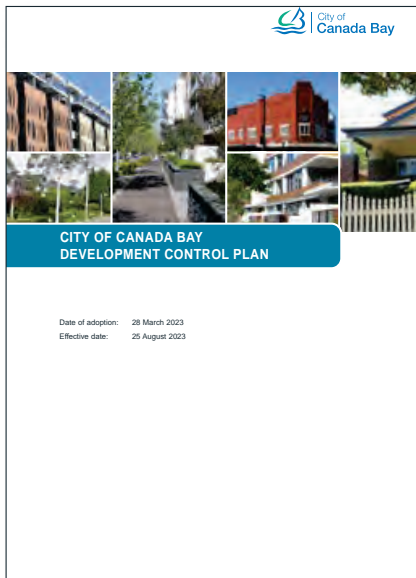


Figure 15 Maximum Floor Space Ratio (CBLEP)

02 Context

**Canada Bay Development Control Plan (2023)**

The Canada Bay DCP identifies many controls that apply to this PP. This section of the report highlights key sections from the DCP that are particularly relevant to the future development of this site based on the proposed rezoning, including Section F - Multi-dwelling Housing, Multi Dwelling Housing (Terraces), Manor Houses and Residential Flat Building, and Section K - Special Precincts.



**F**

**PART F - MULTI-DWELLING HOUSING, MULTI DWELLING HOUSING (TERRACES), MANOR HOUSES AND RESIDENTIAL FLAT BUILDINGS**

F1 Land to which Part F applies .....	F-3
F2 Design Quality .....	F-3
F2.1 Design Quality of Residential Apartment Development .....	F-3
F2.2 Materials, colour schemes and details .....	F-4
F3 Environmental criteria and residential amenity .....	F-5
F3.1 Topography .....	F-5
F3.2 Harbour foreshore development and foreshore access .....	F-5
F3.3 Solar access to neighbours .....	F-7
F3.4 Solar access to dwellings within the development .....	F-7
F3.5 Solar access for solar panels .....	F-7
F3.6 Solar access general guidelines .....	F-8
F3.7 Shade guidelines .....	F-8
F3.8 Visual and acoustic privacy .....	F-9
F3.9 Traffic and transport corridor amenity impacts .....	F-12
F3.10 Access to water .....	F-13
F3.11 Safety and security .....	F-14
F3.12 Access to public transport .....	F-14

**K**

**PART K - SPECIAL PRECINCTS**

K1 Land to which Part K applies .....	K-2
K2 Abbotsford Cove .....	K-3
K3 Bibby Street .....	K-7
K4 Breakfast Point .....	K-9
K5 Cape Galah .....	K-10
K6 Concord West .....	K-17
K7 Edgewood and Kandahar Inlet (former Dulux site) .....	K-17
K8 27 George Street North Strathfield .....	K-19
K9 188 Great North Road, Fire Deck .....	K-22
K10 18 Hyde Street, Queensmead .....	K-28
K11 Kings Bay (former Hydrax site), Fire Deck .....	K-32
K12 Liberty Grove .....	K-36
K13 Montlake Point .....	K-39
K14 Pelican Point, Pelican Quay and Phillips Landing, Concord .....	K-105
K15 Rhodes Corporate Park .....	K-106
K16 Rhodes East .....	K-111
K17 Rhodes West .....	K-201
K18 Sydney Wire Mill site, Chiswick .....	K-291
K19 Tinsley Court .....	K-296
K20 Kings Bay (PRECUTS) .....	K-301
K21 Burwood Concord (PRECUTS) .....	K-355
K22 Homelush North (PRECUTS) .....	K-407
K23 169 Burwood Rd, Concord (former Bushells Factory) .....	K-441



## 02 Context

### 2-5 Key planning controls

#### DCP Part F - Multi-dwelling Housing, Multi Dwelling Housing (Terraces), Manor Houses & Residential Flat Buildings

Part F of the DCP is relevant to this PP as it applies to both R3 Medium Density Residential zones and R4 High Density Residential zones. It contains relevant planning controls that are likely to apply to residential apartment buildings on this site. This chapter also adopts design quality principles from the SEPP65 and the Apartment Design Guide.

Areas to highlight for this PP include:

#### F3.3 Solar access to neighbours

Objectives	
O1	To minimise the amount of overshadowing of neighbouring developments and outdoor spaces to maintain their amenity.

#### F3.10 Access to views

Objectives	
O1	To protect and enhance opportunities for vistas and public views from streets and public places.
O2	To ensure views to and from the site are considered at the site analysis stage.
O4	To recognise the value of view sharing whilst not restricting the reasonable development potential of the site.

#### F4.2 Building setbacks

*Setbacks define the overall footprint of a building and the outer extremities of that building in relation to the front, side and rear boundaries.*

Objectives	
O1	To integrate new development with the established setback character of the street.
O2	Preserve significant vegetation which contributes to the public domain and allows for street landscape character to be enhanced.

O3	Ensure adequate separation between buildings consistent with the established character and rhythm of built elements in the street.
O4	To ensure adequate separation between buildings for visual and acoustic privacy.
O5	Maximise solar access to achieve amenity for neighbours.

#### F4.4 Heights of buildings

*Height is an important control because it has a major impact on the physical and visual amenity of a place. Building height is also critical in addressing impacts from development such as solar access, privacy and view loss.*

Objectives	
O1	To ensure that buildings are compatible with the height, bulk and scale of the existing and desired future character of the locality.
O2	To minimise visual impact, disruption of views, loss of privacy and loss of sunshine to existing residential development.

#### F4.5 Bulk and Scale

Objectives	
O1	To ensure that buildings are compatible with the bulk and scale of the desired future character of the locality.
O2	To minimise the effects of voids in the bulk and scale of buildings.

Mass of development should consider: overshadowing and privacy, streetscape, building setback, parking and landscape requirements, visual impact upon existing views, existence of significant trees on site, the size and shape of the allotment, and site topography.

## 02 Context

### DCP Part K - Special Precincts: K22 Homebush North (PRCUTS)

The site is situated within Special Precincts K6 Concord West and K22 Homebush North (PRCUTS). Section K22 has been prepared to align the area with the strategic planning of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) published in 2016.

The DCP excludes 1 King Street, Concord West and several other sites from its revised controls, however it does indicate the desired future character of surrounding sites which include:

- Two storey (8.5m) townhouse style development with a 4.5m setback and 2 storey wall height to the north of the site.
- A shared zone along King Street adjoining the entry to the train station.
- 4 and 6 storey development with a 6m setback and 4 storey wall height located along the western side of George Street opposite the site.

The DCP outlines the following 'Desired Future Character' for the Concord West precinct:  
*'The desired future character of the precinct is a transit oriented community which features higher densities that maximise site renewal opportunities.'*

The DCP outlines the following 'Desired Future Character' for the Homebush North area:  
*'Homebush Precinct will become a new mixed-use precinct housing a new community of residents attracted to the area for its high amenity and access to employment at Parramatta CBD and Sydney Olympic Park. The precinct will provide a long-term supply of housing stock to meet increasing demand as Sydney Olympic Park grows into a new City'. It will be a transit-oriented community featuring 'higher densities that maximise site renewal opportunities'.*

Development proposals in the precincts are to achieve the following desired future characteristics:

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

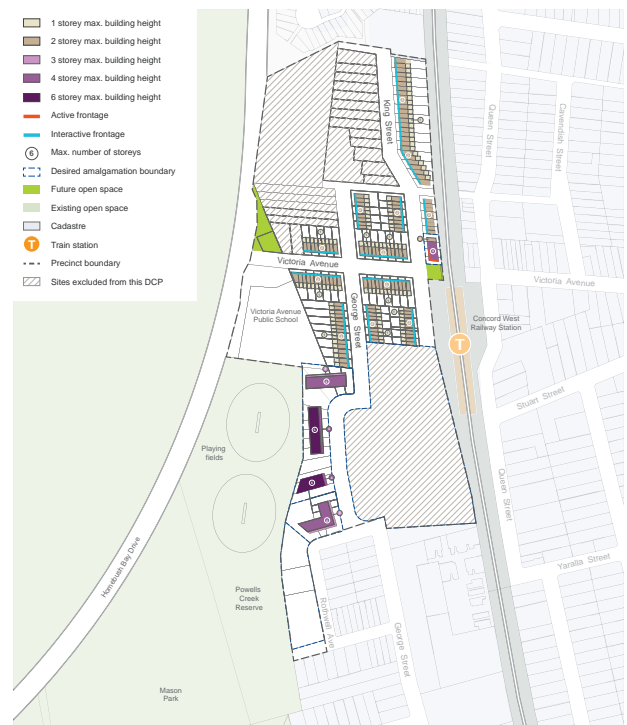


Figure 16 Building Envelopes Plan from Canada Bay DCP - Special Precinct K, Figure K22-8

## 02 Context

### 2-5 Key planning controls

#### DCP Part K - Special Precincts: K22 Homebush North (PRCUTS)

Areas to highlight for this PP include:

#### *K6.2 Public Domain and Movement (Concord West)* Pedestrian and Cycle Connections

Objectives	
O2	To create new access routes through sites to strengthen the connections to and between places.
O3	To better connect the neighbourhood as a whole.
O4	To make it easier and more attractive to walk and cycle through the neighbourhood.
O5	To improve access to public transport and nearby commercial and retail areas.
Controls	
C4	All new pedestrian connections are to be a minimum 10 metres wide.
C5	All pedestrian connections and footpaths are to be publicly accessible 24 hours a day through access easements.

#### *K22.5 Block Configuration*

The scale, height, arrangement and orientation of new built form defines the proportion and level of enclosure of streets and public spaces. Good site planning and block configuration maximises the level of sun access and visual and acoustic privacy for all, including neighbouring properties.

Objectives	
O1	To arrange building forms including heights and massing that reinforces the future desired character of the area and protect valued character attributes.
O2	To facilitate daylight access and ventilation to streets, public places and neighbouring properties.

Controls	
C3	The maximum length of any building more than three storeys high is 60m.

#### *K20.6 Block Configuration (Kings BAY PRCUTS DCP)*

Controls	
C3	The maximum length of any building above 5 storeys is 60m.
C4	Residential towers above podium level shall have a maximum enclosed area of 750sqm (including circulation and excluding balconies) and a maximum total floor area of 875sqm (including and assuming 15% for balconies).

#### *K22.9 Transitions and Interface*

Changes in height and scale will require transitions to sensitive interfaces, such as existing low scale residential areas and open spaces. New development will be required to respond to the overall scale and form of existing elements to preserve visual scale and to minimise loss of outlook and privacy and maximise sun access of adjoining properties.

Interface treatments for development adjacent to the rail line and/or Homebush Bay Drive need to support the protection of future residents and building users from negative impacts such as noise, vibration and air pollution.

Objectives	
O1	To encourage new development that is sensitive and complementary in scale and site location to surrounding properties.
O2	To protect residential amenity at the interface to existing low rise development.
O3	To ensure streets and open spaces receive adequate sunlight and ventilation.
O4	To protect future residents and building users from negative impacts generated by the rail line and Homebush Bay Drive.

02 Context

Controls	
C1	Where adjacent to low density residential interfaces, new development should gradually step away in height and provide appropriate setbacks.
C3	Development along the interface to the rail line, the Victoria Avenue Public School and/ or Homebush Bay Drive complies with the setbacks shown in Figure K22-7 Figure 17. The following applies:  a) the setback is to be deep soil to allow for mature vegetation in order to create a buffer; and  b) fences and walls can be as high as 2.0m and should be constructed to effectively shield noise.

*K22.10 Massing and Articulation*

Detailed articulation and appropriate scale of built form defines and reinforces the identity and desired character of a place. The following architectural treatments are encouraged to create variety and interest in the streetscape while contributing to a sense of continuity and overall visual privacy.

Objectives	
O1	To ensure buildings and their individual elements are appropriately scaled to define and respond to the surrounding character.
O2	To add visual quality and interest to new buildings with a focus on breaking up massing of higher density forms when viewed from public places and neighbouring properties.

Controls	
C3	The maximum length of straight wall on any storey above ground level, without articulation such as balcony or return, is 15m.
C7	For built form that is 3 storeys or more, the upper-most level is set back and visually unobtrusive. Ways to achieve this include the use of lightweight construction techniques, darker colours, solid balustrades and roof overhangs that create deep shadows.



Figure 17 Public Domain Plan from Canada Bay DCP - Special Precinct K, Figure K22-7





## Chapter 3 Urban Design Review

3-1 Approach

3-2 Context and Character

3-3 Urban Structure and Connections

3-4 Built form and Scale

3-5 Density, Amenity and FSR

3-6 Land use and Diversity

3-7 Landscape and Open Space

3-8 Safety & Liveability

3-9 Sustainability

## 03 Urban Design Review

### 3-1 Approach

In order to undertake an urban design review of the concept design identified in the PP (July 2023), it is necessary to understand the key considerations for successful urban design.

This review looks beyond SEPP 65 and the Apartment Design Guide in order to assess the urban design success of the proposed concept design. This is to ensure that the focus reflects the issues that need to be considered in the master-planning of larger mixed use sites and the elements relevant to planning at a neighbourhood level, as identified in the Urban Design Protocol for Australian Cities and Better Placed - An integrated design policy for the built environment of New South Wales.

To structure this urban design review, the issues which are most relevant to the PP (July 2023) have been considered first. These issues have direct links to the proposed LEP amendments (including Land Use, Height of Buildings and Floor Space Ratio), and are as follows:

- Context and Character
- Urban Structure and Connections
- Built Form and Scale
- Density, Amenity and FSR
- Diversity and Land Use

Other key issues considered but with less relevance to the proposed LEP amendments are:

- Landscape and Open Space
- Safety
- Sustainability

The considerations in each section have been sourced from a combination of the Apartment Design Guide (Chapter 1 and 2), the SEPP 65 Design Quality Principles, the elements of urban design relevant to planning at a neighbourhood level as set out in the Urban Design Protocol for Australian Cities and the design objectives identified in Better Placed, An



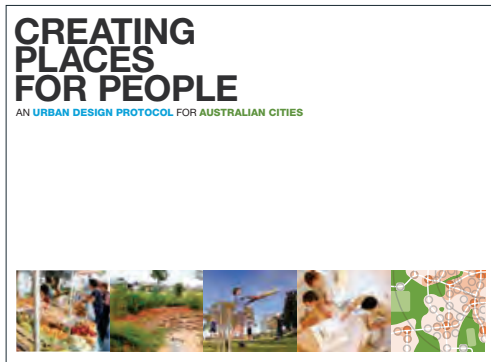
integrated design policy for the built environment of New South Wales.

#### SEPP 65 and the Apartment Design Guide

The NSW Government has been focused on improving the design of residential apartments for many years. SEPP 65 and the Residential Flat Design Code (RFDC) first came into force in 2002. Revisions to SEPP 65 and the release of the Apartment Design Guide (ADG) occurred in July 2015.

## 03 Urban Design Review

### 3-1 Approach



*'Urban design is concerned with the arrangement, appearance and function of our suburbs, towns and cities. It is both a process and an outcome of creating localities in which people live, engage with each other, and the physical place around them.*

*It involves many different disciplines including planning, development, architecture, landscape architecture, engineering, law and finance.*

*'Urban design operates from the macro scale of the urban structure (planning, zoning, transport and infrastructure networks) to the micro scale of street furniture and lighting.'*

(An Urban Design Protocol for Australian Cities 2011, p5)

#### Creating Places for People

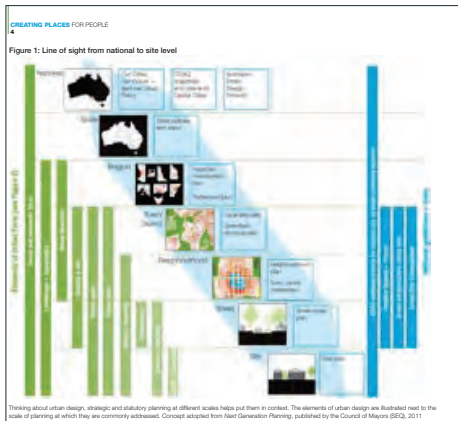
*Creating Places for People - An Urban Design Protocol for Australian Cities* was produced in 2011 to provide a framework to identify, implement, measure and improve best practice in urban design. The protocol was developed in response to an agreement by the Council of Australian Governments (COAG) in 2009 to reform the planning systems of Australia's capital cities "to ensure Australian cities are globally competitive, productive, sustainable, liveable and socially inclusive and are well placed to meet future challenges and growth".

Nine criteria were listed in the COAG agreement and the Protocol was specifically created to address the 8th criteria which was "to encourage world-class urban design and architecture".

The Protocol provides a definition of urban design and the objective of the document is to encourage the highest standard of urban design across all Australian suburbs, towns and cities.

Founded on five pillars (productivity, sustainability, liveability, leadership and design excellence), the Protocol establishes twelve broadly agreed principles for quality urban places in Australia. Four of the principles (Context, Engagement, Excellence and Custodianship) relate to process while the other eight design principles relate to the desired outcomes of development (Enhancing, Connected, Diverse, Enduring, Comfortable, Vibrant, Safe and Walkable).

## 03 Urban Design Review



The Protocol identifies that the following elements of urban design are relevant to planning at a neighbourhood level:

- Urban structure**  
 The overall framework of a region, town or precinct, showing relationships between zones of built forms, land forms, natural environments, activities and open spaces. It encompasses broader systems including transport and infrastructure networks.
- Urban grain**  
 The balance of open space to built form and the nature and extent of subdividing an area into smaller parcels or blocks. For example, a 'fine urban grain' might constitute a network of small or detailed streetscapes. It takes into consideration the hierarchy of street types, the physical linkages and movement between locations, and modes of transport.
- Density and mix**  
 The intensity of development and the range of different uses (such as residential, commercial, institutional or recreational uses).

- Height and massing**  
 The scale of buildings in relation to height and floor area, and how they relate to surrounding land forms, buildings and streets. It also incorporates the building envelope, site coverage and solar orientation. Height and massing create the sense of openness or enclosure, and affect the amenity of streets, spaces and other buildings.
- Details and materials**  
 The close-up appearance of objects and surfaces and the selection of materials in terms of detail, craftsmanship, texture, colour, durability, sustainability and treatment. It includes public and private structures and space, street furniture, paving, lighting and signage. It contributes to human comfort, safety and enjoyment of the public or private domain.
- Public realm**  
 Much of urban design is concerned with the design and management of publicly used space (also referred to as the public realm or public domain) and the way this is experienced and used. At times, there is a blurring of the distinction between public and private realms, particularly where privately owned space is publicly used.
- Topography and landscape**  
 The natural environment includes the topography of landforms, water and environment.
- Social and economic fabric**  
 The non-physical aspects of the urban form include social factors (culture, participation, health and well-being) as well as the productive capacity and economic productivity of a community.



## 03 Urban Design Review

### 3-1 Approach



*"Better Placed confirms our collective wishes for the future design of our infrastructure, architecture, and public spaces, and endorses the power of design to enable a better and resilient future for our communities". (Better Placed 2017. p5)*

#### **Better Placed**

*Better Placed - An integrated design policy for the built environment of New South Wales* is a state-wide built environment design policy developed by the Government Architect of NSW in 2017. The design policy aims to deliver a strategic approach to achieve good design of infrastructure, architecture and public spaces for the towns and cities of New South Wales.

The recent amendment to the Environmental Planning & Assessment Act 1979 incorporates object (g) to promote good design and amenity of the built environment. The Better Placed policy provides clarity on what the NSW Government means by good design.

Good design has the ability to make future developments more liveable, productive, healthy and sustainable. For this, the policy identifies key priorities in six challenge areas including health; climate resilience; rapidly growing population; changing lifestyles and demographics; infrastructure and urban renewal; and providing consistent and timely review of major projects.

The *Better Placed* design policy advocates for a shared responsibility in achieving better design outcomes and is intended to be used by a large range of stakeholders including State and Local Government, politicians, architects, design professionals, developers, planners, engineers, builders, businesses, as well as the community.

## 03 Urban Design Review

						
OBJECTIVE 1.	OBJECTIVE 2.	OBJECTIVE 3.	OBJECTIVE 4.	OBJECTIVE 5.	OBJECTIVE 6.	OBJECTIVE 7.
<b>Better fit</b>	<b>Better performance</b>	<b>Better for community</b>	<b>Better for people</b>	<b>Better working</b>	<b>Better value</b>	<b>Better look and feel</b>
contextual, local and of its place	sustainable, adaptable and durable	inclusive, connected and diverse	safe, comfortable and liveable	functional, efficient and fit for purpose	creating and adding value	engaging, inviting and attractive

*Better Placed* advocates seven key objectives for achieving a better design of the built environment:

- Better fit**  
 Every place has distinctive qualities and characteristics which should be retained even with significant growth. It is desirable for buildings to resonate with the local community. New developments can also contribute to character and add further quality and diversity to the existing context.
- Better performance**  
 New developments should incorporate systems to create positive environmental benefits through use of sustainable building materials, energy efficiency, water recycling and higher overall performance to create positive environmental benefits.
- Better for community**  
 Growing social and economic inequity needs to be addressed by advocating diverse uses and housing types, inclusive economic frameworks and places for social engagement and recreation.
- Better for people**  
 Accessible public spaces for people should be designed with a focus on safety, well-being and enjoyment. Buildings and spaces that are liveable and respond to people's needs will be better maintained and cared for.
- Better working**  
 Functionality and efficiency in buildings, streets and spaces is essential. Good design must support long-term usability and productivity for both formal and informal activities.
- Better value**  
 Design of urban precincts, spaces and buildings to maximise long-term returns in terms of financial, social and environmental value. Good design can result in more user-friendly, high-performance and lower-maintenance places and buildings.
- Better look and feel**  
 Buildings, places and spaces should be welcoming, engaging and attractive to the community. For this, the built environment must consider a balance of materials, finishes, proportions and details that bring a sense of local pride and identity.

## 03 Urban Design Review

### 3-2 Context and Character

#### **SEPP 65 Design Principle 1: Context and Neighbourhood Character**

*"Good design responds and contributes to its context. Context is the key natural and built features of an area, their relationship and the character they create when combined. It also includes social, economic, health and environmental conditions.*

*Responding to context involves identifying the desirable elements of an area's existing or future character. Well designed buildings respond to and enhance the qualities and identity of the area including the adjacent sites, streetscape and neighbourhood. Consideration of local context is important for all sites, including sites in established areas, those undergoing change or identified for change."*

#### **Better Placed Objective 1: Better fit - Contextual, local and of its place**

*Every place has distinctive qualities and characteristics which should be retained even with significant growth. It is desirable for buildings to resonate with the local community. New developments can also contribute to character and add further quality and diversity to the existing context.*

#### **Local character**

The existing local character of Concord West is a mix of industrial buildings, and single and two storey detached dwellings, with the recent development of some medium density walk-up residential apartment buildings.

Areas to the north of the site and to the east of the site (on the opposite side of the railway line) feature a mix of single and two storey detached residential dwellings. To the south of the site, on the eastern side of George Street, there are four to seven storey high apartment buildings, some of which have ground floor retail. Areas to the west of these apartment buildings are single and two storey detached residential dwellings. The area directly adjacent to the site, on the western side of George Street, has a combination of single storey detached residential and single storey large floor plate industrial buildings. The area also has local community facilities including Victoria Avenue Public School located within 200m of the site to the north-west, and the small neighbourhood centre and St Ambrose Catholic Primary School located on the opposite side of the train tracks.

As identified in Section 2-4 Key Planning Controls, the subject site is situated within the Homebush North Precinct for which the Homebush North Precinct Master Plan Report and Special Precinct K - Homebush North chapter of the City of Canada Bay Development Control Plans (2023) (the DCP) have recently been prepared to align this area with the strategic planning of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) published in 2016.

The DCP outlines the desired future character for the area, which involves becoming a mixed-use precinct of high amenity, that is transit oriented with higher densities that maximise site renewal opportunities. The DCP identifies that the desired future character along the western side of George Street is four and six storey residential apartments with a 6m setback from the street (Figure 16 on page 23 and Figure 17 on page 25). The area to the north of the site has recently been rezoned to allow 2 storey townhouse style developments with a 4.5m setback from the street and a two storey street wall (Figure 16 on page 23 and Figure 17 on page 25).

## 03 Urban Design Review

### SGL Response

The site is located on land within a west facing slope that falls gently to Powells Creek. The site is within a narrow peninsular of land located between Homebush Bay Drive to the west and the T9 Northern Railway to the east. The site is prominent within the local area as George Street deviates around the site and Queen Street, on the eastern side of the railway line, parallels the railway alignment in this location providing expansive views towards the site (see Figure 18 below).

The land uses proposed in the PP, which are a combination of mixed-use and residential apartment buildings, generally aligns with the desired future character for the area outlined in Chapter 22K 'Special Precinct - Homebush North' of the City of Canada Bay DCP (2023). A diversity of uses, particularly non residential uses will be needed on the site if it is to remain the "Concord West Employment Hub".

The Indicative Masterplan in the PP also shows generous pedestrian links through this site to the train station and redirects the proposed two way cycleway along the eastern side of George Street through the site, improving the legibility of this route. The plan also identifies and connects to the proposed through site links from the western side of George Street to Powells Creek Reserve.

The Indicative Masterplan in the PP includes a shared zone along King Street, near the station entry, extending into this site and retail uses are shown along this extension to King Street which could provide active frontages along this key pedestrian desire line.

While the PP aligns with the desired structure and land uses, the height and bulk and scale of all the apartment buildings do not sufficiently respond to the existing and desired future lower-density character of the area. The Homebush North Precinct Master Plan Report (2021), which shows the recent strategic vision for this area, indicates that the predominant building height is 8.5m (2 storeys) with very few buildings proposed to be 6 storeys or taller. PRCUTS also has detailed controls that limit the bulk and scale of buildings that are taller than 35m or eight storeys in height. Building Heights are addressed in detail in Part 3-4 Built form and Scale.



Figure 18 View of the building envelopes down Queen Street from the Visual Impact Assessment, Figure 13 with a red line added by SGL showing approximate building outline



## 03 Urban Design Review

### 3-2 Context and Character

#### Connecting with Country

The PP report states the intention to further engage with Designing with and Connecting to Country "as the design develops into the later stages of the project". The PP report is accompanied by Appendix C - Design for Country Scoping Report and Appendix N - Aboriginal Heritage Due Diligence Report.

Appendix C - Design for Country Scoping Report has been prepared by the Gaimaragal Group who are an organisation that facilitate "connecting Elders, Knowledge Holders and Communities with organisations" and "support organisations and individuals in understanding First Nations Peoples perspectives". The Designing for Country Scoping Report included a three stage process outlined below:

Stage one:

- General advice, strategic planning, meetings
- Staff cultural awareness session
- Scoping report

Stage two:

- General advice, strategic planning, meetings
- Connecting to Country Workshop (3 hours)
- Site visit

Stage 3:

- General advice, strategic planning, meetings
- Conducting separate interviews if required
- Connecting to Country workshop (3 hours)
- Report writing and delivery: inclusive of writing draft, graphic design and artwork

Appendix N - Aboriginal Heritage Due Diligence Report outlined the environmental and archaeological context of the site, and produced an impact assessment in relation to the PP and the Aboriginal significance of the site. This report acknowledged that the "exact scope of the impacts had not yet been finalised" due to the current stage of this PP, however concluded "that there is a low likelihood that Aboriginal objects could occur within the study area".

#### Response

The PP has demonstrated that the first steps have been taken to Designing with and Connecting to Country by engaging with the Gaimaragal Group and including an Aboriginal Heritage Due Diligence Report to understand the significance of the site, however a Country-centred approach has not yet been embedded within the design process. It is recommended that increased engagement with the Gaimaragal Group occurs to ensure the design references and responds appropriately to a Connecting with Country approach.

Appendix N comments on the extensive clearing within and around the subject site, and states that "only isolated patches of eucalyptus remain" and that "natural fauna of the area would also have been displaced". Other recommendations include strengthening connections and way finding to Powells Creek. Appendix M (Biodiversity Assessment) biodiversity assessment plan suggests removing a further 0.14 hectares of existing native vegetation from the site (see Figure 19). Some of this vegetation, notably the established canopy coverage along the western and eastern site boundary, provide existing tree canopy coverage and a vegetated setback from the existing streetscapes. The Connecting with Country Framework by the Government Architects states that "where possible, retain existing trees rather than replacing them", so that existing vegetation on the site is retained where possible.



Figure 19 Vegetation to be retained or removed plan from the Biodiversity Assessment Report, 2022.

### 03 Urban Design Review

#### Heritage

The subject site is within proximity of four heritage items:

- Heritage Item No. 1395 - Concord West Railway Park
- Heritage Item No. 1467 - Powell's Creek Reserve
- Heritage Item No. 1466 - Shop
- Heritage Item No. 1521 - Street Trees

The Heritage Impact Statement identifies Concord West Railway Park and Powells Creek Reserve to be of most significance and outlines that the PP for 1 King Street Concord West has "minor adverse physical and minor to moderate adverse visual impact to Concord West Railway Station Park, and minor to moderate adverse visual impact to Powells Creek Reserve".

The Heritage Impact Statement does identify two mature trees in the north-western corner of the site as having "some potential for heritage landscape values" and states an arboricultural report is required to understand their value. An arboricultural report has not yet been completed and the architectural concept plans do not indicate whether the existing trees are to be retained or removed.



Figure 20 Heritage map (CBLEP 2013).

#### SGL Response

The PP does acknowledge that "to align with the heritage context and setting of the subject site, consideration should be given to the architectural design, massing, articulation and materiality of the future development of the site". The architectural concept plans however propose buildings up to 47m in height which is more than twice the permissible maximum building height of any building in the surrounding context.

It is recommended that the bulk and scale of the PP buildings are reviewed, particularly along the northern, western and southern site boundaries to create a sympathetic transition zone and interface between the existing built form and the surrounding context.

It is recommended that the two trees identified to have potential heritage landscape value are retained.



Figure 21 Mature fig tree along the western boundary of the site (GML Heritage, 2022).

## 03 Urban Design Review

### 3-3 Urban Structure and Connections

#### Better Placed Objective 3: Better for community - inclusive, connected and diverse

*The design of the built environment must seek to address growing economic and social disparity and inequity, by creating inclusive, welcoming and equitable environments. Incorporating diverse uses, housing types and economic frameworks will support engaging places and resilient communities.*

#### Creating Places for People - Urban grain

*The balance of open space to built form and the nature and extent of subdividing an area into smaller parcels or blocks. For example, a 'fine urban grain' might constitute a network of small or detailed streetscapes. It takes into consideration the hierarchy of street types, the physical linkages and movement between locations, and modes of transport*

#### Connectivity

The PP identifies new pedestrian, bicycle and vehicular connections into and across the site. The Urban Design Report (Appendix A) states that "The new road network will simplify traffic movements within and around the site and integrate seamlessly into the site's surrounding streetscape". The Transport Study Report (Appendix 8) states "While the new road connection is not intended as a 'rat-run' for through traffic in the area, for the purposes of this traffic assessment it is assumed that resident / workers / visitors north of the site on King Street would utilise this route". The PP proposes that vehicular traffic will be serviced by an extension to King Street that travels through the site and links to George Street in two locations (as shown in Figure 15 below). This is generally consistent with the Master Plan prepared for the PRCUTS (as shown in Figure 14 below).

The PP proposes a new east west pedestrian link that aligns with a future desired pedestrian link to Powells Creek Reserve through properties to the west of George Street. The PP also proposes realigning the proposed two way off road cycleway on the eastern side of George Street through the site, avoiding the need to deflect the cycleway to follow the alignment of George Street.

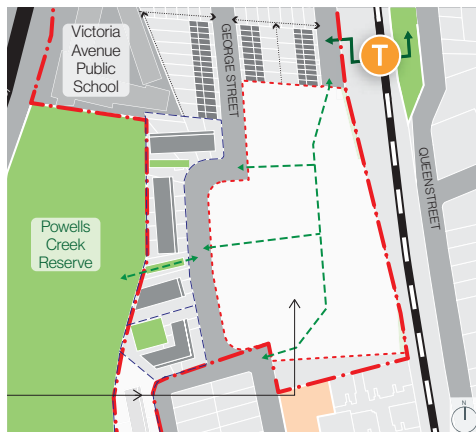


Figure 22 Extract of Open Space and Links diagram showing desired through site links (in green) from PRCUTS Homebush North Precinct Masterplan (Group GSA, 2021)

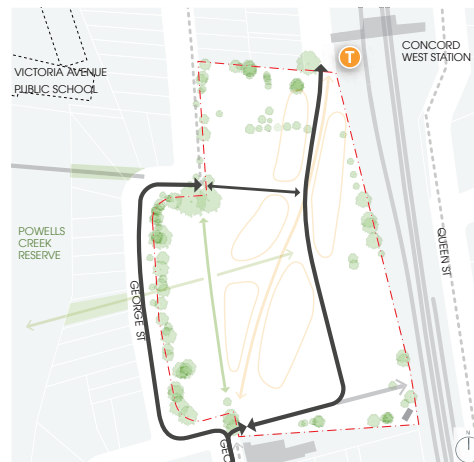


Figure 23 Urban Design Principle 05, Urban Design Report (Group GSA, 2022).

### 03 Urban Design Review

#### SGL Response

When developing larger urban precinct scale projects the key to success lies with the proposed urban structure of roads, blocks and lots. The PP proposes a legible and effective urban structure that rationalises the deflection in George Street, extends King Street and improves vehicular, pedestrian and bicycle access. The proposed urban structure is generally in accordance with strategic plans for the area.

Realignment of the off road cycleway along George Street through the site is supported and should deliver an improved outcome. Relocating the cycleway will create challenges at the two new intersections providing vehicular access into the site as it will require integrating an off road cycleway with the proposed roundabouts which typically prioritise vehicular access. This is especially critical at the southern roundabout off George Street, which provides access to all basement parking. The northern roundabout off George Street might also work better as a traffic calmed left in/left out intersection as it only provides access to two loading docks and secondary access to the shared basement.

The north south and east west pedestrian access routes are logical and respond to pedestrian desire lines. The diagonal pedestrian route to the station is a strong design statement that unfortunately prioritises movement over place. As it creates less efficient building envelopes it has also resulted in large triangular under-croft spaces which are rarely attractive or human scaled spaces where people seek to linger. It is recommended that the diagonal circulation route is not required by the future planning controls, including any future DCP.

The Sustainability Statement (Appendix S) identifies that the extent of the continuation of the King Street shared zone requires further investigation. The diagram below (Figure 24) is a summary of what appears to be proposed. It would be helpful if the design, use and long term ownership of the streets and open space is clearly defined as this will inform how they will be used and managed over the long term. Council has recommended all roads that are to be dedicated to Council have a minimum road reserve width of 18.32m and are not over any basement parking.

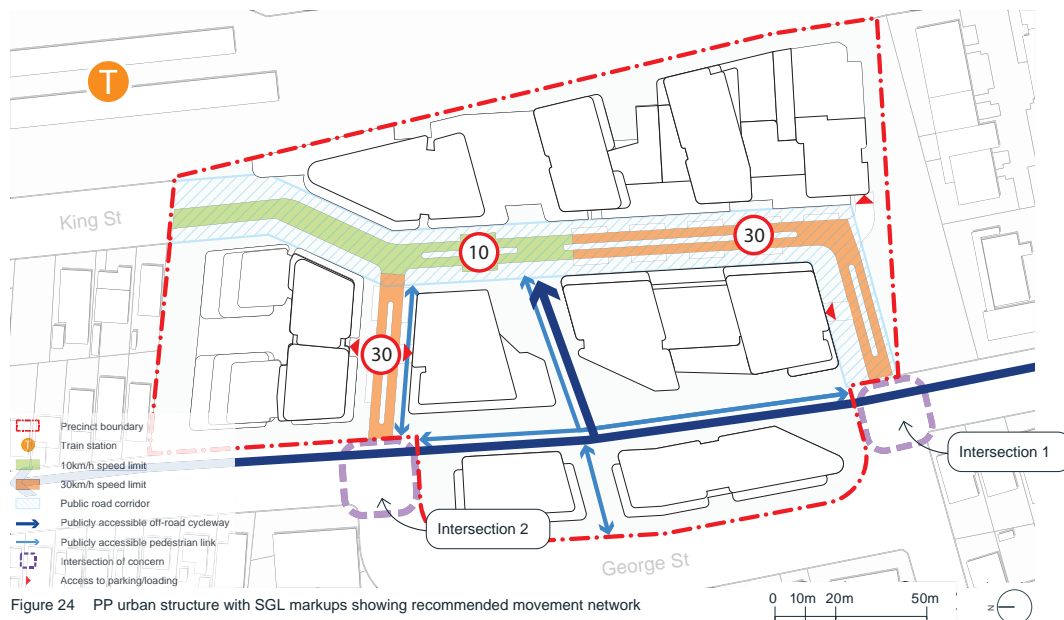


Figure 24 PP urban structure with SGL markups showing recommended movement network



## 03 Urban Design Review

### 3-4 Built form and Scale

#### SEPP 65 Design Principle 2: Built Form and Scale

*"Good design achieves a scale, bulk and height appropriate to the existing or desired future character of the street and surrounding buildings. Good design also achieves an appropriate built form for a site and the building's purpose in terms of building alignments, proportions, building type, articulation and the manipulation of building elements. Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook."*

#### SEPP 65 Design Principle 9: Aesthetic

*"Good design achieves a built form that has good proportions and a balanced composition of elements, reflecting the internal layout and structure. Good design uses a variety of materials, colours and textures. The visual appearance of well designed apartment development responds to the existing or future local context, particularly desirable elements and repetitions of the streetscape."*

#### Building heights

The PP seeks to change the maximum building heights in the LEP from 8.5m to a range of maximum building heights ranging from 26m to 47m (see Figure 25). Much of the area surrounding the site has a maximum building height of 8.5m. This includes properties immediately to the north of the site and properties to the south west of the site. The area to the south of the site has a maximum building height of 16m.

The highest maximum building heights proposed are located on the eastern boundary adjoining the railway line and closest to the train station (47m) and centrally located within the site (45m and 46m). Height is centralised around this tallest building stepping down towards the northern boundary (38m), the western boundary (26m) and southern boundary (33m). The lowest maximum building heights proposed are 26m for the buildings along the western boundary of the site. These buildings are located on the opposite side of George Street to an area which has maximum building heights of 16m and 22m.

The Illustrative Masterplan indicates 10 buildings:

- Building A ranges in height from 1 to 9 storeys.
- Buildings B1, B2, B3 and B4 are built over a continuous 2 storey podium and are 12, 11, 11 and 8 storeys respectively.
- Building C is 11 storeys with a 4 storey podium.
- Building D1 and D2 are 11 storeys with a 4 storey podium.
- Building E and Building F are both 6 storey buildings with a 4 storey podium.



Figure 25 PP max height of building map



Figure 26 Proposed heights transitioning to context (GroupGSA 2022)

### 03 Urban Design Review

#### SGL Response

The majority of Concord West is relatively low density and the current strategic planning for the area indicates that this is likely to remain, as it is not a Strategic Centre nor an urban renewal area. While this site presents a rare opportunity to create an 'urban village' close to a train station, development still needs to be responsive to the physical and strategic context of the site. The scale and density shown by the 3D modelling shows a design that is out of context with the surrounding existing and desired future character of the local area. The proposed maximum building heights in the PP are predominantly more than five times higher than that of the surrounding context.

Section 1A of the ADG outlines that apartment buildings more than 9-storeys in height are called 'tower apartments' and states 'towers are suited to central business districts' and tower apartments are typically more than nine storeys and best used when:

- Located in dense urban areas
- Other towers exist in the surrounding context
- An area requires greater density than can be delivered by perimeter block buildings
- A strong vertical form or landmark is desired.

The strategy to locate tallest buildings close to the railway station and concentrated in the centre of the site and stepping down to sensitive interfaces especially to the north and south is supported, however given the location, a combination of courtyard apartments (between 3 and 6 storeys in height) and perimeter block apartments (4 to 9 storeys in height) would be more appropriate to the context. Relevant precedents of well-located sites within non urban locations would be Harold Park, Forest Lodge and the Ashmore Precinct, Erskineville.

One building, close to the train station, may be able to accommodate extra height and create a strong vertical landmark as this would help to create interest and help to identify the location of the train station. This should be one landmark building and not a typology or height replicated elsewhere on the site.

The PP seeks to amend the maximum height of building LEP controls to permit building heights that are significantly higher than shown in the architectural plans (see Figure 27 and Figure 28). This is problematic as the scale of development shown in the Indicative Masterplan is less than what could occur should the LEP be amended as per the PP. This could result in the extent of overshadowing being greater than shown in the shadow analysis and the visual impact assessment, which is based on the Indicative Masterplan not the LEP heights. It is recommended that maximum building heights shown across the site are consistent with the desired number of storeys, using a residential floor to floor height of 3.2m which is greater than the 3.1m identified in PRCUTS.

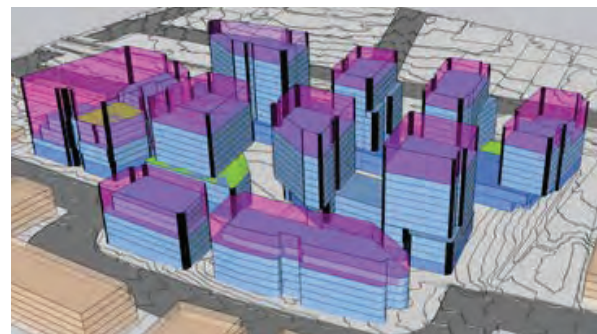


Figure 27 Comparison between the height of buildings shown in the architectural plans (in blue) compared to the max HOB proposed in the PP (shown in purple).

Building	PP LEP Max HOB (m)	PP Max HOB (m) shown on Plans
A	38	28.8
B1	47	40.1
B2	43	35.1
B3	43	35.1
B4	33	25.8
C	46	35
D1	45	35
D2	45	35
E	26	18.6
F	26	18.6

Figure 28 Comparison between PP LEP max HOB and PP architectural plans

## 03 Urban Design Review

### 3-4 Built form and Scale

#### Bulk and Scale

Bulk and scale relates to the height, bulk and break up of the proposed building envelopes. Buildings B1, B3, C, D1 and D2 have towers above 8 storeys with floor plates that are larger than 750m<sup>2</sup> (see Figure 31 on page 41). The Indicative Masterplan in the PP provides a new pedestrian and bicycle link through the site that follows the alignment of the eastern side of George Street. This provides clear views through the site and ensures that large buildings are not located along terminating views along this street. The view down Stuart Street, from the eastern side of the railway line, has also been identified. A very large two storey podium has been proposed next to the railway under blocks B1, B2, B3 and B4. The uses proposed for this large podium include retail, loading, residential and non residential uses including medical and childcare. Five of the proposed tower buildings (9 storeys or higher) have large floorplates that are over 750m<sup>2</sup> in size.

#### SGL Response

Successful designs recognise and respond to terminating views along key streets when determining the shape, scale and design of buildings. This is particularly important for views along the bends in the road along George Street and the view down Stuart Street from the eastern side of the railway line. Views along Queen Street should also be considered when determining the scale and form of these buildings.

It is recommended that the large podium under Building B is setback from the eastern boundary to provide a deep soil zone next to the railway line and, if possible broken into smaller elements to provide increased ground level amenity. The use of shallow, single loaded, two storey terraces in the podium under B2, B3, B4 and D1 and D2 is supported as this type of built form should create a high level of street activation and surveillance. Ideally it would be preferable if more of these terraces were provided and double loaded when possible to increase access to light and ventilation.

The bulk and scale of the PP buildings are generally larger than that of the surrounding context. This change in scale is not only due to the proposed building heights but also the width and length of the proposed

building envelopes. A high level of articulation and sculptural design would help to break down the mass of the buildings so that they sit more comfortably in the surrounding context. An increased level of articulation may result in a reduced FSR. PRCUTS recommends tall buildings (towers) that are greater than 35m in height have a maximum floor plate size of 750m<sup>2</sup> and it is recommended that all buildings above 8 storeys in height are no greater than this size.

Stuart Street on the eastern side of the train line has a view corridor across the site towards Sydney Olympic Park. While the Indicative Masterplan in the PP shows a gap between Buildings B1 and B2 it is clear Buildings B2 and D1 currently impinge on this view corridor (see Figure 29). The impact of the position of these buildings is shown in Figure 11 of the Visual Impact Assessment (see Figure 30). It is noted that the impact will be more prominent at the intersection of Stuart Street and Queen Street.



Figure 29 Alignment of Stuart Street overlaid on the proposed building envelopes



Figure 30 View down Stuart Street from the Visual Impact Assessment, Figure 11 (Ethos Urban, 2023) with a red line added by SGL showing approximate building outline

### 03 Urban Design Review

#### Roads and Setbacks

The PP features a variable 11m to 12m setback from the northern site boundary, a 0m setback from the eastern boundary, a 6m setback from the southern boundary and a variable 6m setback from the western boundary along George Street. Building envelopes that are 9 storeys or taller generally provide the minimum 24m separation distance in the ADG. Building envelopes that are less than 8 storeys generally provide the minimum 18m separation recommended in the ADG.

The proposed road reserve varies from approximately 18.1m in the north connecting to King Street and widening to approximately 18.3m in the south and to 18.9m at the connection to George Street. The short road to the north west, connecting the extension of King Street to George Street, is 18m wide. Buildings A, B1, B2, B3, B4, C, D1, and D2 front the new roads with 0m setback to a podium creating a street edge. Some buildings have a two or 4 storey podium with a setback (typically 3m) above the street wall height. No setback is proposed for the roof top levels.

#### SGL Response

The setbacks proposed in the Indicative Masterplan in the PP are designed to meet the minimum ADG requirements and are generally reasonable. A lower level podium is an effective way of providing a human scale at street level for taller buildings. It is recommended that all buildings, including Building C, D1 and D2, have a lower level podium with a minimum upper level setback of 3m where the building faces a street or open space. An increased setback for the uppermost one or two storeys should also be considered as it allows the architect more flexibility to create a well designed 'top' to the building.

While some street widths in the Indicative Masterplan in the PP are slightly lower than the Council preferred width of 18.32m this should be able to be addressed in detailed design phase as not all streets may need to be dedicated to Council and shared zones and other street types may not need to providing parking on both sides of the street.



Figure 31 PP buildings with SGL mark-ups showing approximate building depths



### 03 Urban Design Review

#### 3-4 Built form and Scale

**Apartment Design Guide:  
Part 2E Building Depth**

Part 2E of the ADG notes that building depth is an important tool for determining the development capacity of a site. The ADG also comments that building depth has a direct relationship to internal residential amenity by determining room depths.

The ADG considerations in setting building depth controls include a recommendation to 'Use a range of appropriate maximum apartment depths of 12-18m from glass line to glass line' and also note that 'The building depth includes the internal floor plate, external walls, balconies, external circulation and articulation such as recesses and steps in plan and section'.

**Building Depth**

The Illustrative Masterplan in the PP shows ten building envelopes with building depths ranging from approximately 19-31 metres. The plan below (Figure 32) illustrates proposed building depths within the PP.

**SGL Response**

When establishing density controls the depth of a building floor plates should be considered as it has a direct relationship with the total floor area achieved. Deep floor plates, while generating a higher floor area, can compromise the ability of the detailed building design to achieve a satisfactory level of natural lighting, ventilation and amenity. Relying on small cut-outs on the edges of the building at a PP level to justify increased building depths forces any future design to be similarly compromised. It is recommended that building envelope depths are adjusted to be closer to the recommended 12m to 18m measurement, as recommended in the ADG.

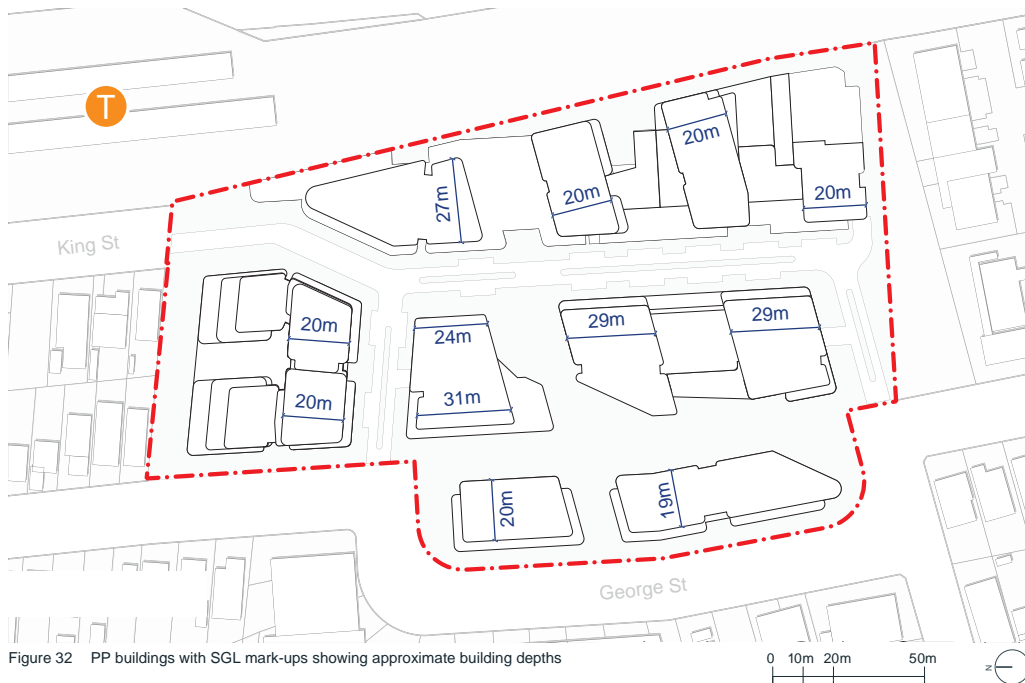


Figure 32 PP buildings with SGL mark-ups showing approximate building depths

### 03 Urban Design Review

**Apartment Design Guide:  
Part 4B Natural Ventilation**

The ADG notes that ‘Apartment layout and building depth have a close relationship with the ability of an apartment to be naturally ventilated. Generally as the building gets deeper, effective airflow reduces’.

Objective 4B-3 within the ADG requires 60% of apartments to be naturally cross ventilated in the first nine storeys of a building. Objective 4B-2 advises that apartment depths are limited to maximise ventilation and airflow.

**Natural Ventilation:**

The Illustrative Masterplan in the PP shows building envelopes that are long and deep. An annotated plan of Level 8 (Figure 33: architectural plans for the ninth storey) shows that Buildings A, B1, B2, B3, B4, C, D1 and D2 have internal spaces that are more than 8m from a primary facade.

**SGL Response**

It is more difficult to plan standard sized apartments within building envelopes that are deeper than 18m, which reduces the efficiency and design flexibility. Deep buildings also create uncertainty as to whether a scheme with a different unit mix within the same FSR and height limits, would be able to provide an appropriate level of amenity to apartments. It is recommended that buildings depths are adjusted to be closer to the recommended 12-18m measurement, as per the ADG, to provide flexibility during the detailed design phase and ensure future buildings can be designed to achieve a high quality outcome with regard to cross ventilation requirements.

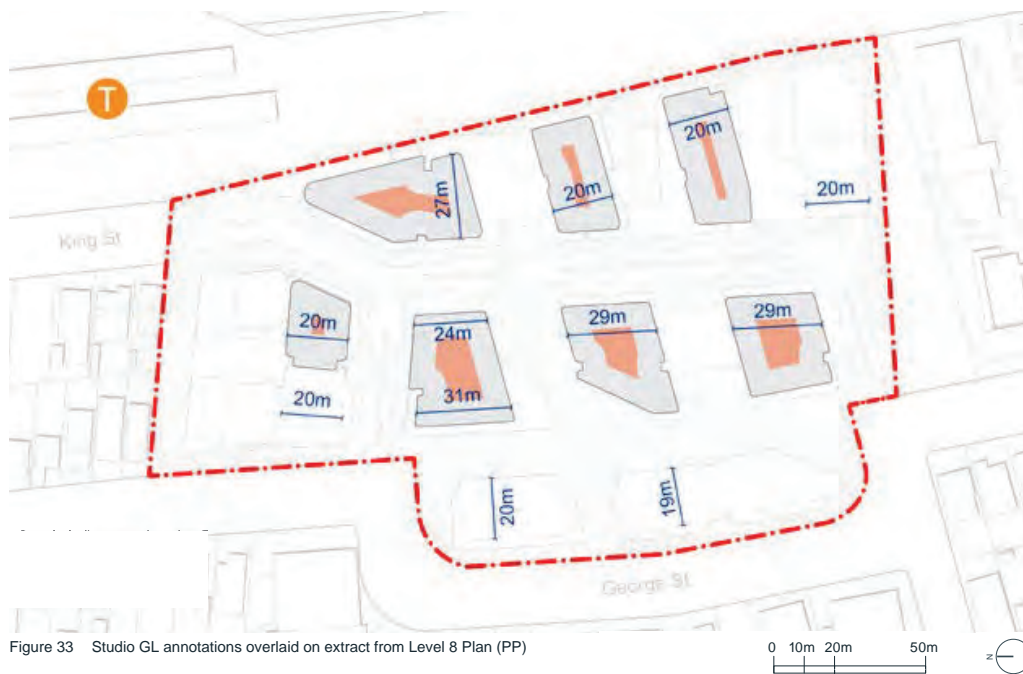


Figure 33 Studio GL annotations overlaid on extract from Level 8 Plan (PP)

## 03 Urban Design Review

### 3-5 Density, Amenity and FSR

#### SEPP 65 Design Quality Principle 3: Density

*"Good design achieves a high level of amenity for residents and each apartment, resulting in a density appropriate to the site and its context."*

*Appropriate densities are consistent with the area's existing or projected population. Appropriate densities can be sustained by existing or proposed infrastructure, public transport, access to jobs, community facilities and the environment."*

#### SEPP 65 Design Quality Principle 6: Amenity

*"Good design positively influences internal and external amenity for residents and neighbours. Achieving good amenity contributes to positive living environments and resident well being."*

*Good amenity combines appropriate room dimensions and shapes, access to sunlight, natural ventilation, outlook, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas and ease of access for all age groups and degrees of mobility."*

#### Density

The PP seeks to increase the permissible FSR from 1.0:1 of employment density to 2.65:1 (or 2.68:1 when enclosed balconies are included) of residential density with some non residential uses. This is a significant change to employment density and an increase in residential density for this site in the Concord West Precinct.

To achieve this density the Indicative Masterplan shows 10 buildings up to 12 storeys in height. The buildings are shown over large podiums the majority of which contain non residential uses on the ground floor and occasionally the first floor.

#### SGL Response

When establishing an appropriate density for a site it is important that this density reflects the expectations created by the location and Council needs to be confident that the proposed density can deliver a high level of amenity. The proposed non residential uses located within the large one and two storey podiums under Buildings B1, B2, B3 and B4, include a supermarket, a medical centre and childcare. The supermarket and the medical centre receive no natural light or ventilation and the childcare faces the railway line with approximately 50% of its open space located under 11 storey buildings and is heavily overshadowed. This is not ideal and there is also very little flexibility as few other uses, except perhaps a gym, are attracted to spaces with little or no access to light and ventilation. This suggests that the proposed non residential density is too high.

The proposed density is a result of building envelopes which are much taller than surrounding development, with large floor-plates, little articulation and no upper level setbacks. The tree canopy coverage and deep soil provision is inadequate and overall there is limited amenity, especially for such a suburban location. This suggests that the proposed density is too high for the suburban location and will not reflect or support the desired future character of the area.

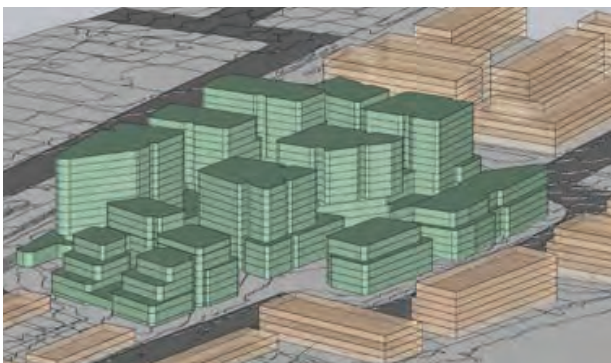


Figure 34 3D model showing interface between Planning Proposal and future built form massing (DCP)

## 03 Urban Design Review

### Amenity

The PP seeks to develop a mixed use precinct with Buildings A, B, C, and D featuring ground floor retail, commercial or community premises. The Social Impacts and Needs Assessment (Appendix G) highlights that the PP population projects anticipate more than 1680 residents and more than 250 workers by 2036, with the assumptions that an average household size is 2.4 persons and a workspace ratio of 30.2m<sup>2</sup> per worker. The Assessment comments on the importance of providing 'third spaces' when building community.

The inclusion of a 'community plaza' is documented in the PP. The Urban Design Report (Appendix A produced by GroupGSA) show 'Plaza North' on the north-eastern corner of the site between Buildings A and B1, and 'Plaza South' towards the centre of the site between Buildings B1, B2, C and D1.

In relation to ground floor amenity, Building A features 'shop' space on its north-eastern facade, along the proposed road to Concord West Train Station. Buildings B1, B2, B3, and B4 share a podium across the ground floor and level 1. The ground floor of this podium features 'shop' spaces from the north-eastern corner of the site (closest to Concord West Train Station), with a 'supermarket' space recessed behind these 'shop' frontages. The full sized supermarket is justified on the grounds that there are 2000 units on the site, however the current architectural plans only account for 704 units. In the southern half of Building B a 'medical centre' and 'child care' space can be accessed via a street level lobby. Building C has retail and community premises on the north-eastern and southern façades of the ground floor which front onto the street and 'plaza south'. Building D features shops on the north eastern corner which also fronts 'plaza south', with a gym/leisure space on the western facade.

### SGL Response

The architectural plans propose a range of ground floor uses creating active frontages along either side of the road corridor that leads to-and-from Concord West Train Station. The clustering of retail uses close

to the station and focused around a civic plaza is supported. Given the challenges of generating active frontages it is recommended that these uses are clustered together around the civic plaza with ground floor residential allowed outside this core retail zone. Future development in the core retail zone should provide retail uses with active frontages that trade to the street along the ground floor building edges identified in Figure 35. These active frontages should have continuous awnings along the street. Other non-residential uses that do not trade directly to the street such as childcare, gym, supermarket or medical centre ideally should be located outside the core zone or located behind other active uses.

The strategic location of 'Community Plaza North' within proximity of Concord West Train Station is supported, and this area should be viewed as a gateway to Concord West. The PP implies this area will be serviced by active frontages and the shadow analysis shows it receives some sunlight in the morning in mid winter. It is recommended that the plaza is reshaped to increase the amount of sunlight received. The location of 'Community Plaza South' is not supported as it is positioned directly to the south of Building C, and is consequently overshadowing and does not receive sufficient sunlight during mid winter.



Figure 35 Indicative Concept Masterplan (GroupGSA, 2022) with mark-ups by Studio GL



## 03 Urban Design Review

### 3-5 Density, Amenity and FSR

#### Apartment Design Guide: Part 2D Floor Space Ratio

Part 2D Floor Space Ratio of the ADG notes that when determining the floor space of a precinct plan, the gross floor space is based on the whole site area including streets and open spaces. This will be significantly lower than the net floor space of individual parcels within the precinct plan.

The ADG considerations in setting FSR controls include a recommendation to “consider how floor space is implemented across larger sites. A single floor space ratio may result in under or over development. For example, in an area with a consistent height control (...) large sites with multiple buildings require greater space between buildings and may have less floor space capacity” and “on precinct plan sites with new streets and/or open spaces, both the gross FSR for the whole site and the net FSR for individual development parcels need to be defined. The net FSR may be significantly higher than the gross FSR” (p33).

Part 2D of the ADG also notes that “where both residential and non-residential uses such as retail or commercial offices are permitted, develop FSR controls for each use. Commercial and retail generally fill 80-85% of their envelope. Allow for services, circulation, car park and loading requirements” and “note that residential FSR tends to be lower compared with commercial or retail ratios. This is because residential buildings are typically less deep than commercial buildings to provide higher levels of internal amenity and to incorporate more non-GFA elements such as balconies” (p33).

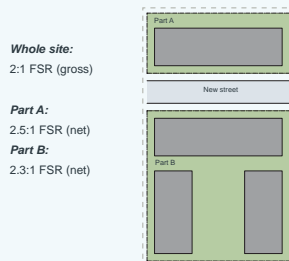


Figure 36 Diagram showing the difference between gross FSR and net FSR (source: ADG, p33)

#### Floor Space Ratio

The PP states that the application is for a total of approximately 83,050m<sup>2</sup> of gross floor area which comprises approximately 75,461m<sup>2</sup> residential floor area and 7,589m<sup>2</sup> non-residential floor area. This assumes approximately 1,032m<sup>2</sup> of enclosed balconies do not count towards the over gross floor area of the building.

The PP seeks to update the maximum FSR for the subject site to a gross FSR of 2.65:1. When roads are excluded this equates to a net FSR of 3.21:1. The net FSR does not exclude the proposed 2,500m<sup>2</sup> North South "Green Connector" for pedestrians and cyclists or the Plaza North and Plaza South indicated on the Illustrative Masterplan. These figures are based on an assumption that the included "Wintergardens", enclosed balconies for the apartments facing the rail in Block B, are not included in the FSR. This is consistent with the PP which proposes amending the CBLEP 2013 to exclude the gross floor area of any existing or proposed wintergarden if the consent authority is satisfied about a number of factors including that the wintergarden balcony is likely to be adversely affected by rail noise or vibration. The report states that if these are included this would result in a gross FSR of 2.68 :1. When roads are excluded this equates to a net FSR of 3.25:1.

#### SGL Response

As identified in Part 2D of the ADG, in mixed use precincts, particularly of this size, it is important to develop separate FSR controls for residential and non-residential uses. 7,589m<sup>2</sup> of non-residential uses have been identified for this PP. This is comprised of between 2,000m<sup>2</sup> – 3,000m<sup>2</sup> retail floorspace for a supermarket anchor tenant and associated specialities and other uses (i.e. community, medical centre, gym). The Market Potential Assessment prepared by LocationIQ (Appendix F) identifies the challenges of securing a supermarket anchor tenant in this location and the need to secure non-retail uses such as a medical centre, gym and childcare operator. The report suggests that between 6,000m<sup>2</sup> and 8,000m<sup>2</sup> could be supported, however the Recommended Floorspace and Composition in Table 5.1 only recommends

### 03 Urban Design Review

4,400m<sup>2</sup> for the total centre. While it is noted that this figure does not include community or co-working spaces including these areas this would only increase the total non-residential floorspace to approximately 6,000m<sup>2</sup>. Given the challenges of attracting non residential uses to this location it is recommended that the maximum non-residential floor FSR is reduced to a minimum of 3,500m<sup>2</sup> and a maximum of 6,000m<sup>2</sup>.

Section 2D of the ADG states that "on precinct sites with new streets and/or open spaces, both the gross FSR for the whole site and the net FSR for individual development parcels needs to be defined. The net FSR may be significantly higher than the gross FSR". The net FSR is the one that is most relevant to compare with the FSR of surrounding sites as the FSR on these sites also typically excludes roads.

It is important to recognise when changing the planning controls of a site, building envelopes and FSRs need to be conservative and realistic because they establish a benchmark for all future development. If the FSR is too high, it can create unrealistic expectations and the final development may require unusual or poor quality built form solutions in order to achieve the established FSR. It is not recommended that enclosed balconies are

excluded from the gross floor area as this could result in designs that maximise balconies facing the railway line (as it wouldn't count towards overall FSR). This issue can be addressed at a development application stage as Clause 4.6 allows consent authorities to vary development standards in certain circumstances.

The heights shown are not compatible with the desired future character of the area and do not generate high amenity building envelopes. A similar concept design that reflects the recommendations of this report, with reduced building heights and a residential GBA to GFA ratio of 82%, achieves a Gross FSR of around 2.26:1 and a net FSR of 2.76:1. For comparison the Ashmore Precinct in Erskineville has Gross FSR's between 1:1 and 1.25:1 and Harold Park has a Gross FSR of 1.15:1.

To ensure floor area is not transferred from lower levels and across the site from less constrained areas into more sensitive interface areas, FSR's should also separate residential and non residential FSR and be provided on a block by block basis. At a minimum Buildings A, B, C & D and E&F should each have a clearly defined maximum FSR.

	PP	SGL		PP	SGL
Total GROSS Site Area (from CAD)	31,340 m <sup>2</sup>	31,340 m <sup>2</sup>	Block 1 Non-Resi GFA	611 m <sup>2</sup>	254 m <sup>2</sup>
Total NET Site Area	25,588 m <sup>2</sup>	25,588 m <sup>2</sup>	Block 1 Resi GFA	11,711 m <sup>2</sup>	11,824 m <sup>2</sup>
Total GROSS FSR	2.67 : 1	2.26 : 1	Block 2 Non-Resi GFA	4,540 m <sup>2</sup>	4,002 m <sup>2</sup>
Total NET FSR	3.27 : 1	2.76 : 1	Block 2 Resi GFA	28,315 m <sup>2</sup>	23,846 m <sup>2</sup>
Block 1 NET FSR	2.81 : 1	2.75 : 1	Block 3 Non-Resi GFA	2,440 m <sup>2</sup>	1,700 m <sup>2</sup>
Block 2 NET FSR	3.64 : 1	3.09 : 1	Block 3 Resi GFA	36,014 m <sup>2</sup>	29,045 m <sup>2</sup>
Block 3 NET FSR	3.16 : 1	2.53 : 1	Total Non-Resi GFA	7,591 m <sup>2</sup>	5,957 m <sup>2</sup>
			Total Resi GFA	76,040 m <sup>2</sup>	64,715 m <sup>2</sup>
			Total GFA	83,631 m <sup>2</sup>	70,672 m <sup>2</sup>

Figure 37 FSR comparison table

Note: The FSR/GFA calculations for the PP were prepared by Studio GL using measurements from the Architectural Concept Plans dated 04/11/22.

## 03 Urban Design Review

### 3-6 Land use and Diversity

#### Land Use

The PP seeks to change the land use of the site from E4 General Industrial to R3 Medium Density Residential with commercial premises' as an additional permitted use. The PP indicates shop top housing and residential flat buildings but does not propose any lower scale form of attached or multi-dwelling medium density housing typologies other than a small number of townhouse style apartments beneath Buildings B3 and B4.

The PP outlines that the "easily accessible location, and position adjacent to the train station, means the site is ideally located to support a range of uses including residential, retail and community facilities". The PP identifies that the precinct can accommodate "a range of spaces and plazas, community, retail, health, childcare, and residential uses".

The Social Impact and Needs Assessment (Appendix G) key findings recommended the following uses as part of the subject proposal; flexible community space/lounge of minimum 400m<sup>2</sup>, Co-working space of between 1,200 – 1,800m<sup>2</sup>, a minimum of 0.3ha of

open space with embellishments such as outdoor fitness stations and playgrounds and seniors housing 'to support older people to age in place, within the neighbourhoods where they are connected'.

#### SGL Response

While rezoning the whole site to R3 Medium Density Residential appears similar to that of the surrounding context, it does not accurately reflect the scale of development proposed in the PP. The PP proposes buildings which range up to 47m in height which is much taller than comparative medium density sites in the immediate context, where the maximum building height ranges from 8.5m to 22m.

Council identifies the objectives of the R3 Medium Density Residential zone as:

- To provide for the housing needs of the community within a medium density residential environment.
- To provide a variety of housing types within a medium density residential environment.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.

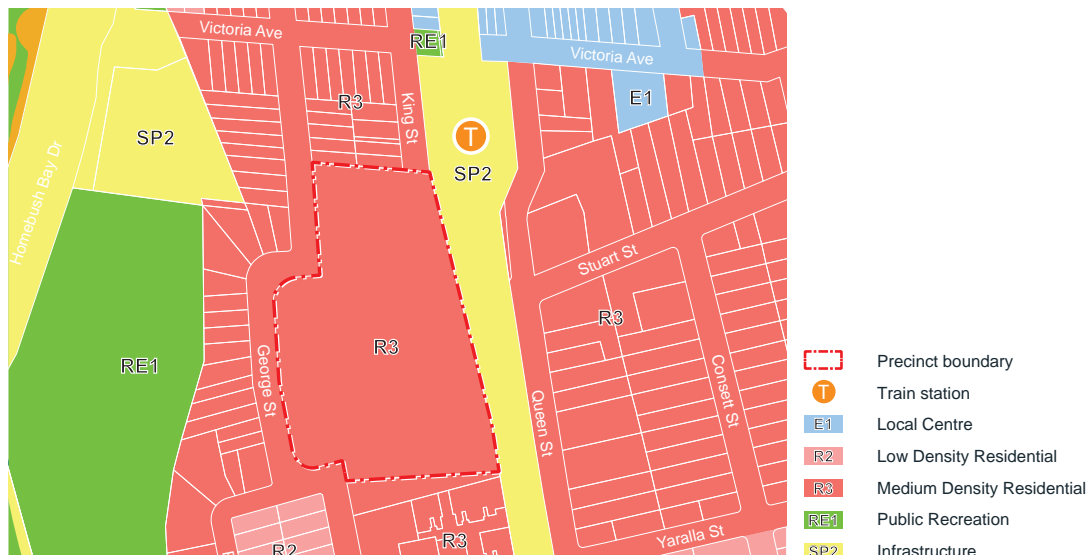


Figure 38 PP Land Zoning map

### 03 Urban Design Review

Under the medium density zoning, neighbourhood shops are permitted with consent, but shop top housing is prohibited. Consequently a medium density zoning across the entire site is not appropriate for the scale or type of development proposed in the current PP.

Six of the ten buildings are at least 10 storeys high which the ADG (Section 1A) identifies as 'tower apartments'. The proposed building heights in the PP instead reflect heights of an R4 High Density Residential zone. Council identifies the objectives of an R4 High Density Residential zone as:

- To provide for the housing needs of the community within a high density residential environment
- To provide a variety of housing types within a high density residential environment
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.

There are also a range of land uses identified as 'permitted with consent' under the high density zoning which reflect the proposed land uses identified in the current PP. These include Centre-based child care facilities, community facilities, residential flat buildings, shop-top housing and neighbourhood shops.

The site is well located close to Concord West Train Station, and it is considered appropriate to provide additional facilities and density close to the station. As identified it is a good location for childcare, aged care and co-working spaces and these uses, along with affordable housing, should be accommodated on the site. It is recommended that the site is rezoned to R4 which allows for increased density of residential apartment buildings and buildings with non-residential ground floor uses. It is recommended that specific additional non-residential uses such as office premises be added as 'permitted with consent'.

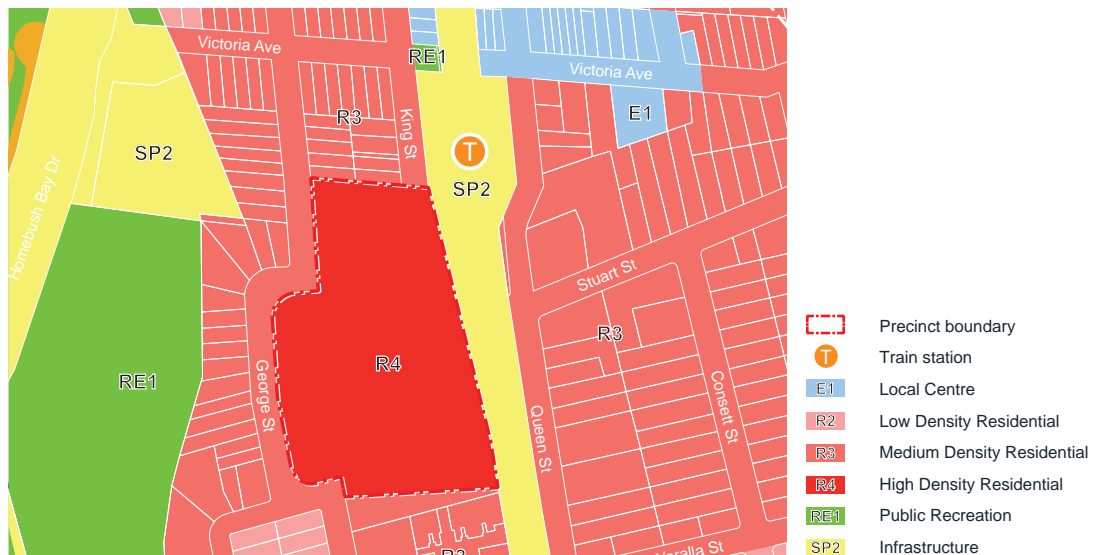


Figure 39 SGL Recommended Land Zoning map



## 03 Urban Design Review

### 3-6 Land use and Diversity

**SEPP 65 Principle 8:  
Housing Diversity and Social Interaction**

*"Good design achieves a mix of apartment sizes, providing housing choice for different demographics, living needs and household budgets. Well designed apartment developments respond to social context by providing housing and facilities to suit the existing and future social mix. Good design involves practical and flexible features, including different types of communal spaces for a broad range of people, providing opportunities for social interaction amongst residents."*

**Better Placed Objective 6:  
Better value - creating and adding value**

*"Good design generates ongoing value for people and communities and minimises costs over time. Creating shared value of place in the built environment raises standards and quality of life for users, as well as adding return on investment for industry."*

**Housing Diversity**

The PP is accompanied by architectural plans that reflect a mix of town houses, 1-bedroom apartments, 2-bedroom apartments, and 3-bedroom apartments. The proposed dwelling mix in the PP has 23% 1-bedroom apartments, 38% 2-bedroom apartments, 36% 3-bedroom apartments, and 3% town houses.

The Australian Bureau of Statistics (2021) identify the existing Concord West housing structure as 78% separate houses, 7.9% semi-detached, row or terrace houses, 11.9% flat or apartment buildings, and 1.1% other dwellings. The housing stock consists of 1.6% of properties containing no bedrooms (studios), 5.2% are 1-bedroom dwellings, 15.9% are 2-bedroom dwellings, 38.5% are 3-bedroom dwellings, and 37.7% have 4 or more bedrooms.

**Response**

As identified in Section 2-5, Clause 6.11 of the CBLEP (2013) requires that at least 20% of dwellings in residential flat buildings and mixed use developments are studio or 1 bedroom dwellings, and 20% of dwellings have at least 3 bedrooms. The PP indicates a combination of 1-bedroom, 2-bedroom, and 3-bedroom apartments which currently meet the LEP requirements and will contribute to the housing diversity of the Concord West context (see Figure 40).

The plans indicate some ground floor apartments. As identified in the ADG ground floor apartments can be of particular benefit to the elderly and disabled as they are generally more accessible. They also suit families with small children and extend the lifestyle choices available in apartment buildings by facilitating activities such as home business, gardening, outdoor play and pet ownership. The design of ground floor apartments, especially those facing open spaces and streets should be carefully considered to facilitate these types of needs.

PRCUTS also requires a minimum of 5% of the gross floor area of new developments to be dedicated as affordable housing and this minimum is supported. Aged care and/or seniors living should also be explored as these uses would benefit from the non-residential uses and the close proximity to the train station.

It is recommended that the DCP provide guidance (as a percentage) that indicates the range of different dwelling types and sizes required for future development of the site.

	1-bed	2-bed	3-bed	Town houses	Total
<b>Number</b>	161	269	256	18	704
<b>Percentage</b>	23%	38%	36%	3%	100%

Figure 40 SGL calculation of dwelling mix from architectural plans

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### 3-7 Landscape and Open Space

#### SEPP 65 Design Quality Principle 5: Landscape

*"Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in attractive developments with good amenity. A positive image and contextual fit of well designed developments is achieved by contributing to the landscape character of the streetscape and neighbourhood."*

*Good landscape design enhances the development's environmental performance by retaining positive natural features which contribute to the local context, co-ordinating water and soil management, solar access, micro-climate, tree canopy, habitat values and preserving green networks.*

*Good landscape design optimises usability, privacy and opportunities for social interaction, equitable access, respect for neighbours' amenity and provides for practical establishment and long term management."*

#### Commentary

The Urban Design Report produced includes a 'Deep Soil Zones' plan that indicates 5,193m<sup>2</sup> (or 16.5%) of the site will be allocated as a deep soil zone (See Figure 41).

The report also includes a 'Tree Canopy Coverage' plan. It reflects an indicative plan of different tree canopy sizes across the site ranging from canopy measurements of 14.5m<sup>2</sup> to 151.65m<sup>2</sup>, while also identifying some of the existing trees on site. The plan does not state existing trees shown on this plan are to be retained but it is assumed that all trees that are shown are intended to be retained.

Some of the trees shown in this plan are shown over a low level podium (for example the orange trees shown along the eastern boundary) while other trees are shown on the top of an apartment building (see Building B1 and B3 below). The PP also identifies two large underground basement car parks beneath Buildings B1, B2, B3 and B4, and Buildings D1 and D2 and some of the trees shown in the Tree Canopy Coverage plan are located over this basement.



Figure 41 PP deep soil and tree canopy coverage

### 03 Urban Design Review

#### 3-7 Landscape and Open Space

##### SGL Response

A recommendation following SGL's review of the Scoping Proposal was that the Concept Design only had a limited landscape and open space strategy and that a landscape architect should be added to the Consultant Team to produce this strategy. It was also noted that strategies to retain trees, reduce stormwater runoff and increase deep soil and canopy cover should be identified and the purpose, ownership and maintenance of open spaces and links should be clearly defined. This has not occurred.

The amount of deep soil proposed, at 16.6%, is in line with the design guidance in the ADG which recommends sites with an area of more than 1,500m<sup>2</sup> should aim to provide at least 15% of the site as deep soil. As this site is 20 times larger than 1,500m<sup>2</sup> the amount of deep soil proposed is low as is clearly shown in Figure 42 below.

The current planning proposal provides deep soil zones along the northern, western and southern boundaries of the site. A deep soil zone should also be provided along the eastern boundary, next to the railway line

to provide a landscape zone with trees of sufficient height to screen the buildings and mitigate the impact on views from the eastern side of the line along Queen Street. It is also recommended that all deep soil zones have a minimum width of 6m as recommended by the ADG for sites over 1,500m<sup>2</sup>.

The increased tree canopy coverage on the site is supported from an urban design perspective as it will contribute to the environmental performance of the site, and contribute to the amenity of the area and along the streetscapes.

In addition it is recommended that the road connecting King Street to George Street be identified as a deep soil zone. This will maximise the potential future for landscaping and increased tree canopy coverage along the street and discourage additional infrastructure such as basements from being located under the road. Making the road a deep soil zone would also increase opportunities for it to contribute to sustainable urban drainage.



Figure 42 PP deep soil and tree canopy coverage

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The City of Canada Bay Urban Tree Canopy Strategy seeks to create the conditions that ensure the establishment and long term viability of an urban forest. Healthy trees require an area of soil with adequate dimensions for long term health and that is not impeded by buildings or structures above and below the ground.

In order to understand the impact of the proposal over the long term it is recommended that the PP explicitly identifies which existing trees are to be retained or removed and provides strategies, such as setbacks, deep soil zones and APZ to ensure the health of the trees to be retained.

Figure 42 has been produced by SGL to illustrate the combination of the PP Deep Soil Zone plan and Tree Canopy Coverage plan. It highlights trees that are currently within a deep soil zone and trees that are currently located over buildings or structures as per the PP and trees that would be within a deep soil zone if the road was identified as a deep soil zone. Increasing the deep soil zones as identified in Figure 42 would increase the percentage of deep soil on the site from 16.5% to 37%. It would also increase the amount of

trees located in deep soil zones from 14% canopy coverage to 26% canopy coverage.

As identified in Section 3-2, there are two mature trees identified in the Heritage Impact Statement to have "some potential for heritage and landscape values". Ideally it is recommended that if possible these two trees are retained. The existing trees on the site located along the northern, western and southern site boundaries should also be retained as they provide amenity and create a positive interface with the surrounding context.



Figure 43 Mature trees along the western boundary of the site (GML Heritage, 2022).



Figure 44 PP deep soil and tree canopy coverage



## 03 Urban Design Review

### 3-8 Safety & Liveability

#### SEPP 65 Design Principle 7: Safety

*"Good design 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. Opportunities to maximise passive surveillance of public and communal areas promote safety.*

*A positive relationship between public and private spaces is achieved through clearly defined secure access points and well lit and visible areas that are easily maintained and appropriate to the location and purpose."*

#### Better Placed Objective 4: Better for people - safe, comfortable and liveable

*"The built environment must be designed for people with a focus on safety, comfort and the basic requirement of using public space. The many aspects of human comfort which affect the usability of a place must be addressed to support good places for people."*

#### Safety, Comfort & Liveability

The Indicative Masterplan in the PP identifies a network of new streets and pedestrian and cycleway links that provide access into the site and across the site to the train station and in a north south direction along George Street.

The plan also shows two urban open spaces, 'Plaza North' is located on either side of the proposed road corridor which joins up with the proposed shared zone along King Street. 'Plaza South' is positioned along the south-east of Building C on the western side of the proposed road corridor. Both new plazas are fronted by non-residential uses on the ground floor.

#### SGL Response

The proposed network of new streets and pedestrian and cycleway links are wide and direct with opportunities for good surveillance from the surrounding buildings and are supported. Additional detail on pedestrian and cycle networks, especially at key intersections, will be required in the future.

The plan also indicates new urban open spaces to provide amenity to both residents and visitors to the area. The location of 'Plaza North' is supported due to its high visibility, proximity to the station and opportunity for high levels of sunshine throughout the day in mid winter. With some redesign 'Plaza North' has the potential to become an activated local 'heart'. Given the desire for a high level of pedestrian activity the proposal to make the proposed road that runs through the middle of the plaza a shared zone is supported.

'Plaza South' could be seen as an extension of the north south pedestrian and cycleway green corridor and could provide children's play and an outdoor gym. This area would need to be carefully designed as it only receives limited sunshine in mid winter and has less opportunity for passive surveillance.

It is recommended that traffic calming measures are provided on all roads to limit the speed and volume of vehicular traffic, particularly considering the close proximity to Concord West Train Station.

## 03 Urban Design Review

### 3-9 Sustainability

#### SEPP 65 Design Quality Principle 4: Sustainability

*"Good design combines positive environmental, social and economic outcomes.*

*Good sustainable design includes use of natural cross ventilation and sunlight for the amenity and liveability of residents and passive thermal design for ventilation, heating and cooling reducing reliance on technology and operation costs. Other elements include recycling and reuse of materials and waste, use of sustainable materials and deep soil zones for groundwater recharge and vegetation."*

#### Better Placed Objective 5: Better working - functional, efficient and fit for purpose

*"Having a considered, tailored response to the program or requirements of a building or place, allows for efficiency and usability with the potential to adapt to changes over time. Buildings and spaces which work well for their proposed use will remain valuable and well-utilised."*

#### Commentary

The PP is accompanied by a Sustainability Statement (Appendix S) prepared by Mott MacDonald which supports the request for the Planning Proposal from a sustainability perspective. The PP states "The Precinct will position itself as a catalyst for transformation in response to a decarbonisation and circular agenda".

Sustainability objectives have been developed in order to achieve this vision (see Figure 45) and the PP outlines a range of responses that will contribute to the four priorities. 'Nature based solutions' include achieving 40% urban tree canopy coverage across the site and increasing biodiversity by ensuring more than 60% of flora species are Indigenous. Within 'movement and place', the PP identifies it will include Level 1 electric vehicle points to every residential car park, and



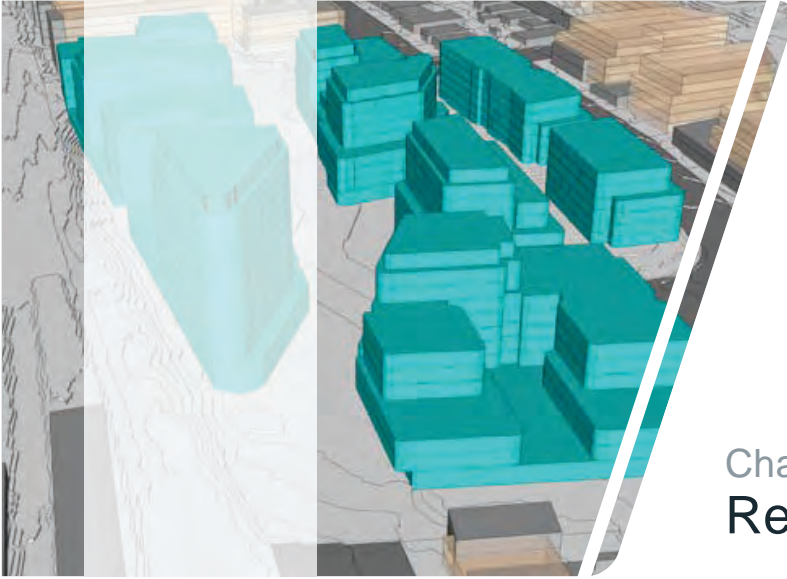
Figure 45 PP sustainability framework (Mott Macdonald, 2023)

Level 2 charging points to 10% of non-residential car park spaces. In relation to the buildings Green Star rating, the PP outlines that it will use 100% renewable energy. The PP also seeks to adopt the following Climate Positive principles:

- Build using responsible products and materials with lower upfront carbon emissions
- Deliver energy efficient buildings and infrastructure that reduces the stress on a decarbonising grid
- Deploy on-site active stress on a decarbonising grid
- Create a walkable and liveable precinct through good urban design that promotes active and low carbon transport options
- Take advantage of a decarbonising grid by transitioning all energy uses to fossil fuel-free operations
- Take advantage of decarbonising grid to supply all energy uses with renewable energy
- Maximise on-site nature-based solutions.

#### SGL Response

The inclusion of the strategy in the PP suggests this project is actively striving to implement sustainable practices within its design process and outcomes and the decision to commit to 100% renewable energy is supported. Opportunities to further improve sustainability could include the active decision to retain existing trees, a redesign to expand deep soil zones and ensure a 30% tree canopy is achieved, identifying sustainable urban drainage strategies for the proposed new street linking King Street to George Street. A commitment to exceed the PRCUTS Sustainability Implementation Plan and Green Star Buildings targets from 2016 would also be desirable.



## Chapter 4 Recommendations

4-1 Overview

4-2 Overview of recommendations

## 04 Recommendations

### 4-1 Overview

The urban design review of the PP has identified a series of key recommendations to improve the future development outcomes at 1 King Street Concord West site and to increase the compatibility of the development with the local context.

The PP review and recommendations detailed in Chapter 3 have been summarised in Chapter 4. These recommendations have been informed by the physical and strategic context (Chapter 2) the Apartment Design Guide, the SEPP 65 Design Quality Principles, the Urban Design Protocol for Australian Cities and the design objectives identified in Better Placed (Chapter 3).

The review has taken into consideration the proposed amendments to the LEP controls including Land Use, Heights of Buildings and Floor Space Ratio.

Key areas of concern for the PP from an urban design perspective are:

- Context and Character
- Urban Structure and Connection
- Built Form and Scale
- Density, Amenity and FSR
- Diversity and Land Use
- Landscape and Open Space
- Safety
- Sustainability



Figure 46 Eastern View: Planning Proposal with proposed building heights in storeys



Figure 47 Eastern View: SGL scheme with proposed building heights in storeys



## 04 Recommendations

### 4-2 Overview of recommendations

#### 4.2.1 Context and character

- The combination of mixed-use and residential apartments proposed in the PP generally aligns with the desired future character of the area.
- The generous pedestrian links through the site to the train station and the redirection of the proposed two way cycleway along the eastern side of George Street through the site will improve the legibility of this route and is also supported.
- While the PP aligns with the desired structure and land uses, the height, bulk and scale of the proposed buildings does not sufficiently respond to the existing and desired future medium density character of the area. Further recommendations regarding the height, bulk and scale of the apartment buildings are provided in the Appendix.

#### Connecting with Country

- The PP does not yet adequately embed Connecting with Country within the designs, however Appendix C - Design for Country Scoping Report outlines a Designing with Country process which is supported.
- It is recommended that design strengthens connections between the site and Powells Creek, and retains existing native vegetation on the site.

#### Heritage

- While the PP site is not heritage listed, it is recommended that the bulk and scale of the PP is reviewed to ensure a sympathetic transition towards the lower density surrounding context, including heritage items around Powells Creek Reserve (which encompasses Victoria Avenue Public School to the west, and Concord West Railway Park to the north-east).
- It is also recommended that the two identified trees with potential heritage landscape value are retained and protected.

#### 4.2.2 Urban Structure and Connections

- The PP proposes a legible and effective urban structure that rationalises the off deflection in George Street, extends King Street and improves vehicular, pedestrian and bicycle access.
- Relocating the cycleway through the site and off George Street is supported, however this will create challenges for the intersections at either end of the site. It is recommended these intersections are carefully designed to promote active transport. For example, the northern roundabout off George Street may need to be left-in/left out, while the southern roundabout may be safer as a signalised intersection.
- The diagonal pedestrian route to the station is a strong desire line that prioritises movement over place and is resulting in irregular shaped building envelopes and under-croft spaces which are not supported and should not be required in the future planning controls.
- It is also recommended that, at a minimum, one road connecting King Street with George Street is publicly owned. This road will need to be a minimum of 18.32m wide and not have any encroachments, i.e. basement under the road.
- With the current plans and proposed basements, the longer north-south road corridor through the site (connecting King Street with George Street) should be publicly owned, while the shorter east-west road corridor providing access to Buildings A and C could be privately owned but publicly accessible.
- The active transport through-site links identified in the PP, as identified in Figure 24, are supported and could be privately owned, as long as there is a right of way to ensure the routes are publicly accessible 24 hours a day and 7 days a week.

## 04 Recommendations

### 4.2.3 Form and Scale

#### Building Heights

- The strategy to locate the tallest building close to the railway station and concentrate heights in the centre of the site stepping down to sensitive interfaces is supported.
- The proposed heights (in storeys) shown in the PP are not supported. Given the location, a combinations of courtyard apartments (between 3 and 6 storeys in height) and perimeter block apartments (4 to 9 storeys in height) would be more appropriate to the context. One building, close to the train station, may be taller (up to 12 storeys) as this would help to create interest and help to identify the location of the train station.
- The proposed LEP Maximum Building heights are also not supported as they are significantly greater than the heights proposed in the architectural plans.
- It is recommended that the maximum building heights shown across the site are consistent with the desired number of storeys, as identified in Figure 48. It is also recommended that residential floor to floor heights are increased from 3.1m to 3.2m to accommodate 2.7m floor to ceiling heights that meet the National Construction Code.
- Floor to floor heights for commercial uses are generally shown as 4m, however a 6m height beneath building B1 (and a portion of B2) to allow for a supermarket is supported. Note that this concession is only to improve the amenity of the large floor plate uses and does not allow additional FSR.
- It appears from the architectural plans and the 3D model provided by the applicant that large basement car parks are proposed. As the site falls by 9.5m from the south east to the north west, this is resulting in basements that appear to be above the ground level by more than 2m in some locations. This is not supported. It is recommended that controls are developed to ensure basement car parks cannot protrude more than 0.3m above the ground level along active frontages and 1m above the ground level for ground level residential or commercial uses.

#### Bulk and Scale

- The bulk and scale identified in the PP is not supported. The PP shows buildings above 8 storeys high with floor plates greater than 750m<sup>2</sup> for Buildings B1, B3, C, D1 and D2 which does not comply with the PRCUTS design guidelines (2016). See Figure 50 on page 60 for SGL recommendations regarding maximum tower floor plates for improved bulk and scale.
- It is also recommended that buildings feature greater articulation to break up the bulk and scale of the proposed buildings. Buildings should have a street level podium and tower elements that are 8 storeys or higher should have a 1.5m articulation zone for the topmost floor.
- It is recommended that the built form is setback 6m from the eastern boundary to provide a deep soil zone next to the railway line.
- There is also a view corridor towards Sydney Olympic Park from Stuart Street on the eastern side of the railway that is currently obstructed by Building B1 and Building D1. It is recommended that this view is widened by narrowing Building D1.
- Recommended modifications to the size, height and bulk and scale of buildings are shown in the Appendix.

Building	PP LEP Max HOB (m)	PP Max HOB (m) Plans	SGL HOB (m)	SGL Max HOB
A	38	28.8	31	9 Storeys
B1	47	40.1	42	12 Storeys
B2	43	35.1	31	9 Storeys
B3	43	35.1	31	9 Storeys
B4	33	25.8	28	8 Storeys
C	46	35	31	9 Storeys
D1	45	35	31	9 Storeys
D2	45	35	27	8 Storeys
E	26	18.6	20	6 Storeys
F	26	18.6	20	6 Storeys

Figure 48 SGL recommended maximum building heights

## 04 Recommendations

### 4-2 Overview of recommendations

#### Setbacks

- Proposed setbacks meet the minimum ADG requirements and are supported.
- It is recommended that buildings C, D1 and D2 have a setback (minimum 3m) to create a lower level podium where the building faces the street or open space.
- It is also recommended that the uppermost storey of tower elements that are 8 storeys or higher have a 1.5m articulation zone for the topmost floor.

#### Building Depth & Natural Ventilation

- It is recommended that the building depths are adjusted to better reflect the ADG recommendations of 12-18m to provide flexibility during the detailed design phase and avoid compromising natural lighting, ventilation and amenity.



Figure 49 Example of an eight storey apartment building in Harold Park, Forest Lodge with articulated two storey street wall and upper level setback.

### 4.2.4 Density, Amenity and FSR

#### Density

- The proposed density is not supported. It is recommended that building envelopes are modified to reflect smaller floor plates with reduced heights, increased articulation and setbacks on upper levels.
- The suggested location of the childcare facility facing the railway line with approximately 50% of its open space located under 11 storey buildings is not supported.
- The proposed tree canopy coverage and deep soil provision is inadequate and is not supported.

#### Amenity

- The PP indicates a wide range of different ground floor uses. The clustering of retail close to the station and focused around the civic plaza is supported.
- All future development should encourage a cluster of active frontages with retail that trades to the street along the ground floor of building as identified in Figure 35 on page 45.
- The strategic location of 'Community Plaza North' is supported, however the location of 'Community Plaza South' should have increased sunlight.

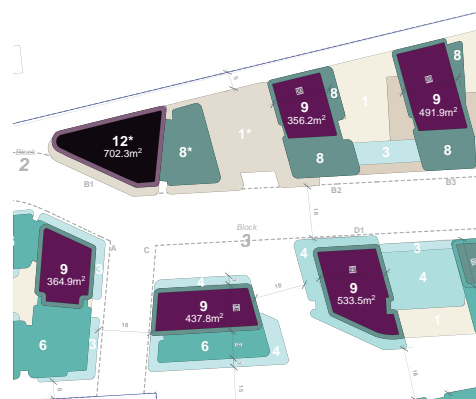


Figure 50 SGL Recommended Buildings Heights Plan with floor plate area measurements for towers above 8 storeys

04 Recommendations

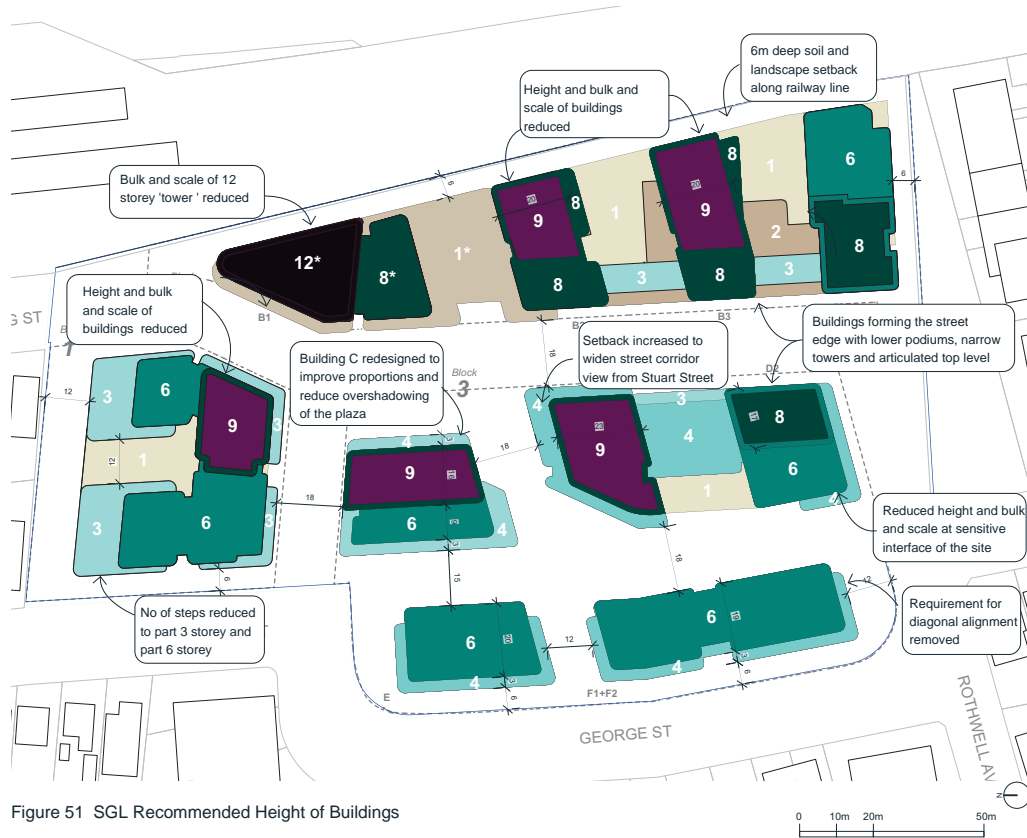


Figure 51 SGL Recommended Height of Buildings

Site boundary	2 storey	7 storey
FSR block boundary	3 storey	8 storey
1 storey	4 storey	9 storey
1* storey (w mezzanine)	6 storey	11 storey
		12* storey

\* Note: the 6m ground floor to floor height of building B1 increases the perceived overall building height of B1 by an additional storey than shown here.



## 04 Recommendations

### 4-2 Overview of recommendations

#### Floor Space Ratio

- A gross FSR of 2.65:1 (or a net FSR of 3.21:1) is not supported. A gross FSR of approximately 2.26:1 (or a net FSR of 2.76:1) is supported.
- It is recommended that separate FSR controls are developed for residential and non-residential uses. With a maximum non residential floor area of 6,000m<sup>2</sup>, this equates to a maximum non-residential FSR of 0.19:1 and a maximum residential FSR of 2.07:1.
- It is recommended FSR controls are developed on a block by block basis (see Figure 52 on page 62).

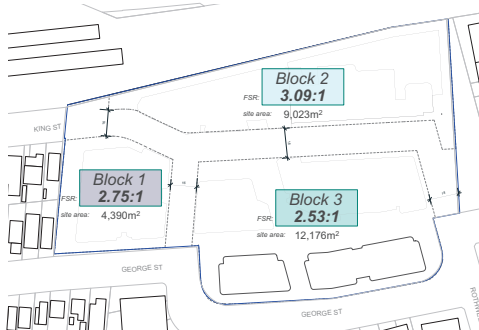


Figure 52 SGL Recommended FSR

### 4.2.5 Land use and Diversity

#### Land Use

- Rezoning the site to R3 Medium Density Residential is not supported.
- It is recommended that the site is rezoned to R4 High Density Residential which allows for increased density of residential buildings with non-residential ground-floor uses permitted, and additional non-residential uses 'permitted with consent'.
- It is recommended that quantum of non residential uses on the site is reduced and all uses which can generate active frontages are clustered together in a core retail zone focused on the civic plaza (see Figure 53 and Figure 54). Ground floor residential uses should be allowed outside this core retail zone.



Figure 53 PP Non Residential Ground Floor



Figure 54 SGL Recommended Non Residential Ground Floor

## 04 Recommendations

### Diversity and Value

- A mix of housing types is supported. The PP currently meets clause 6.11 of the LEP which requires that at least 20% of dwellings are studio or 1 bedroom dwellings, and at least 20% of dwellings are at least 3 bedrooms. It is recommended that Council provides a more detailed guide (as a percentage) in a DCP that indicates the range of different dwelling types and sizes required for future development of the site.
- It is recommended that the development includes the 5% affordable housing requirement identified in PRCUTS.
- It is recommended that the opportunity for aged care and/or retirement living is explored on the site.
- Designing for ground floor apartments and terrace style typologies beneath apartment buildings is supported. It is recommended that the design of ground floor apartments is considered to cater for young families with children, the elderly and people with disabilities.

### **4.2.6 Landscape and Open Space**

#### Deep Soil

- The proposed location of deep soil zones are supported, however the provision of deep soil should be increased on the site from 16.5% to at least 36%. This can be achieved with an additional 6m wide deep soil zone along the eastern site boundary, and making the new road corridor which connects King Street and George Street a deep soil zone (see Figure 42 on page 52).

#### Tree canopy coverage

- It is recommended that the trees located on top of buildings or structures are not included in the overall site tree canopy coverage calculation. If the recommendations for deep soil zones are implemented, tree canopy coverage on the site can be increased from 14% to a minimum of 26% deep soil tree canopy coverage. However it is recommended that the tree canopy coverage is increased to 30% in line with the Sustainability Statement.

- It is recommended that the canopy coverage of existing mature trees is retained where possible, including the two trees identified to have potential heritage landscape value.

### **4.2.7 Safety and Liveability**

- The proposed network of new streets and pedestrian and cycleway links which are wide, direct and have good surveillance are supported.
- The location of 'Plaza North' is supported, however 'Plaza South' should be seen as an extension of the north south pedestrian and cycleway green corridor and provide children's play and an outdoor gym.
- Traffic calming measures are recommended for all roads to limit the speed and volume of vehicular traffic.

### **4.2.8 Sustainability**

- The commitment to 100% renewable energy is supported.
- Recommended strategies to further improve sustainability of the development include the decision to retain existing trees, expand deep soil zones and ensure 30% tree canopy coverage is achieved and identifying sustainable urban drainage strategies for the new street linking King Street to George Street.
- It is also recommended that the PP commits to exceed the PRCUTS Sustainability Implementation Plan and Green Star Building targets established in 2016.



## Chapter 5 Addendum

- 5-1 Response to Planning Panel
- 5-2 Uses and Dwelling Locations
- 5-3 Rail Interface
- 5-4 Open Space and Tree Canopy
- 5-5 Draft CBLEP Map Amendments

## 05 Addendum

### 5-1 Response to Planning Panel

A Planning Panel meeting for the site was held on the 30th October 2023, with the Panel providing advice to Council following their review of the Planning Proposal and supporting documents.

Generally, the Panel "supports Council recommendations in respect to built form outcomes, FSR, height, zoning, and additional studies".

This addendum responds to the key outstanding urban design considerations raised by the Panel. These include:

- reducing the amount of non-residential development proposed,
- reviewing the location of the proposed soho style terrace houses,
- reviewing the need for a 6m setback to the rail interface,
- providing a centrally located open space area/ gathering space including a childrens playground,
- ensuring tree canopy achieves a minimum of 25%, and;
- increasing the proposed 20m maximum building height to 22m along George Street to reflect a six (6) storey built form.

A revised Studio GL scheme is provided in Part A-3 of the Appendix.

As noted by the Panel, a future site specific DCP will also be required which provides additional detail and addresses:

- road layout;
- setback to 'streets';
- location and quality of open space;
- tree retention;
- encourage a mix of building typology;
- deep soil percentage and zones;
- permeability to surrounding lands;
- Public Domain outcomes;
- Lands to be dedicated to Council;
- Consider preferred colours, finishes and materiality;
- Address design and articulation and built form; and
- Innovative Environmentally Sustainable outcomes including but not limited to solar panels and EV charging station/s.



## 05 Addendum

### 5-2 Uses and Dwelling Locations

#### Non-residential Uses

The proposed amount of non-residential GFA could be reduced to a maximum 5,500m<sup>2</sup>, down from 6,000m<sup>2</sup> as previously suggested. The reduction in GFA has occurred in Block 3 - in a location which is further from the train station.

The proposed amount of non-residential GFA could be further reduced to a maximum of 5,000m<sup>2</sup> if the non-residential GFA located in the south of Block 2 is also removed, however this is currently proposed to be a childcare centre - a use which is highly desirable on this site and should be relocated rather than removed.

#### Terrace Style Dwellings

The Panel recommended reviewing the location of the proposed soho-style terrace houses and suggested an alternative location along the western side of the site may be more suitable.

The location and design of the soho-style terraces should be further investigated in the future preparation of a detailed Development Control Plan for the site. Criteria would be required to ensure that the terraces are designed so that they provide appropriate amenity and achieve sufficient natural ventilation and sunlight.



Figure 55 SGL Revised Non Residential Ground Floor Plan

## 05 Addendum

### 5-3 Rail Interface

A 6m setback to the rail reserve is recommended to be retained to accommodate a deep soil zone and provide a tree lined buffer along this interface.

An increased landscaped buffer along the rail boundary will strengthen the desired future character of the development as a series of buildings located in a landscaped setting. This future character is more in keeping with the conditions seen along Duntroon Ave in St Leonards (Figure 56) as opposed to the more urban conditions along the train line as seen at Burwood (Figure 57).

To increase tree canopy, areas of deep soil and the ability of buildings to appear to be located in a landscape setting, Studio GL also recommend removing small areas of single storey loading and car parking currently located along the eastern boundary of the site. This should not reduce the overall recommended FSR as these areas are currently not counted.

A nil or small setback to the rail line is also not recommended as it is likely to increase costs and risks associated with excavating and developing directly onto a working rail line.



Figure 56 Approx. 6m built form setback along rail line at St Leonards

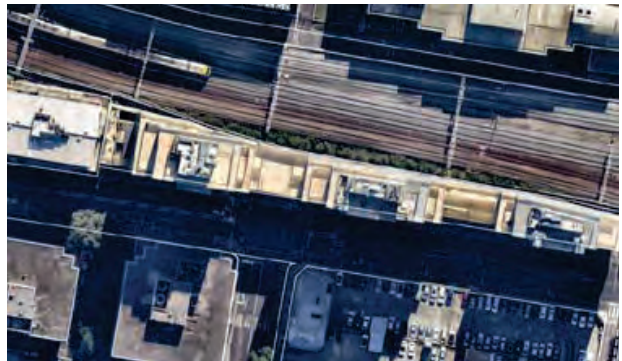


Figure 57 Nil built form setback along rail line at Burwood



05 Addendum

5-4 Open Space and Tree Canopy

Central Open Space

The Panel recommends that a centrally located local open space should be provided which accommodates children’s play. In support of the principle of providing sufficient open spaces, Studio GL previously recommended increasing the size of the northern open space in the Planning Proposal, increasing the potential of this space to capture northern sun and improving opportunities for cafes and dining at ground level (see Figure 59).

To support the creation of a more generous green ‘central open space’, it is recommended that the width of the north-south green link in Block 3 is increased. Typically, narrow and linear open spaces are not ideal in creating areas that encourage rest and play and instead function more as a movement corridor (see Figure 61). Increasing the width to approximately 30m (Figure 60) would provide a more usable open space that can accommodate additional uses such as children’s play. The increased width of this open space is more appropriate for the scale of development proposed and will provide additional relief in the bulk and scale of the proposed built form. It also provides opportunities to increase the amount of communal open space at ground level to ensure that the majority of communal open space is not located on rooftop terraces.

Studio GL explored reducing the proposed building footprints even further to increase the size of the central open space. However, while the delivery of a large central open space would benefit the immediate residents of the proposed development, it would be unlikely to significantly contribute to the broader local open space network which already has large format sports fields, playgrounds and recreational open spaces in close proximity at Powells Creek Reserve and Sydney Olympic Park. An oversized open space was therefore not considered critical to the success of this scheme.

Tree Canopy Coverage

The Panel advised that tree canopy should achieve a minimum of 25% and include retention of healthy viable existing trees along boundaries, including the existing fig. This target is strongly supported by Studio GL. The Panel also noted that the basement car parking footprint may need to be reconsidered so that sufficient deep soil can be provided that facilitates mature tree canopy coverage.

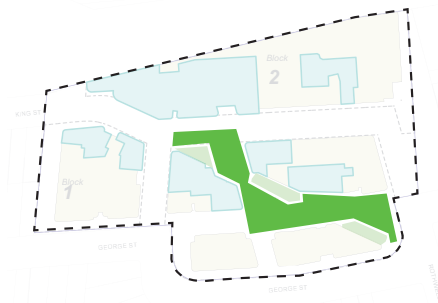


Figure 58 Indicative PP uncovered open space diagram

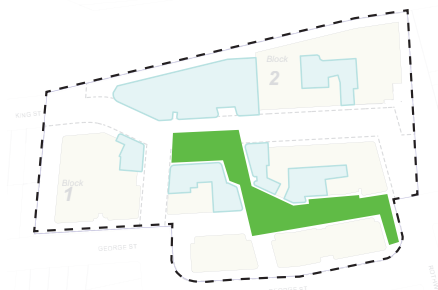


Figure 59 Indicative SGL recommended open space diagram

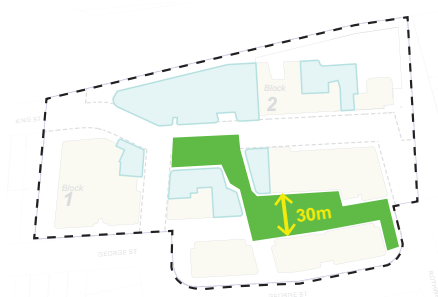


Figure 60 Indicative SGL revised recommended open space diagram

05 Addendum

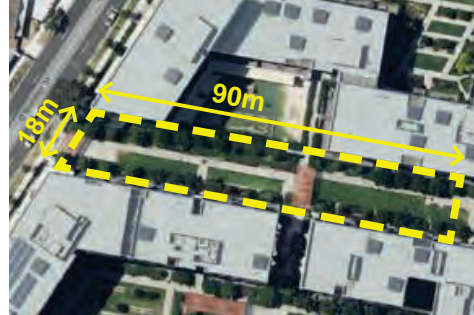


Figure 61 18m wide linear open space - John St, Mascot



Figure 62 Precedent open space, Rope Walk Park, Waterloo, (Taylor Brammer Landscape Architects)



Figure 63 Precedent open space, Dyuralya Square, Waterloo



05 Addendum

5-5 Draft CBLEP Map Amendments

The images below are extracts from the Draft CBLEP Map Amendments prepared by Council prior to the Planning Panel. Suggested modifications to the draft maps following the Panel advice are provided below.

Maximum Floor Space Ratio

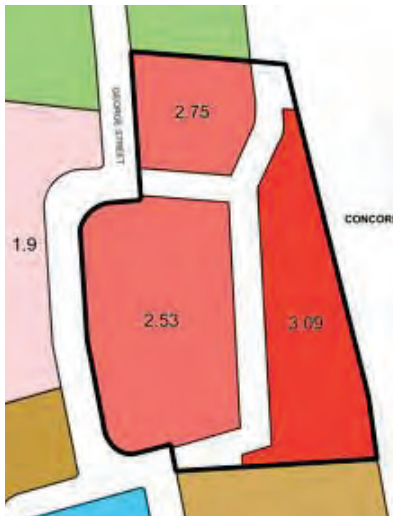


Figure 64 Draft CBLEP Map Amendments - Max. FSR

Maximum Building Heights



Figure 65 Draft CBLEP Map Amendments - Max. building heights

Modifications to accommodate a larger green central open space would reduce the FSR of Block 3 from 2.53:1 to 2.46:1. The overall gross site FSR would also be reduced from 2.26:1 to 2.23:1.

The Panel advised modifying the maximum building height of 20m along George Street to 22m to accommodate 3.2m floor to floor heights and allowance for plant and lift overrun.

Studio GL recommends retaining the current 20m maximum building height. A floor to floor height of 3.2m achieves a 6 storey building totalling 19.2m and clause 3(b) in Section 5.6 of the CBLEP permits lift overruns to exceed the maximum building height if they are considered "fully integrated into the design of the roof feature". This provides some flexibility for the height of rooftop building services. A 20m height limit would also ensure the site more closely resembles future development located on the lower lying western side of George Street which has a 22m maximum building height. The existing topography in this area of the site is approximately 3m higher than the western side of George Street and therefore a 20m height limit would achieve a more consistent level of street enclosure on both sides of the street (see Figure 68).

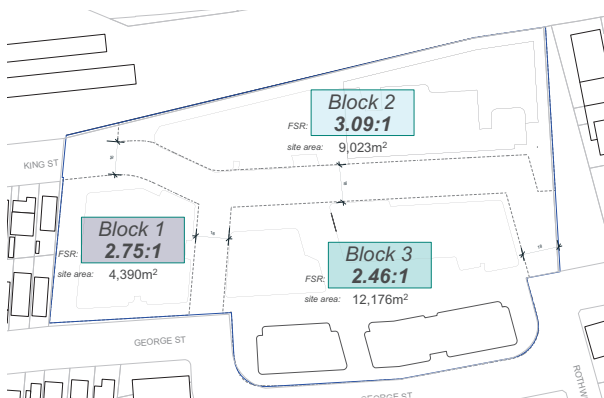


Figure 66 SGL Revised Recommended Maximum Block FSRs

05 Addendum



Figure 67 Looking south down George Street with the site elevated on the left side of the image



Figure 68 Section looking south down George Street with the site elevated on the left side of the image

## 05 Addendum

### 5-5 Draft CBLEP Map Amendments

#### Active Frontages

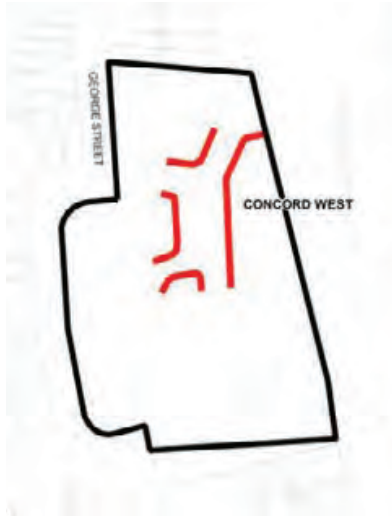


Figure 69 Draft CBLEP Map Amendments - active frontages

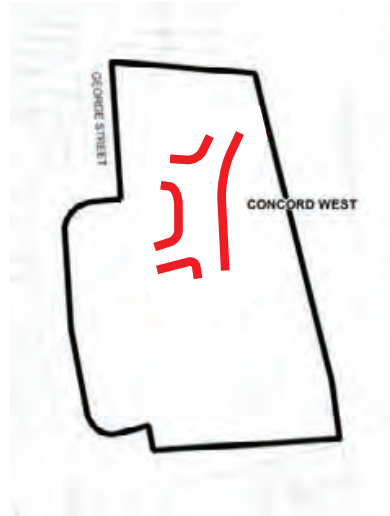
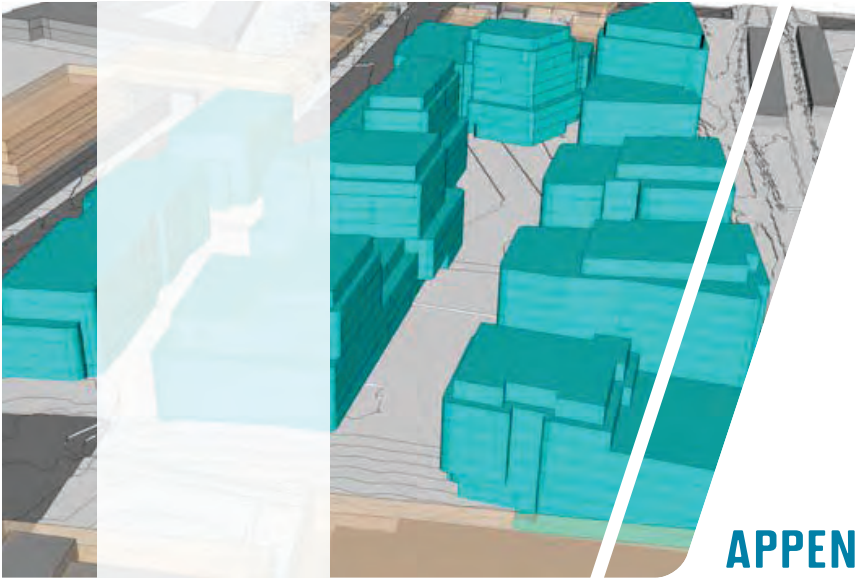


Figure 70 Draft CBLEP Map Amendments - active frontages - Modified by SGL

Studio GL suggests a minor amendment to the active frontages map (see Figure 70) which accounts for the setback along the rail line and slight reductions to respond to changes to the open space.

No further modifications to the draft CBLEP Map Amendments have been identified by Studio GL in response to the review by the Planning Panel.



## APPENDIX



Appendix

A-1 Planning Proposal Overview

Key information for the PP showing building heights, FSR and building envelopes:

Total <b>GROSS</b> Site Area (from CAD)	31,340 m <sup>2</sup>	Block 1 <b>Non-Resi</b> GFA	611 m <sup>2</sup>
Total <b>NET</b> Site Area	25,588 m <sup>2</sup>	Block 1 <b>Resi</b> GFA	11,711 m <sup>2</sup>
Total <b>GROSS</b> FSR	2.67 : 1	Block 2 <b>Non-Resi</b> GFA	4,540 m <sup>2</sup>
Total <b>NET</b> FSR	3.27 : 1	Block 2 <b>Resi</b> GFA	28,315 m <sup>2</sup>
Block 1 <b>NET</b> FSR	2.81 : 1	Block 3 <b>Non-Resi</b> GFA	2,440 m <sup>2</sup>
Block 2 <b>NET</b> FSR	3.64 : 1	Block 3 <b>Resi</b> GFA	36,014 m <sup>2</sup>
Block 3 <b>NET</b> FSR	3.16 : 1	Total <b>Non-Resi</b> GFA	7,591 m <sup>2</sup>
		Total <b>Resi</b> GFA	76,040 m <sup>2</sup>
		Total <b>GFA</b>	83,631 m <sup>2</sup>

Figure 71 Planning Proposal site calculations prepared by Studio GL



Figure 72 North Eastern View: Planning Proposal



Figure 73 Southern View: Planning Proposal



Figure 74 Eastern View: Planning Proposal with proposed building heights in storeys

Note: The FSR/GFA calculations were prepared by Studio GL using the Architectural Concept Plans dated 04/11/22 provided by the applicant. The proposed 3D built form model was provided by the applicant.

GFA = Gross Floor Area, residential GFA calculated at 82% of GBA, commercial GFA calculated at 85% of GBA

Appendix



Figure 75 Proposed Layout  
(as per PP Architectural Concept Plans  
dated 04/11/22)

- |                         |          |           |
|-------------------------|----------|-----------|
| Site boundary           | 2 storey | 8 storey  |
| FSR block boundary      | 4 storey | 9 storey  |
| 1 storey                | 6 storey | 11 storey |
| 1* storey (w mezzanine) | 7 storey | 12 storey |

\* Note: the 6m ground floor to floor height of building B1 increases the perceived overall building height of B1 by an additional storey than shown here.

Appendix

A-2 SGL Recommendations Overview - October 2023

Key information showing SGL recommendations for building heights, FSR and building envelopes:

Total <b>GROSS</b> Site Area (from CAD)	31,340 m <sup>2</sup>	Block 1 <b>Non-Resi</b> GFA	254 m <sup>2</sup>
Total <b>NET</b> Site Area	25,588 m <sup>2</sup>	Block 1 <b>Resi</b> GFA	11,824 m <sup>2</sup>
Total <b>GROSS</b> FSR	2.26 : 1	Block 2 <b>Non-Resi</b> GFA	4,002 m <sup>2</sup>
Total <b>NET</b> FSR	2.76 : 1	Block 2 <b>Resi</b> GFA	23,846 m <sup>2</sup>
Block 1 <b>NET</b> FSR	2.75 : 1	Block 3 <b>Non-Resi</b> GFA	1,700 m <sup>2</sup>
Block 2 <b>NET</b> FSR	3.09 : 1	Block 3 <b>Resi</b> GFA	29,045 m <sup>2</sup>
Block 3 <b>NET</b> FSR	2.53 : 1	Total Non-Resi GFA	5,957 m <sup>2</sup>
		Total Resi GFA	64,715 m <sup>2</sup>
		Total GFA	70,672 m <sup>2</sup>

Figure 76 Revised scheme site calculations prepared by Studio GL



Figure 77 North Eastern View: SGL scheme

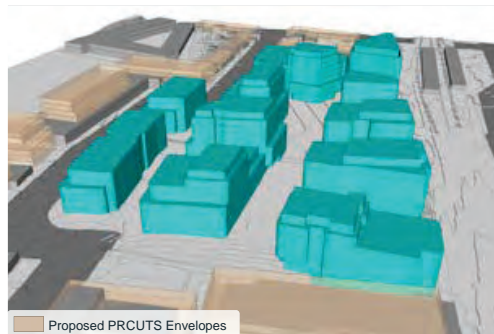


Figure 78 Southern View: SGL scheme



Figure 79 Eastern View: SGL scheme with proposed building heights in storeys

Appendix





Appendix

A-3 SGL Recommendations Overview - Nov 2023 - Post Planning Panel Meeting

Key information showing SGL recommendations for building heights, FSR and building envelopes in response to comments made by the Planning Panel at a meeting held on 30 October 2023:

Total <b>GROSS</b> Site Area (from CAD)	31,340 m <sup>2</sup>	Block 1 <b>Non-Resi</b> GFA	254 m <sup>2</sup>
Total <b>NET</b> Site Area	25,588 m <sup>2</sup>	Block 1 <b>Resi</b> GFA	11,824 m <sup>2</sup>
Total <b>GROSS</b> FSR	2.23 : 1	Block 2 <b>Non-Resi</b> GFA	4,002 m <sup>2</sup>
Total <b>NET</b> FSR	2.73 : 1	Block 2 <b>Resi</b> GFA	23,846 m <sup>2</sup>
Block 1 <b>NET</b> FSR	2.75 : 1	Block 3 <b>Non-Resi</b> GFA	1,167 m <sup>2</sup>
Block 2 <b>NET</b> FSR	3.09 : 1	Block 3 <b>Resi</b> GFA	28,777 m <sup>2</sup>
Block 3 <b>NET</b> FSR	2.46 : 1	Total <b>Non-Resi</b> GFA	5,424 m <sup>2</sup>
		Total <b>Resi</b> GFA	64,448 m <sup>2</sup>
		Total <b>GFA</b>	69,872 m <sup>2</sup>

Figure 81 Revised scheme site calculations prepared by Studio GL

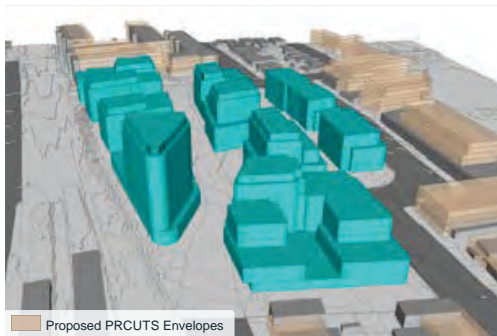


Figure 82 North Eastern View: SGL scheme



Figure 83 Southern View: SGL scheme

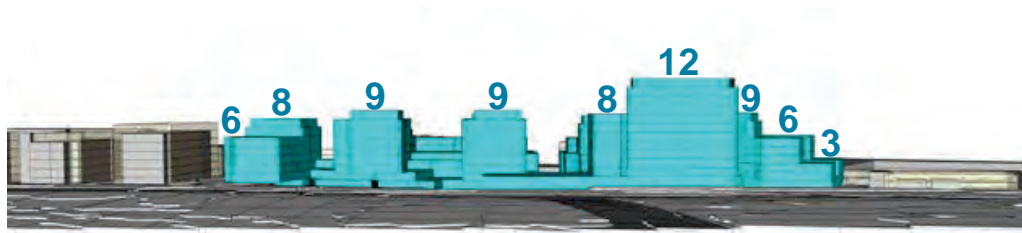


Figure 84 Eastern View: SGL scheme with proposed building heights in storeys

Appendix

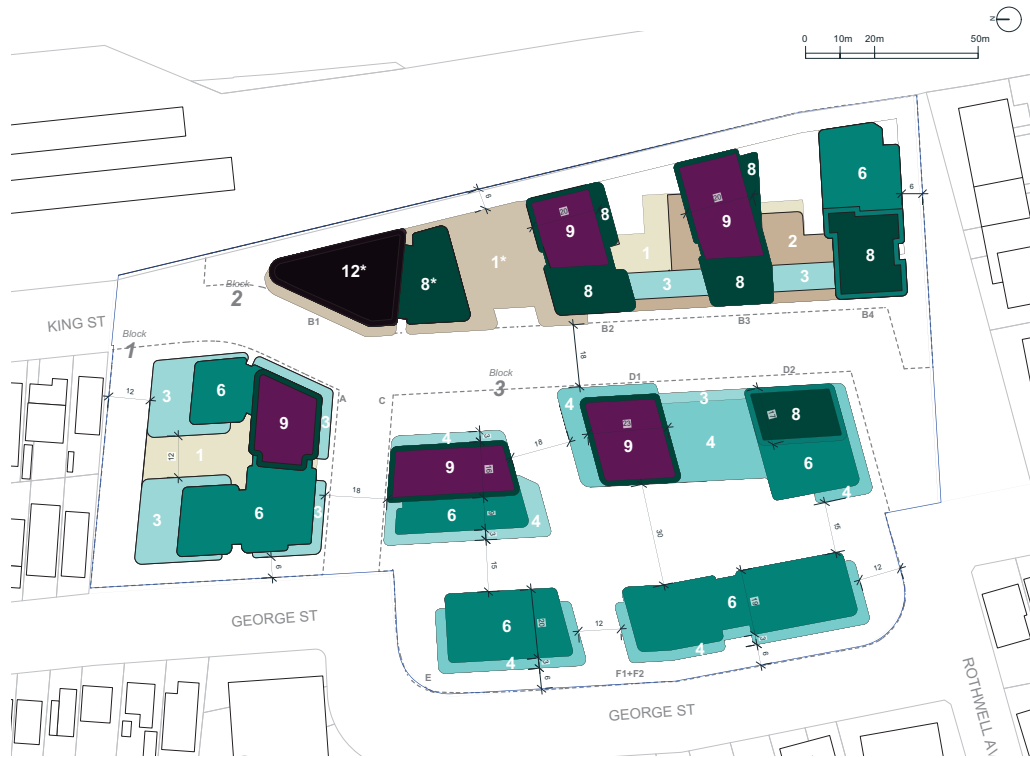


Figure 85 SGL Recommended Layout - Revised

- |                         |          |            |
|-------------------------|----------|------------|
| Site boundary           | 2 storey | 7 storey   |
| FSR block boundary      | 3 storey | 8 storey   |
| 1 storey                | 4 storey | 9 storey   |
| 1* storey (w mezzanine) | 6 storey | 11 storey  |
|                         |          | 12* storey |

\* Note: the 6m ground floor to floor height of building B1 increases the perceived overall building height of B1 by an additional storey than shown here.

## Appendix

### A-4 Visual Impact Assessment

The proposed buildings in the Visual Impact Assessment are coloured grey against a cloudy sky. To assist with clarity SGL have provided the following diagrams with a red outline added to the proposed massing. It would be preferable (and more accurate) if these images could be reissued with the building massing shown in a different colour so that the impact is easier to see.



Figure 86 George St and Victoria Ave - existing view from the Visual Impact Assessment, Figure 6 (Ethos Urban, 2023)



Figure 87 George St and Victoria Ave - proposed view from the Visual Impact Assessment, Figure 6 (Ethos Urban, 2023) with a red line added by SGL showing approximate building outline



Appendix



Figure 88 Queen St and Victoria Ave - existing view from the Visual Impact Assessment, Figure 8 (Ethos Urban, 2023)



Figure 89 Queen St and Victoria Ave - proposed view from the Visual Impact Assessment, Figure 9 (Ethos Urban, 2023) with a red line added by SGL showing approximate building outline



Appendix

A-4 Visual Impact Assessment



Figure 90 17 Stuart St - existing view from the Visual Impact Assessment, Figure 10 (Ethos Urban, 2023)



Figure 91 17 Stuart St - proposed view from the Visual Impact Assessment, Figure 11 (Ethos Urban, 2023) with a red line added by SGL showing approximate building outline

Appendix



Figure 92 207 Queen St - existing view from the Visual Impact Assessment, Figure 12 (Ethos Urban, 2023)



Figure 93 207 Queen St - proposed view from the Visual Impact Assessment, Figure 13 (Ethos Urban, 2023) with a red line added by SGL showing approximate building outline



Appendix

A-4 Visual Impact Assessment



Figure 94 George St and Conway Ave- existing view from the Visual Impact Assessment, Figure 14 (Ethos Urban, 2023)



Figure 95 George St and Conway Ave - proposed view from the Visual Impact Assessment, Figure 15 (Ethos Urban, 2023) with a red line added by SGL showing approximate building outline

Appendix



Figure 96 Powells Creek Reserve - existing view from the Visual Impact Assessment, Figure 16 (Ethos Urban, 2023)



Figure 97 Powells Creek Reserve - proposed view from the Visual Impact Assessment, Figure 17 (Ethos Urban, 2023) with a red line added by SGL showing approximate building outline





## ATTACHMENT V



## Peer Review Technical Note

<b>Project:</b>	1 King Street, Concord West	<b>Office:</b>	Sydney, St Leonards
<b>Project No:</b>	300305106	<b>Status:</b>	Draft
<b>Client:</b>	Canada Bay Council	<b>Prepared by:</b>	Neale McCracken Bayzid Khan
<b>Date:</b>	12 October 2023	<b>Approved by:</b>	Rebecca Strachan Brett Maynard

### 1. Purpose of Note

This note sets out Stantec's review of the Transport Study and SIDRA modelling associated with the Development Application (DA) for the subject site at 1 King Street, Concord West. The specific documents provided for the review are outlined in Table 1.

**Table 1 – Review Material**

Reference	File Name	Description
<b>SIDRA Model [1]</b>	ConcordWestRedevelopment_Base&2036.sip9	SIDRA Intersection file containing individual sites (no networks)
<b>TIA Report [1]</b>	Concord West, 1 King Street Transport Study Report Revision 3 (prepared by PwC on behalf of Billbergia (Dated 01 June 2023)	Transport Impact Assessment
<b>Concept Plan [2]</b>	ECM_7942263_v1_Appendix L - 1 King Street, Concord West - Intersection Upgrade Civil Concept Design.pdf	Concept plan of proposed road improvements at the Pomeroy Street/George Street intersection

Source: [1] PwC and [2] BG&E, as provided to Stantec by Canada Bay Council

This document is set out as follows:

- overview of proposal
- review priority criteria
- review and comments relating to the draft Transport Impact Assessment
- summary and recommendations.

### 2. Overview

The site location and key intersection identified (by PwC) are shown in Figure 1. The proposed development includes:

- 716 residential units (Stage 1 and 2 only)
  - 171 1-bedroom apartments
  - 275 2-bedrooms apartments
  - 252 3-bedrooms apartments
  - 18 -townhouses
- 6,660 GFA m<sup>2</sup> of retail/commercial floorspace (Stage 1 and 2 only)
- Childcare for 120 places
- 1,025 car parking spaces, including four (4) accessible parking space

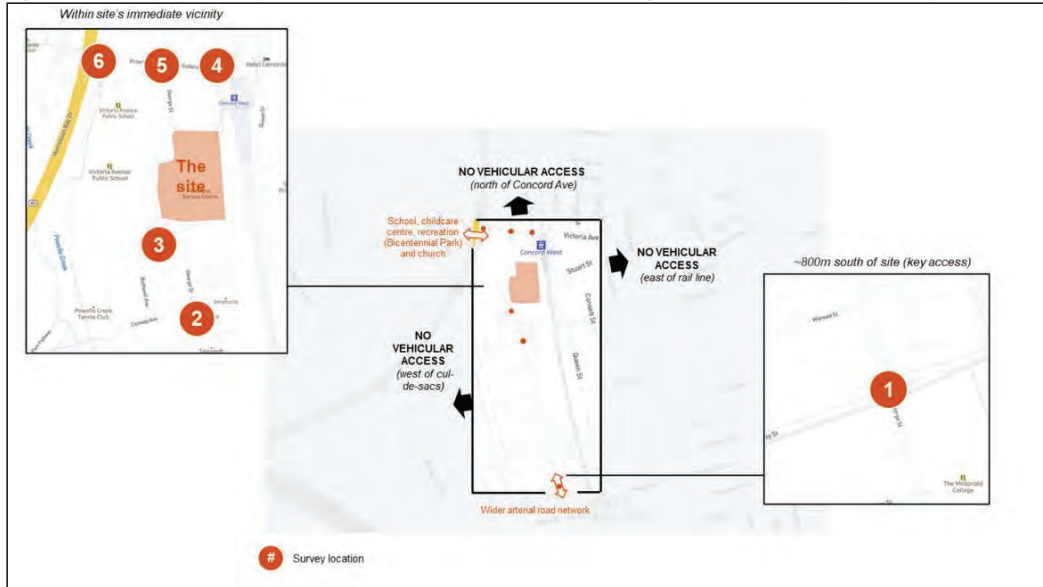
Design with **community** in mind

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300305106  
1 King Street, Concord West

Figure 1: Site location and key intersections (Source: Concord West, 1 King Steet Transport Study Report by PwC)



## 2.1 Study Area

The study area comprises 8 intersections, including 6 existing intersections and 2 proposed site access intersections:

1. George Street/Pomeroy Street (4-way signalised intersection)
2. George Street/Conway Avenue (4-way roundabout)
3. George Street/Rothwell Avenue (existing 3-way roundabout, proposed 3-way unsignalised intersection in future)
4. King Street/Victoria Avenue (4-way unsignalised intersection)
5. George Street/ Victoria Avenue (4-way unsignalised intersection)
6. Victoria Avenue /School Access (3-way unsignalised intersection)
7. George Street/South Site Access (3-way roundabout)
8. George Street/North Site Access (3-way roundabout)

## 3. Review Priority Criteria

Key findings of the review have been allocated a level of priority to assist interpretation. Table 2 shows the criteria adopted in assessing the level of priority.

Table 2: Priority Criteria

Priority	Description
<b>Note</b>	For information.
<b>Minor</b>	Comments are not critical to the outcome of the assessment.
<b>Moderate</b>	Comments should be addressed to ensure a robust assessment.
<b>Major</b>	Comments are critical and must be incorporated to assess the impacts of the proposal. If comment is not addressed by the applicant, adequate justification would be required.



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## 4. Transport Assessment Review

Table 3 presents a summary of comments on the Transport Study Report.

Table 3: Summary of review comments

Item	Item Topic	Comment	Priority
1	Trip Generation	The trip generation rates used for the purpose of traffic assessment are based on some recent survey data for the specific land use type. The report shall also include trip generation estimation for the proposal based on <i>RMS Guides to Traffic Generating Developments (2002)</i> and <i>RMS Updated Traffic Surveys (TDT 2013/04)</i> for comparison purposes.  In addition, besides located near the Concord West Train Station, a significant proportion of retail/commercial trips are anticipated to be internal. As such, consideration of a lower trip generation rate for retail/commercial can also be supported.	Minor
2	Movement and Place	All internal roads are assumed to be 'Civic Spaces', which aligns with the wider vision of the area. Given that such road environment encourages activities and pedestrian movements, all internal roads are to be designed to address such activities and to ensure safe environment for all road users.	Note
3	Parking	While the proposed number of parking spaces exceeds the parking requirements as per the DCP parking rates, it is recommended to provide further breakdown of parking spaces for each land use type, including provision for visitors' and staff parking spaces and access strategy at later stage.	Note
4	New Link (King Street to Rothwell Avenue)	It is noted that the purpose of this new link would be to provide access to the proposed development and not intended to be used as 'rat run' for through traffic. Further consideration and investigation shall be undertaken at later stage to ensure that George Street remains main road for north-south movements and not the new link road.	Note
5	New Intersection at George Street/Rothwell Avenue	It is proposed to convert the existing roundabout at George Street/Rothwell Avenue to priority intersection. It is noted that Rothwell Avenue is a local road, however it is noticed that there are few commercial/business centres located on this road which may require access for larger vehicles. It is suggested to investigate further to understand the accessibility need for Rothwell Avenue prior to converting the roundabout to priority intersection. As a minimum, this stop controlled intersection shall be considered at George Street/Rothwell Avenue to enhance safety given close proximity to the new proposed roundabout.	Moderate
6	George Street/Pomeroy Street (Figure 7-1)	It is noticed that no on-street parking is coded on south approach of George Street in proposed upgrade layout. Please confirm if on-street parking is proposed to be retained in future upgrade scenario.	Minor
7	Cumulative traffic assessment (future traffic growth)	Section 5.3 of the Transport Study Report notes that STFM has been used to establish future traffic growth, however there is no indication that this has been validated against Concord West Master Plan 2014 and subsequent DAs in the precinct to ensure that the strategic modelling adequately captures the likely precinct yields and associated traffic.	Moderate
8	George Street/ Parramatta Road intersection	A significant amount of future traffic is assigned to George Street, south of Pomeroy Street, the majority of which will access Parramatta Road. This intersection is not discussed in the report.	Moderate
9	George Street/Pomeroy Street intersection design	The proposed new left turn lane is particularly short and would only allow two vehicles to queue clear of through traffic. The taper area could be adjusted to provide a longer lane and provide greater queuing capacity (when the lane is entered at a low speed).	Minor
10	George Street/Pomeroy Street intersection design	The pedestrian crossing of the western leg is long and across six lanes of traffic. A preliminary TCS design should be prepared to confirm that all required traffic infrastructure can be provided, in compliance with TfNSW traffic signal guidance.	Moderate
11	George Street/Pomeroy Street intersection design	The Pomeroy Street eastbound approach and departure lanes do not appear to align. Intersection geometry should be reviewed in order to confirm that the proposed design solution is feasible and does not result in additional works outside the expectation of the applicant.	Moderate





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## 5. SIDRA Model Review

The review of the SIDRA modelling has been conducted using the following significance criteria:

- **Major** – highly likely to change the outcome of the study
- **Moderate** – has the potential to change the outcome of the study
- **Minor** - unlikely to significantly change the outcome of the study, but should be updated for completeness
- **Note** – information only

**Table 4 – SIDRA Model Review Comments and Significance**

Item	Topic	Comment	Significance
<b>General Comments – All models</b>			
1	Traffic Flows	The TIA report provides traffic flow diagrams in the flow of increased traffic along links at Figure 5-6 (background traffic) and Figure 5-7 (total increase, post-development). It is not possible to determine the increase at individual movements at intersections. Therefore, it is not possible to determine if traffic volumes have been entered into the SIDRA models correctly (including heavy vehicle percentages).  A TIA report should include a logical sequence of traffic flow diagrams, showing how the transport engineer has dealt with the progression of traffic flow changes, from existing conditions through to the ultimate traffic volumes being assessed.	Moderate
2	Passenger Car Equivalents (PCE)	The SIDRA model is shown to use the default PCU factor for Heavy Vehicles (1.65). It is recommended this PCU value be changed to 2.0 to be in accordance with the TfNSW transport modelling guidelines.	Minor
3	Peak Flow Period and Peak Flow Factor	The PFP and PFF parameters are the SIDRA defaults. The subject is located next to a school. The traffic flow profile shows a sharp peak during the AM peak hour. This should ideally be reflected in the models.	Minor
4	Lane geometry	Lane widths in all models are 3.3m, which is the SIDRA default. These are different on the ground and should ideally be updated in the models.	Minor
<b>#1 George Street/Pomeroy Street (4-way signalised intersection)</b>			
5	Phase Sequencing	"Existing" and Project Case "Option 2" models have been reviewed.  The existing TCS Plan and SCATS traffic signal timing arrangements should be provided for checking and comparison. It is noted that the adopted existing phase sequence with a lagging right turn phase (B phase) after filter right turn movements (in A Phase) creates a "right turn trap" safety issue for the west approach filtering right turn.  The proposed traffic signal phasing with partially controlled right turns on both the east and west approaches maintains the "right turn trap" safety issue for the west approach right turn. This should be reviewed along with crash stats before considering mitigation measures to ensure that existing issues are not carried into the future.  If TfNSW or crash history identify a problem and there is sufficient room within the intersection for the right turns to operate simultaneously, then it is recommended that diamond right turn phasing arrangement is proposed. It is noted that under this sequence, the right turns could filter in A Phase. If simultaneous right turns is not possible, then it would be recommended that the west approach right turn (which has the lower demand in both peaks) is fully controlled.	Major
6	Pedestrian Protection	It is common for pedestrian protection to be applied at intersections within NSW, with the late starts for vehicles reducing the capacity for movements.  There is potential that pedestrian protection applies at the intersection of George Street / Pomeroy Street given the site's proximity to a school full pedestrian protection is typically applied if any significant number of school children use the crossing). It is recommended that information is sought from TfNSW to understand if applicable. If applicable it is applied using the Gap Acceptance – Opposing Peds (Signals) parameter. It is important that this is included in models as it will reduce the amount of green time provided for the left and right turn movements and represent the likely queue lengths more accurately.	Moderate
7	Phasing	A Phase Transition should be applied to the north approach left turn movement in B phase so that the left turn comes to a stop before the operation of the east approach pedestrian movement. Failure to include this overestimates the green time available for left turn vehicles and can overestimate the capacity, thereby reducing queues and delays.	Minor
8	Phasing	AM peak models adopt a specific phase sequence that includes dummy movements in phases "A0" and "C0". This is noted in the TIA report to be for calibration purposes due to westbound movements being blocked by downstream queuing, however no information has been provided on how the 5 second and 8 second delay has been determined.	Major



Item	Topic	Comment	Significance
		<p>This calibration factor has been applied in the existing and future modelling scenarios. This introduces a limitation that is likely to prove optimistic for capacity as blocking is likely to increase as traffic grows, which would lead to a need to increase the "blocked time".</p> <p>While the reviewer is not familiar with the operation of this road network, it may be worthwhile directly modelling the downstream effects to directly compute the capacity constraint and how this increases in future. This has historically been achieved with microsimulation modelling, but SIDRA network modelling could be used to a similar effect.</p>	
9		<p>There are minor differences between the "Existing" and "Option 2" models, including:</p> <ul style="list-style-type: none"> <li>"A0" introduces both east-west pedestrian models in the "Option 2" models, whereas these pedestrian movements did not run in the "Existing" model. It is expected that this is in error and recommend that the existing conditions phasing should be changed to include the operation of pedestrians in A0.</li> <li>Existing Phase B and new Phase D are designated as variable phases in the "Option 2" models, whereas they were static phases in the "Existing" sequence. These should be static phases in Option 2.</li> </ul>	Minor
10	Cycle Times	<p>The existing models have adopted a User Given Cycle time of 110 seconds and 140 seconds in the AM and PM peak respectively. The Project Case models have adopted Optimal Cycle Times which result in a time of 110 seconds and 100 seconds in the AM and PM peak respectively. This does not allow for a like for like comparison of results.</p> <p>Furthermore, in the AM peak Project Case scenario, the Optimal Cycle time operation returns a cycle time of 110s and a DOS of 1.09. However, running a "user-given" phase time of 140s (per existing conditions) returns a DOS of 0.84 and a delay of 38s.</p> <p>Whilst a shorter cycle length can sometimes provide a more efficient operation in the peak periods (although not in this case), consideration should be given to whether the existing cycle times are operating because of corridor linking. It is recommended that TfNSW are consulted on this to identify limitations on changing cycle length.</p>	Major
11	Model Results	<p>Both of the existing conditions models have a DOS which exceeds 1.00. TfNSW modelling guidelines specifically requires existing models to have a DOS under 1.00 so that the demand does not exceed the capacity. In this regard, further calibration is required to the base case and to be carried forward to the future case models. This is important because when intersections exceed a DOS of 1.0 the queues and delays can increase exponentially and as such the models are likely to be sensitive to small changes in the parameters that affect capacity. Furthermore it is important to confirm that the suitability of the proposed changes to the road network will have the reported benefit.</p>	Major
12	Model Results	<p>Table 6.2 of the TIA details that the calibration of the west approach in the Existing Conditions AM peak hour model is poor, with the model suggesting a maximum queue length 22 vehicles (approximately 130m) longer than the surveys.</p> <p>It is noted that SIDRA has reduced the capacity of the through and right turn lane due to the short lane effect of the through and left turn lane, resulting in a DOS greater than 1.0. Furthermore, the lane utilisation of the through and right turn is significantly higher than the through and left turn.</p> <p>To assist in improving calibration of this approach, consideration could be given to reviewing the SCATS Detector Counts to determine lane utilisation and implementing adjustments in SIDRA if appropriate. Furthermore, the short lane capacity adjustment factor in the Lane Geometry tab could be reviewed. We note that if the Short Lane Capacity adjustment is not applied to the through and right turn lane, then the queue length would reduce to 29.5 vehicles compared to 32 vehicles in the survey, and the DOS would improve to be under 1.0.</p>	Major
13	Project Mitigations	<p>The general principals applied to develop the mitigation measure and provide dedicated lanes for all right turn movements is sound. However it is noted that the proposed mitigated model in the future case still has a DOS over 1.0 and that this represents unacceptable operation.</p> <p>It is noted that there are a number of issues raised in this review which would change the operation of the intersection, both under the existing and future project scenarios and therefore it is not possible to completely understand if the proposed mitigations will have the desired effect. Specifically, the reviewer questions how effective a 12m long dedicated left turn lane on the west approach would be rather than providing a shared through and left turn lane. This may be more useful if pedestrian protection is required and therefore, it is recommended that a comparison scenario is assessed in SIDRA to demonstrate any benefits.</p>	Major
<b>#2 George Street/Conway Avenue (4-way roundabout)</b>			
14	Lane geometry	<p>Lane widths are 4.0m, which is the SIDRA default. These are different on the ground and would ideally be updated in the model.</p>	Minor



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Item	Topic	Comment	Significance
15	Roundabout Data	The circulating width and island diameter have been changed to 5m each, which reflects existing conditions. All other parameters are the SIDRA default. These are different on the ground and would ideally be updated in the model.	Minor
16	Pedestrians	Pedestrian crossings and volumes are included for the south arm in the Existing PM model but for no others. It is not clear why this is the case. The reason should be clarified, made consistent across all models, or removed.	Minor
<b>#3 George Street/Rothwell Avenue (existing 3-way roundabout, proposed 3-way unsignalised intersection)</b>			
17	Lane geometry	Lane widths are 4.0m, which is the SIDRA default. These are different on the ground and would ideally be updated in the model.	Minor
18	Roundabout Data	The circulating width and island diameter have been changed to 8m each. This does not exactly reflect existing conditions for these parameters, which range from 6.5m to 7.5m. All other parameters are the SIDRA default. These are different on the ground and would ideally be updated in the model.	Minor
19	Change to unsignalised intersection	No comments.	-
<b>#6 Victoria Avenue /School Access (3-way unsignalised intersection)</b>			
20	Priorities	The right turn exiting the school (south arm) is not set to give way to the major road east to west through movement.	Minor
<b>#7 George Street/South Site Access (3-way roundabout)</b>			
21	Layout	A proposed intersection layout should be provided to enable the model geometry to be audited.	Minor
<b>#8 George Street/North Site Access (3-way roundabout)</b>			
22	Layout	A proposed intersection layout should be provided to enable the model geometry to be audited.	Minor

Source: Stantec

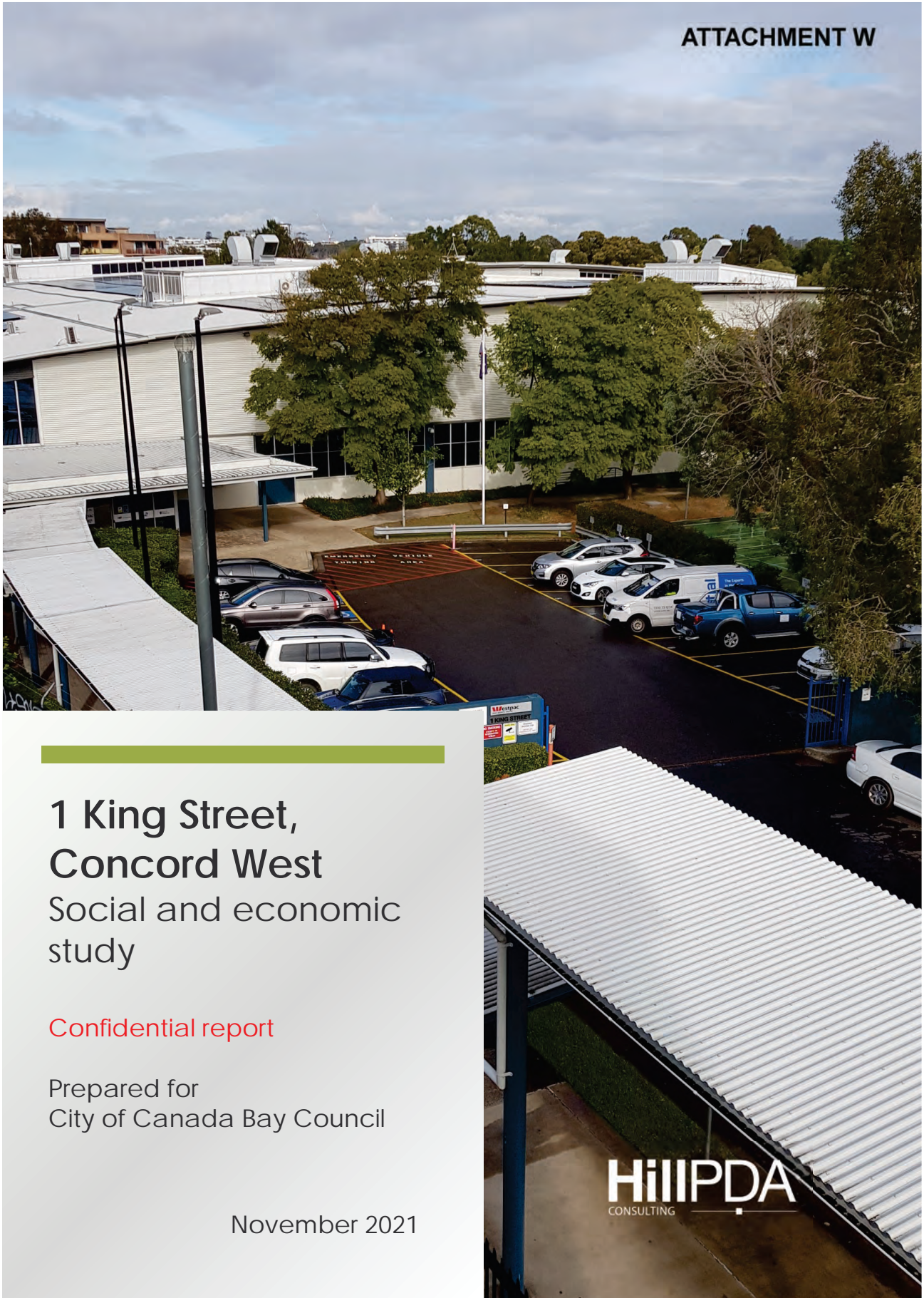
## 6. Summary and Recommendations

Stantec has reviewed the materials provided, as outlined in **Error! Reference source not found.** The Transport Study Report details the methodology and assumptions used for the traffic, parking and access analysis of the proposed development. However, additional information is required to fully understand the impacts of the proposed development:

- **Intersection Design:** It is proposed to convert the existing roundabout at George Street/Rothwell Avenue to priority intersection. It is noted that Rothwell Avenue is a local road, however it is noticed that there are few commercial/business centres located on this road which may require access for larger vehicles. It is suggested to investigate further to understand the accessibility need for Rothwell Avenue prior to converting the roundabout to priority intersection.
- **SIDRA:**
  - The George Street/Pomeroy Street existing condition models are not suitably calibrated to provide a DOS under 1.0 and do not reflect the queue on the west approach. These should be updated before implementing future condition models and developing recommendations for mitigation.
  - There are a number of minor issues which are recommended for updating or interrogation to assist in the suitability of the models.
  - It is recommended that further information is obtained from TfNSW to determine if the existing phasing sequence has introduced safety issues and if the operational cycle times are due to linking arrangements.
- **Intersection Upgrade Solution:** The proposed upgrade of the George Street/Pomeroy Street intersection will require further review once the SIDRA modelling comments have been addressed, in order to ensure that the proposed arrangement meets future road user requirements.



ATTACHMENT W



1 King Street,  
Concord West  
Social and economic  
study

Confidential report

Prepared for  
City of Canada Bay Council

November 2021

HIIPDA  
CONSULTING



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### Quality Control

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### Report Details

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## Executive summary

This socio-economic study relates to 1-7 King Street, Concord West (the site). The study has been commissioned by the City of Canada Bay Council (Council) to provide an evidence base to inform future decisions relating to the land use zoning of the site.

The Study provides an evidence base to assist Council's future planning for the site. It incorporates a balanced consideration of social and economic impacts associated with changes. It builds upon the *Concord West Socio-economic study* prepared by HillPDA in 2013. Since the 2013 study was completed, Council has completed an *Employment Land Strategy*, *Local Housing Strategy*, *Local Strategic Planning Statement* and the draft *Homebush North Precinct Master Plan*. This study provides an opportunity to consider future options for the site having regard for current policy and market demand.

### Background

The site forms part of an employment land precinct which is some of the last remaining industrially zoned land in the Canada Bay Local Government Area (LGA). The site area is 31,433 sqm with an estimated office floorspace of 16,310 sqm (GLA). The site is currently in use as Westpac Concord West Campus which provides employment for around 1,000 employees in banking operations and customer service. Commercial offices are prohibited on the site by the current IN1 General Industrial zone. As such, existing use rights would need to be established should expansion or redevelopment for commercial offices be proposed in the future.

In 2019, the site was sold to Concord West Property Pty Limited, with property developer Bilbergia recently making representations to Council to have the site recognised as being suited to a mixed use development. Recent job advertisements for positions with Westpac at the site suggest that employees may be relocated from the site in mid to late 2022<sup>1</sup>.

This Study considers the current state and local policies that apply to the site as well as social and economic considerations that may impact the future of the site. It has been informed by a site inspection, a review of relevant policy and statutory frameworks and a desktop review of local infrastructure, land uses and employment patterns.

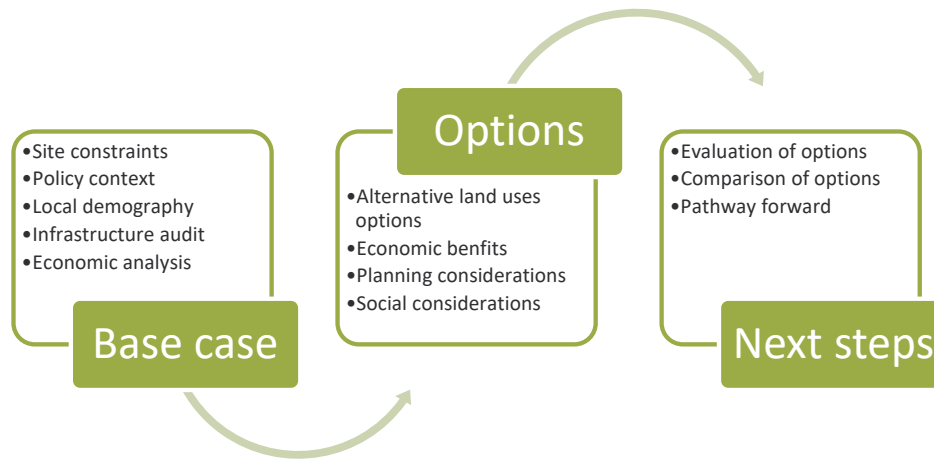
### Approach

This socio economic study has been prepared based on a three stage process, with each stage contributing towards an understanding of the highest and best social and economic outcome for the site. The general approach is illustrated below.

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<sup>1</sup> [Westpac Jobs in Concord West NSW \(with Salaries\) 2021 | Indeed.com Australia](#)

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### Unique site characteristics

The site is in the suburb of Concord West, immediately to the southwest of the Concord West train station. It is bound by George Street to the west, residences and King Street to the north, the Main Northern line to the east and a residential flat building complex to the south. The site offers a substantial holding within an employment land precinct which is some of the last remaining industrially zoned land in the Canada Bay LGA.

The site offers an important source of employment to the Canada Bay LGA and surrounds, providing over 1,000 jobs in the finance sector. Any future relocation of Westpac from the site will most likely have a significant impact on the availability of professional and finance related jobs in the Canada Bay LGA. The site is not located within an office precinct and there is available office floorspace nearby at Rhodes, which is a more desirable office location. Consequently, attracting a similar tenant to the site may prove challenging.

The site includes a 64 place child care centre providing places to the on-site workforce and the general community. Any proposal to close the child care centre as part of future redevelopment of the site, would most likely impact local families and increase demand for child care places in the surrounds.

The site benefits from excellent access to Concord West Train Station, open space, recreation facilities and a range of social infrastructure. If redeveloped, the site could deliver improved access from Concord West Station to development west of the rail line, by providing a new east-west through site link.

The site is located near Concord West centre which provides a limited range of retail services targeted to meeting the convenience retail needs of the local population. The traditional high street character of the Concord West centre and its surrounds are highly valued by the community as they offer a high level of amenity and provide an important focus for the local community.

### Strategic planning

The Greater Sydney Commission (GSC) has established that there is a strong need to retain land that is currently zoned industrial in the Eastern District, to meet the future needs of a growing population and ensure efficient functioning of the city. While recognising this need, the GSC has also determined that its policy to retain and manage land zoned for industrial and urban services, does not apply to the site. Instead, the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) applies.

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The PRCUTS recommends that the site be rezoned to B7 Business Park and retain the current maximum height and FSR controls (8.5 meters and 1:1 respectively). While there is scope to prepare a planning proposal that differs from this recommendation, this would require a study to satisfaction of the Secretary of DPIE. While there has been some delay in the implementation of the strategy, the recent release of an update to the Implementation Plan in July 2021 enables councils to progress with the preparation of planning proposals for land within the corridor.

The recently developed *Homebush North Precinct Master Plan* by Council and the NSW Government recommends that most of the surrounding areas of Concord West be rezoned to accommodate residential uses. The masterplan suggests that the site retain the current IN1 General Industrial zone, but also notes that Action 6.5 of the Canada Bay LSPS requires Council to undertake a Socio Economic Study prior to any land use change occurring on the site.

Concord West is not identified in any strategic plan as a centre that is likely to attract significant growth or undergo a change in status in the retail hierarchy. Current planning suggests that Concord West is expected to continue as a convenience retail centre meeting the need of the local neighbourhood for the next 10 to twenty years, with some incremental growth towards Concord Road. This is despite the excellent access to the rail network.

The *Local Employment Land and Productivity Strategy* establishes the importance of the site for providing jobs in the financial sector in the LGA. Any proposal that results in the relocation of Westpac from the site is likely to result in a dramatic reduction of local jobs in this sector.

The Local Housing Strategy indicates that the site is not required for the LGA to achieve its housing targets.

### **Economic base case**

HillPDA estimates that approximately 1,320 jobs are currently accommodated on the subject site, including 1,310 jobs at the Westpac Service Centre and 12 jobs at the child care centre.

Based on IBIS World Industry Reports, HillPDA estimates that the 1,322 workers on site generate a combined annual salary of approximately \$66.7 million.

Industry Value Added (IVA) refers to the market value of goods and services produced by an industry minus the cost of goods and services used in the production process, which leaves the gross product of the industry. The components include compensation of workers, net taxes on production and imports and gross operating surplus. IVA may be referred to as the contribution made to the local economy or Gross Domestic Product (GDP). HillPDA estimates that the current land uses potentially contribute \$88.7 million IVA each year.

### **Contribution to employment land supply**

The site contributes approximately 16,600 sqm of the 237,700 sqm of office floorspace in the Canada Bay LGA, as quantified in Council's *Local Employment and Productivity Strategy*. Based on the data in that strategy, and assuming the 17,100 sqm of office floorspace in Remnant Industrial Lands is accurate, the site forms the substantive whole of office floorspace in the proximal area. While the existing Concord West neighbourhood centre has some capacity to deliver office space, the *Local Employment and Productivity Strategy* does not foreshadow that use as a substantial outcome.

From an employment perspective, the 1,310 employees on the site would likely be classified as being in the Financial and Insurance Services Industry, which was forecasted to have 4,520 employees in the LGA in 2016. This represents approximately 29 per cent of the industry's employment. If employees were classified as being within the industry of Professional, Scientific and Technical Services, they would make up approximately 31.6 per cent of the 4,140 employees forecasted. They also would form approximately 3.3 per cent of all workers in the Canada Bay LGA.



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The 12 childcare employees would make a small proportion of their overall industry, there are relatively few existing locations where that employment could be absorbed in the immediate area.

## Future of the site

### Options testing

Alternative land uses for the subject site have been considered by testing alternative development outcomes by the site against a series of pre-determined evaluation criteria. Options were selected in consultation with Council. They aim to demonstrate a broad range of possible outcomes.

Each option has been assessed for potential social and economic impacts. Planning and infrastructure implications for each option have also been identified. Feasibility testing has been done at a high level for indicative purposes as a separate commercial in confidence report, as there are no specific development proposals before Council at present.

### Development options tested

Option 1: PRCUTS recommendations	Option 2: Medium Density Residential	Option 3: Mixed use
<ul style="list-style-type: none"> <li>Zone: B7 Business Park</li> <li>Height: 8.5m</li> <li>FSR: 1:1</li> </ul>	<ul style="list-style-type: none"> <li>Zone: R3 Medium Density Residential</li> <li>Height: 27 m (approximately eight to nine stories)</li> <li>FSR: 2:1</li> <li>5 per cent affordable housing contribution</li> </ul>	<ul style="list-style-type: none"> <li>Zone: R3 Medium Density Residential and B1 Neighbourhood Centre (or additional permitted uses)</li> <li>Height: 27 m (approximately eight to nine stories)</li> <li>FSR: 2:1</li> <li>5 per cent affordable housing contribution</li> </ul>
<ul style="list-style-type: none"> <li>Removed land use: <ul style="list-style-type: none"> <li>Commercial office: 16,600 sqm</li> <li>Childcare: 600 sqm</li> </ul> </li> <li>New land use: <ul style="list-style-type: none"> <li>Commercial office: 29,400 sqm (net additional 12,800 sqm)</li> <li>Retail: 1,000 sqm</li> <li>Childcare: 600 sqm</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Removed land use: <ul style="list-style-type: none"> <li>Commercial office: 16,600 sqm</li> <li>Childcare: 600 sqm</li> </ul> </li> <li>New land use: <ul style="list-style-type: none"> <li>Residential flat building: 61,400 sqm</li> <li>Childcare: 600 sqm</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Removed land use: <ul style="list-style-type: none"> <li>Commercial office: 16,600 sqm</li> <li>Childcare: 600 sqm</li> </ul> </li> <li>New land use: <ul style="list-style-type: none"> <li>Residential flat building: 59,400 sqm</li> <li>Retail premises: 700 sqm</li> <li>Office premises: 1,300 sqm</li> <li>Childcare: 600 sqm</li> </ul> </li> </ul>

### Option 1: PRCUTS Recommendations

This option involves a rezoning of the site to B7 Business Park and retaining the current height and FSR controls, which is consistent with the recommendations of PRCUTS. The planning controls could support a commercial office building of 29,400 sqm (net additional 12,800 sqm), 1,000 sqm of retail floorspace and 600 sqm for a childcare centre. The option is appropriate because Local Planning Direction 7.3 requires that any future rezoning is consistent with PRCUTS unless a study to the satisfaction of the Secretary of DPIE demonstrates that an alternative scheme will deliver better outcomes.

This option would result in a net change of +342 jobs. Based on IBIS World Industry Reports, HillPDA estimates that the 1,664 workers on site generate a combined annual salary of approximately \$131.8 million which is almost double or \$65 million more in salaries than the base case. Approximately \$135 million in gross value added above the base case – a 1.5-fold increase. Retail facilities on site will have the potential to capture \$3.1

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million from residents within the walkable catchment; total potential retail sales from workers would amount to \$4.5 million. The relatively small size of the centre would limit impacts on the broader retail hierarchy.

The development outcomes outlined by PRCUTS and initial Council masterplanning are unlikely to be achieved due to the need to demolish a functional large floorplate building in favour of fragmented low rise office buildings outside of a centre. This outcome could also result in additional competition with the Rhodes office centre, which, as discussed in Council's *Employment Land Strategy*, faces vacancy issues.

The key advantage of the option is the ability to simplify planning controls for the site. The proposed B7 Business Park zone would make office premises permissible on the site, removing any future reliance on establishing existing use rights. HillPDA notes that this outcome could still be achieved without rezoning the site to B7 Business Park. Implementation of the new employment zone reforms will provide an opportunity for Council to remedy the current anomaly in the planning controls as an amendment to Clause 2.5 and Schedule 1: Additional Permitted Uses of the Canada Bay LEP 2013.

**Option 2: Medium density residential:**

This option assumes that the site would be rezoned to R3 Medium Density Residential with maximum building height increased to 27m, an FSR of 2:1 and a 5 per cent affordable housing contribution would apply. Current improvements would be replaced with a residential flat building of 61,400 sqm and a child care centre of 600 sqm.

HillPDA estimates that Option 2 land uses could contribute \$5 million GVA each year (refer to Table 7.6 for a breakdown by business), which is substantially lower than the base case (i.e. net loss of -\$84 million). To some extent, this would be balanced by an increase in retail spending. This option would accommodate up to 1,450 additional residents in the 637 new residential dwellings in the precinct. By 2026 these residents are expected to spend around \$14,600 each in retail goods and services (\$2019)<sup>2</sup>, which equates to an additional retail expenditure of \$21.2 million each year. This increased retail expenditure would benefit centres in the locality, including Strathfield, Concord (Majors Bay Road), Burwood and Rhodes.

We would recommend that the Council consider a tipping point analysis to determine a viable FSR for the redevelopment of this site. This could be done as part of an evaluation of the merits of any future planning proposal for the site.

**Option 3: Mixed Use Development:**

This option assumes that the site is zoned R3 Medium Density Residential and B1 Neighbourhood Centre (or similar additional permitted uses) with maximum building height increased to 27m, an FSR of 2:1 and a 5 per cent affordable housing contribution would apply. Current improvements on the site would be replaced with a residential flat building of 59,400 sqm, retail premises of 700 sqm, office premises of 1,300 sqm and a childcare centre of 600 sqm.

HillPDA estimates that this option would result in a net loss of 1,166 jobs on the site. Based on IBIS World Industry Reports, the 155 workers on site generate a combined annual salary of approximately \$10.5 million, which is \$56 million less than the base case. Option 3 land uses could contribute \$16 million GVA each year which is \$73 million less than the base case.

However, by 2026 the estimated 1,400 additional residents in the 615 new residential dwellings in the precinct are expected to spend around \$14,600 each in retail goods and services (\$2019), which equates to an additional retail expenditure of \$20.4 million each year. This increased in retail expenditure will benefit centres in the locality, including Strathfield, Concord (Majors Bay Road), Burwood and Rhodes. We estimate the retailers on

<sup>2</sup> Average expenditure in Canada Bay LGA. Source: HillPDA estimate based on ABS Retail Trade 2019 (cat 8501.0) and Household Expenditure Survey 2016-17.

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the subject site would achieve sales of \$3.7 million. This would be redirected from surrounding centres including Concord West and North Strathfield. Actual impacts would be dependent on the type of retail on site and the sensitivity of Concord West and North Strathfield neighbourhood centres' catchment (with Concord West more difficult to access across the train line and North Strathfield over a 1km to the south of the site). Such a detailed assessment would be a matter for a specialised economic impact assessment as part of a future development application.

We would recommend that the Council consider a tipping point analysis to determine a viable FSR for the redevelopment of this site. This could be done as part of an evaluation of a planning proposal.

**Comparison of options**

The various merits of each option have been considered and evaluated against criteria there were pre-determined in consultation with Council. The following table summarises the evaluation results for planning (including policy, social and environmental) and economic considerations.

Consideration	Option 1: PRCUTS Recommendations	Option 2: Medium Density Residential	Option 3: Mixed Use Development
Planning/policy			
Social			
Economic			

Legend:

Option has positive outcomes	Option has merit/with variation would offer benefits	Option cannot proceed in current conditions
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In essence, the above table shows that Option 1 has clear planning benefits which are associated with alignment with policy and positive local built form/land use impacts. Economic benefits are mixed, as while there could be increased employment outcomes associated with the considered development outcome, there could be negative impacts associated with oversupply of land uses.

The main factors impacting Option 2 and Option 3 are poor alignment with policy outcomes (e.g. inconsistency with Ministerial Directions and adopted strategies), the potential economic impacts of the loss of employment lands and additional demand placed on infrastructure, such as roads and community facilities. While the delivery of the considered development outcomes may be positive at the local level, they have not been considered by strategic or infrastructure planning initiatives.

**Recommendations**

It is recommended that Council prioritise formalising the permissibility of the office premises use on the site, in order to minimise any complications or uncertainty regarding the retention or intensification of that use into the future. This may be done by either:

- Retain the existing IN1 General Industrial zone, with a Schedule 1: Additional Permitted Use of office premises applied to the site
- Rezone the site as B7 Business Park

Applying an additional permitted use of office premises to the site could potentially be achieved through upcoming employment zone reform process. This would allow Council to:

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- Monitor the implications of the COVID-19 pandemic and the implementation of PRCUTS on office, centre and housing markets, both in Concord West and Canada Bay LGA as a whole
- Consider the implications (if any) of GSC's forthcoming review of the retain and manage policy in the context of the site, noting that the policy does not currently apply to land where PRCUTS applies.
- Liaise with DPIE regarding the potential to transition directly to an office-focused employment zone as part of the employment zone review, rather than initiate a separate planning proposal
- Refine masterplanning for an employment-focused outcome on the site that considers the issues identified in this report associated with fragmentation, with the goal of implementing land use zone and principal design controls at one time.

Alternatively, Council may prepare a planning proposal to apply B7 Business Park zone to the site. The PRCUTS recommended planning controls and design outcomes, including a B7 Business Zone, offer no particular advantages in terms of encouraging redevelopment for employment. However, it would achieve a similar outcome to the above recommendation and signal Council's longer term intent to maintain the site for employment land uses. As redevelopment of the site under Option 1: PRCUTS Recommendations is not likely to attract developer interest and given the unique attributes of the site, long term re-use or redevelopment as commercial office space is considered unlikely. Therefore, as above, masterplanning should also be refined to consider the issues identified in this report.

Residential and mixed use options as outlined in Option 2 and 3 are not recommended at this time due to a lack of strategic planning consideration and the potential for negative local and economic impacts. However, options that include residential outcomes on site may offer more flexibility to provide community benefits on site, with the potential for local impacts to be partially mitigated. Council could, as part of a broader policy response outside of this specific site, determine that these benefits against the potential loss of employment land as part of a broader strategic analysis of Concord West and the Canada Bay LGA. Council may also examine outcomes as part of a future centres or employment strategy that considers impacts in the context of Canada Bay LGA's employment lands and centres hierarchy.

Council may also consider an outcome similar to Option 2 or 3 as part of an independent planning proposal that demonstrates strategic and site specific merit and addresses issues raised in this report. In the event that Council receives a planning proposal for the site, Council should be aware that:

- Delivery of affordable housing and social infrastructure beyond current contribution requirements may require development outcomes exceeding those considered by this report.
- Redevelopment of the site for residential (and other uses) would likely create an opportunity to deliver homes close to transport, provide through site links and deliver needed social infrastructure.
- Redevelopment of the site for residential or mixed use could deliver positive long term outcomes on the site but would result in a loss of important employment land.
- Site outcomes can be developed to deliver housing that is targeted to the needs expressed in Council's Local Housing Strategy.

If Council decides to consider a planning proposal on the site, we would suggest that Council aim to work collaboratively with the land owner to achieve positive outcomes on the site and maximise the community benefits from any future redevelopment. We would also suggest that:

- Any planning proposal that includes retail floorspace should be supported by a retail impact study that assesses the potential impact to other centres in the surrounds
- Council engage an independent consultant to test the feasibility of a planning proposal, to ensure that the FSR is set at a level that will allow development to be feasible, including the delivery of affordable housing, social infrastructure and community benefits
- Council require the proponent to provide alternative through site link modelling that preserves the ability to deliver suitable floorplate land uses.



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## 1.0 INTRODUCTION

This socio-economic study (Study) relates to 1-7 King Street, Concord West (the site). The study has been commissioned by the City of Canada Bay Council (Council) to provide an evidence base to inform future decisions relating to the land use zoning of the site.

The site forms part of an employment land precinct which is some of the last remaining industrially zoned land in the Canada Bay Local Government Area (LGA). The 31,433 sqm site offers an estimated office floorspace of 16,310 sqm (GLA). The site is currently in use as Westpac Concord West Campus which provides employment for around 1,000 employees in banking operations and customer service.

In 2019, the site was sold to Concord West Property Pty Limited, with property developer Bilbergia recently making representations to Council to have the site recognised as being suited to a mixed use development. Recent job advertisements for positions with Westpac at the site suggest that employees may be relocated from the site in mid to late 2022<sup>3</sup>. Council is considering the future of the site and aims to form a view on the optimum outcomes for the site in anticipation of receiving a planning proposal to rezone the site.

This Study considers the current state and local policies that apply to the site as well as social and economic considerations that may impact the future of the site. It has been informed by a site inspection, a review of relevant policy and statutory frameworks and a desktop review of local infrastructure, land uses and employment patterns.

The Study provides recommendations to Council for potential land uses and land use zoning that could be appropriate on the site based on a balanced consideration of social and economic impacts associated with changes.

### 1.1 Study objectives

The objectives of the Study are stated in the project brief issued by Council on 25 May 2021 and are to:

- Understand the implications of adopted planning policy on land use change for the subject site
- Consider land uses on the site in the context of the existing and proposed infrastructure and built form
- Provide advice as to the most appropriate zone/s that would provide the optimum social and economic outcome for the locality, local government area and the subregion
- Provide a sound methodology and a thorough, evidence based justification for recommendations
- Undertake the study with Council and stakeholder consultation, as appropriate.

### 1.2 Previous work

In 2013 HillPDA conducted the *Concord West Socio-economic study* for Council which considered the future and potential alternative land uses for the Concord West Industrial Precinct which included the site. That study:

- Presented research and market analysis to identify opportunities for future land uses within the Concord West Industrial Precinct having regard to amenity and traffic constraints and the existing employment uses
- Undertook demand modelling to identify employment floorspace needs in the locality having regard to broader economic trends
- Undertook feasibility modelling and stakeholder consultation to better understand how the existing planning controls could change and how any change would influence development outcomes.

<sup>3</sup> [Westpac Jobs in Concord West NSW \(with Salaries\) 2021 | Indeed.com Australia](#)

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The 2013 study recommended that the site be zoned B7 Business Park in order to reflect the existing office land use and the likelihood of that land use continuing into the foreseeable future, due to a recently signed 10 year lease by Westpac.

Since the 2013 study was completed, Council has completed an Employment Land Strategy and Local Strategic Planning Statement. This study provides an opportunity to consider future options for the site having regard for current policy and market demand.

### 1.3 Study structure

The study is structured as follows:

- Chapter 1: Introduction
- Chapter 2: Location and context
- Chapter 3: Policy context
- Chapter 4: Social infrastructure base case
- Chapter 5: Economic base case
- Chapter 6: Potential alternative land uses
- Chapter 7: Evaluation of options
- Chapter 8: Conclusions.

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## 2.0 LOCATION AND CONTEXT

### 2.1 Site description

The site is located at 1 King Street, Concord West in the Canada Bay LGA. It is legally described as Lot 101 DP791908, as identified in Figure 2-1. The site area is approximately 31,433 sqm and is generally flat. The site is zoned IN1 General Industrial under *Canada Bay Local Environmental Plan 2013* (Canada Bay LEP).

Improvements on the site include a part one and part two storey office building with an approximate floorspace of 16,500 sqm established at its centre.<sup>4</sup> The northern portion of the site contains a child care centre and tennis court. The southern portion of the site contains a multi-deck car park with a footprint of approximately 2,500 sqm. The remainder of the site consists of an outdoor common/dining area, vehicle access and at grade car parking. The fringes of the site are vegetated with established trees. The site is secured by palisade fencing.

The approved use of the site is understood to originate from development consent 55/1996, granted on 6 August 1996 by the former Concord Council. That consent allowed for:

*the refurbishment, alteration and extension of the existing industrial building and site to be used as a data processing centre with ancillary cafeteria, child care centre, and gym.*

The consent also refers to 1,310 employees being accommodated on the site.

Figure 2-1: The site



Source: HillPDA

<sup>4</sup> Sourced from DA55/1996

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Council officers have expressed the view that the principal approved land use is within the definition of an ‘office premises,’ which is a prohibited use in the IN1 General Industrial zone which applies to the site under the Canada Bay LEP 2013. If existing use rights for an office premises can be established on the site, those uses could continue on the site in the future despite being prohibited in the IN1 General Industrial zone.

The 2013 study by HillPDA identified that Westpac had entered a 10-year lease for the site which would conclude in 2021. No further information has not been provided or sought regarding an extension or termination of that lease.

The 64 place child care centre on the site is operated as a long day care centre by Only About Children. Places are available to the children of employees on site and the general community. The centre offers two dedicated outdoor play areas including sandpits, fruit and vegetable gardens, relaxation spaces and shaded space. The centre operates four age-based indoor spaces.

The site is in the suburb of Concord West, immediately to the southwest of the Concord West train station. It is bound by George Street to the west, residences and King Street to the north, the Main Northern line to the east and a residential flat building complex to the south. The site context is shown Figure 2-2.

Figure 2-2: Local context



Source: HillPDA

The site’s primary frontage is to George Street to the west, measuring approximately 250 m, with a secondary frontage to King Street at the northeast corner. The main access to the multi-deck car park is from George Street at the southwest corner, with alternate access points along George Street. The primary pedestrian access is to King Street to the northeast, which also provides access to limited at grade car parking.



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Figure 2-3: Kent Street access



Source: HillPDA

Figure 2-4: George Street frontage: office and child care



Source: HillPDA

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Primary vehicle access from the site is via George Street, which connects to Pomeroy Street approximately 800 m to the south at a signalised intersection. George Street is approximately 12 m, allowing for two lanes of traffic and two lanes of parking. During a site visit, a mix of trucks was able to access the area, servicing Pomeroy Street allows for access to the regional road network via Underwood Avenue and to centre shopping around North Strathfield Station, approximately 1.3 km to the south of the site.

Concord West Station immediately adjoins the site to the northeast, providing access to T9 rail services, with major stops including Hornsby, Epping, Rhodes, Strathfield, Redfern, Central, Wynyard and Chatswood stations.

Figure 2-5: Concord West Station



Source: HillPDA

The closest bus service appears to be at Concord Road, approximately 400 m to the west, noting that access would require crossing the pedestrian bridge at Concord West Station, which is raised approximately two stories.

An active transport network has been established alongside Powells Creek, providing access to surrounding neighbourhoods.

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Figure 2-6: Powells Creek bike path



Source: HillPDA

## 2.2 Surrounding land uses

This section focuses on development in the area of Concord West bound by Pomeroy Street, Powells Creek, Homebush Bay Drive, the Main Northern Line and Concord Avenue. Land uses have been identified by desktop research and a site visit undertaken on 22 June 2021.

Typical uses are discussed in Table 2-1. These uses generally align with the land use zones identified in Figure 2-7, with the exception of employment uses along Rothwell Avenue that have recently been rezoned to R3 Medium Density Residential.

Table 2-1: Overview of surrounding land uses

Development type	Location	Features
Low density residential	North of site South of site, west of George Street	Lot sizes of 300 to 400 sqm Primarily detached dwellings, with some multi-dwelling housing
Residential flat building complexes	South of site, east of George Street	Lot sizes of 1 to 2.5 ha Generally 4 to 5 stories High vacancy in shopfronts, where present
Employment (Offices, warehousing, logistics and automotive)	West of site	Older building stock Active land uses One major site identified is vacant at Station Avenue
Active and passive open space	West of site, bordering Powells Creek and Homebush Bay Drive	A mix of playing fields, tennis courts and passive open space (parks)
Community uses	Victoria Ave Community Precinct	Mixed community use development with a primary school, community hall and child care

Source: HillPDA



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Figure 2-7: Surrounding land use zones



Source: HillPDA, DPIE

**2.2.1 Low to medium density residential to the north of the site**

The primary land use in the area surrounding the site is detached dwellings, typically on smaller lots, aligning with R2 Low Density Residential zoning. A review of aerial imagery from 2002 onwards suggests that redevelopment of housing stock over that period has been very limited and where it has occurred, it has typically seen smaller houses being replaced with larger houses. Examples of low density housing stock are shown in Figure 2-8. Given the relatively small lot sizes, these dwellings could border low and medium density dwelling definitions.



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Figure 2-8: Low density residential



Source: HillPDA

Multi-dwelling housing was also identified along Station Street and Concord Avenue to the north of the site (Figure 2-9). These sites are zoned R3 Medium Density Residential. While the zone allows denser housing in the form of Residential flat buildings, a height limit of 10 m applies, reflecting a 3 storey built form outcome.

Figure 2-9: Multi-dwelling housing



Source: HillPDA

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### 2.2.2 High density residential to the south of the site

Residential flat buildings are located to the south of the site along the eastern side of George Street to Pomeroy Street, an area zoned R3 Medium Density Residential. The most recently constructed residential flat building is to the south of the site at 27-29 George Street, completed between 2007 and 2009 and replacing industrial land uses. The remaining residential flat buildings have existed since before 2002, the time of the last clear imagery. According to profile .id, approximately 1,800 people lived in these buildings as of the 2016 Census, with a density of about 240 people per hectare. The densest appears to be 27-29 George Street, being about 320 people per hectare.

Residential flat buildings present as three to four storeys along George Street, with pedestrian and vehicle access to George Street (Figure 2-10). These heights are generally in line with the height limit of 15 m. The exception is 27-29 George Street, which has internal elements that appear to be seven stories tall, with a height of approximately 22 m. As noted above, a different planning instrument would have applied at the time of approval.

Figure 2-10: Residential flat building – street view



Source: HillPDA

The residential flat buildings are located on larger lots, generally between 1 and 2.5 ha. The built form on the lots is generally split between different buildings along the edges of the lots, allowing the centre of sites to be used for amenities and communal open space. The complex at 27-29 George Street includes a park and playground within the site that is accessible to the public (see Figure 2-11).

Other land uses associated with the residential flat buildings are a Montessori private school (23 George Street) and shopfronts along the frontage of 27-29 George Street. During the site visit, occupancy at the 27-29 George Street shopfront was mixed, with approximately half of the units vacant. Observed tenancies included a convenience store, martial arts centre, bottle shop and medical/rehabilitation uses.



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Figure 2-11: Vacant shopfronts



Source: HillPDA

Figure 2-12: Residential flat building – internal view with park



Source: HillPDA

### 2.2.3 Employment to the west of the site

Employment land uses are largely located west of George Street, from Conway Avenue to Station Avenue. These lands are zoned IN1 General Industrial. Buildings are generally one to two stories and comprise older stock,

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potentially reflective of lower-cost tenancies. At the time of the site visit, sites were observed to be occupied, with only an employment site at 210 George Street appearing to be vacant. This site is listed as being for lease.<sup>5</sup>

The Homebush Industrial Estate, located at 25 George Street was recently rezoned to R3 Medium Density Residential and is anticipated to transition to a residential land use, noting that employment uses were present at the time of the site visit. A development application for the construction of residential flat buildings has been lodged with Council and is currently under assessment.<sup>6</sup>

On occupied sites, employment uses were varied, with a mix of offices (Figure 2-13) warehousing and logistics (Figure 2-14), mechanics and other services.

As noted above, multiple vacancies have been identified at 27-29 George Street with a limited retail offer. A property at 3 King Street was rezoned to B1 Neighbourhood shops, along with increases in permitted height and FSR, in January 2017. It does not appear that redevelopment has occurred.

#### 2.2.4 Retail to the east of the site

The closest established retail centre is a B1 Neighbourhood Centre cluster located to the east of Concord West Station along Queen Street and Victoria Avenue known as the Concord West town centre. This is a one to two storey neighbourhood centre includes a mix of food and drink premises, a pub, a neighbourhood supermarket, a pharmacy and other fine-grain retail and services. A similar centre is located at Concord Road and Victoria Avenue, approximately 400 m east of the site.

Larger retail offerings are generally 1 to 1.5 km south of the site in North Strathfield as part of the Bakehouse development. This site is discussed in more detail in Appendix A as part of market analysis.

Figure 2-13: Nearby offices



Source: HillPDA

<sup>5</sup> <https://www.colliers.com.au/en-au/properties/stand-alone-premises-with-high-power-supply/aus-202-210-george-street-concord-west-nsw-2138/aus66001004> (Accessed August 2021)

<sup>6</sup> <http://datracking.canadabay.nsw.gov.au/Pages/XC.Track/SearchApplication.aspx?id=383058> (Accessed August 2021)



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Figure 2-14: Warehousing and logistics



Source: HillPDA

### 2.2.5 Active and passive open space in the surrounds

The site is within walking distance to a range of active and passive open space options. Most significant and proximal to the site is Powells Creek Reserve, which includes multi-purpose playing fields (cricket, rugby and soccer), tennis courts and a dog park. A semi-public park and playground are accessible at 27-29 George Street.

The site is also within walking distance to a portion of Sydney Olympic Park, including walking and bike paths, large playgrounds, picnic areas and lawns. Vehicle access to the park is limited to a car park directly accessible off of Victoria Avenue.

A detailed analysis of active and passive open space is provided in 4.3 in the context of a social infrastructure audit.

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Figure 2-15: Tennis courts



Source: HillPDA

Figure 2-16: Soccer fields



Source: HillPDA

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Figure 2-17: Victoria Avenue access to Sydney Olympic Park



Source: HillPDA

### 2.2.6 Community uses in the surrounds

The primary community uses in proximity to the site are located within the Victoria Avenue Community Precinct (Figure 2-18). The precinct was completed and operational in 2015. The precinct is comprised of:

- Victoria Avenue Public School (approx. 600 student capacity)
- Outside school hours care (approx. 29 child capacity)
- Victoria Avenue Children’s centre (approx. 47 child capacity)
- Early childhood health centre
- Community hall (approx. 550 sqm).

As noted above, the site currently contains a childcare centre, with a Montessori school located approximately 500 m south of the site.

A detailed analysis of community uses is provided in Chapter 5 in the context of a social infrastructure audit.

### 2.3 Key implications

The site offers a substantial holding within an employment land precinct which is some of the last remaining industrially zoned land in the Canada Bay LGA.

The site offers an important source of employment to the Canada Bay LGA and surrounds, providing over 1,000 jobs in the finance sector.

The site includes a 64 place child care centre of which some places are taken up by the generally community. Any proposal to close the child care centre as part of a future redevelopment of the site, would mostly likely impact local families and increase demand for child care places in the surrounds.

The Concord West centre provides a limited range of retail services which are generally targeted to meeting the convenience retail needs of the local population. Residents of Concord West would most likely travel outside Concord West for the weekly grocery shopping, with the nearest full scale supermarket located at North Strathfield.



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The traditional high street character of the Concord West centre and low density surrounds are highly valued by the community as they offer a high level of amenity and provide an important focus for the local community.

Recent development of higher density housing has provided increased diversity in the housing stock. However, at the time of writing, retail shops incorporated into developments at street level had high vacancy rates.

The site benefits for excellent access to Concord West Train Station, open space, recreation facilities and a range of social infrastructure.

If redeveloped, the site could deliver improved access from Concord West Station to development on west of the rail line, by providing a new east-west through site link.

Figure 2-18: Victoria Avenue Community Precinct



Source: HillPDA



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### 3.0 POLICY CONTEXT

This chapter provides a summary of key State and local government strategies, plans and policies relevant to the site, the current uses and zoning, and potential uses in the future. Elements relevant to residential and employment lands have been focused on, with other matters related to social and economic impacts identified where relevant.

#### 3.1 State planning policy and statutory considerations

##### 3.1.1 Greater Sydney Regional Plan

The *Greater Sydney Region Plan* (Region Plan) was developed by the Greater Sydney Commission (GSC) and released in March of 2018. The Plan sets out a vision, objectives, strategies and actions for a metropolis of three cities across Greater Sydney over the next 40 years. These three cities are referred to as the Eastern Harbour City, Central River City and Western Parkland City.

While the Region Plan does not directly mention Concord West, it contains directions and objectives relevant to existing and emerging centres. In particular, the nearby commercial office precinct at Rhodes is identified as being essential to grow jobs in Greater Sydney.

The Region Plan establishes a clear principle of maintaining a supply of land suited to industrial and urban services uses to meet the needs of a growing population, provide jobs close to home and to safeguard against land use conflict with non-compatible land uses, such as residential uses. The Region plan states that:

*In the Eastern Harbour City, there are many smaller industrial precincts which have a higher than average proportion of urban services activities. Therefore, while they may appear to be only a small part of the industrial land supply, they are important for providing urban services and, in some cases, creative industries.<sup>7</sup>*

The site, being located within a small industrial precinct in the Eastern City District. As such, the site must be recognised as being important for having potential to provide urban services. However, given the current commercial office use on the site, the site is currently not contributing to urban services, despite its IN1 General Industrial zoning.

The GSC seeks to protect industrial precincts by applying a retain and manage policy to parts of the Greater Sydney Region, including the subject site. The retain and manage policy states that:-

***All existing industrial and urban services land should be safeguarded from competing pressures, especially residential and mixed-use zones. This approach retains this land for economic activities required for Greater Sydney's operation, such as urban services. Specifically these industrial lands are required for economic and employment purposes. Therefore, the number of jobs should not be the primary objective – rather a mix of economic outcomes that support the city and population. The management of these lands should accommodate evolving business practices and changes in needs for urban services from the surrounding community and businesses. There will be a need, from time to time, to review the list of appropriate activities within any precinct in consideration of evolving business practices and how they can be supported through permitted uses in local environmental plans. Any review should take into consideration findings of industrial, commercial and centre strategies for the local government area and/or the district.<sup>8</sup>***

<sup>7</sup> Greater Sydney Commission (2018) *A Metropolis of Three Cities – Greater Sydney Region Plan* p 130

<sup>8</sup> Greater Sydney Commission (2018) *A Metropolis of Three Cities – Greater Sydney Region Plan* p 133

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The general principle of the retain and manage policy is acknowledged and the need to protect urban services land in the Eastern City District for the long term is agreed. However, the *Eastern City District Plan* also establishes that the retain and manage policy does not apply where the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) applies.<sup>9</sup> As the site is located with the PRCUTS, future development of the site is not subject to the retain and manage policy. This is explained further in section 3.1.3.

### 3.1.2 Eastern City District Plan

The GSC released the *Eastern City District Plan* (District Plan) in March 2018. The District Plan supports the actions and outcomes of the Region Plan with additional 'Planning Priorities' that are focussed at the district level. These two plans are coordinated and integrated, particularly concerning key objectives, strategies and priorities.

Through its objectives, strategies and corresponding analysis, the GSC promotes a range of considerations that are particularly important to consider in the context of this analysis.

Table 3-1: Eastern City District Plan

Theme	Reference	Summary
Planning for a city supported by infrastructure	Planning Priority E1	Population growth is balanced with investment in new infrastructure, with rideshare, car share and other emerging modes seen to complement public transport. Looking towards existing infrastructure, such as Concord West station, the District plan states that <i>aligning land use and infrastructure planning will maximise the use of existing infrastructure.</i>
Providing services and social infrastructure to meet people's changing needs	Planning Priority E3	Growth and changing demographics require integrated planning, collaboration and consideration of the provision of services for future populations. Looking beyond providing capacity of infrastructure, the priority includes consideration of the needs of different population groups, potential for joint and shared use infrastructure and accessibility to infrastructure
Providing housing supply, choice and affordability with access to jobs, services and public transport	Planning Priority E5	A five year housing supply target for the Canada Bay LGA of 2,150 new dwellings is set from 2016 to 2021. When considering how to put more housing in the right location, the District Plan links housing to optimising existing infrastructure use, as well as maximising investment in new infrastructure. The site appears to be located in an 'Urban Renewal Area' (pg 41). It is noted that accessibility to jobs is a consideration for urban renewal investigations.
Creating and reviewing great places and local centres, and respecting the District's Heritage	Planning Priority E6	Local centres are diverse in vary size, providing access to day to day goods and services, close to where people live. They provide an important role in local employment, with 18 per cent of Greater Sydney jobs being in local centres. Many include a supermarket over 1,000 sqm. The North Strathfield local centre is identified on centre mapping. The Concord West local centre is not, but the station is. The District Plan states that the hierarchy of local, strategic and metropolitan centres should be informed by an evidence-based assessment of local and district-wide housing, employment retail, commercial services and infrastructure demand. Several principles are identified for the place-based planning of centres.
Delivering integrated land use and transport planning in a 30 minute city	Planning Priority E10	Mixed use and transit orientated development is the co-location of residential, commercial and recreational spaces adjacent to a major transport node, coupled with open and accessible design principles effectively support the creation of a 30 minute city.
Growing investment, business opportunities and jobs in strategic centres	Planning Priority E11	The growth and evolution of centres will underpin the economy of the district. The priority highlights the importance of private and public investment in centres, including the delivery of commercial floorspace. While Concord West is not a strategic centre, it is important to consider impacts on the ongoing delivery of Rhodes.

<sup>9</sup> Greater Sydney Commission (2018) *A Metropolis of Three Cities – Greater Sydney Region Plan* p 133

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Retaining and managing industrial and urban services land	Planning Priority E12	Retaining and delivering industrial and urban services lands is critical, with all existing land to be safeguarded in the Eastern District under the 'retain and manage' policy. As noted above, the site is excluded from this policy, as the <i>Parramatta Road Corridor Urban Transformation Strategy</i> has identified alternative uses on the site, discussed further in Section 3.1.3
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**3.1.3 Parramatta Road Corridor**

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) refers to a suite of strategic documents that provide a 30-year plan for the redevelopment of several precincts along Parramatta Road between Granville and Camperdown. PRCUTS documentation identifies a planning controls, urban design outcomes, supporting infrastructure and floorspace outcomes for each precinct within the corridor. The site is located within the Homebush Precinct.

The PRCUTS *Planning and Design Guidelines'* Homebush Structure Plan indicates that the site is envisaged to be 'enterprise and business' with new through site movement paths.

Figure 3-1: PRCUTS Homebush Structure Plan



Source: PRCUTS Planning and Design Guidelines

The *Implementation Plan 2016-2023* identifies the following goals for the Homebush precinct:

- Strategic land uses:
  - Maximum of 435,000 sqm residential GFA
  - Minimum 5 per cent affordable housing provision for new housing (or in line with the Government policy of the day)

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- Minimum 195,000 sqm employment GFA of light industrial, enterprise, commercial retail and community uses
- Upgrade of the Northern Line to allow for faster and more frequent services
- Delivery of a max of active transport linkages along Powells Creek
- Delivery of through site links
- Provision of contributions towards medium and long term open space facilities
- Provision of child care including:
  - 332 childcare places
  - 39 before school care places
  - 113 afterschool care places
  - 95 vacation care places.
- Completion of a traffic study to support land uses, before lodgement of a planning proposal.

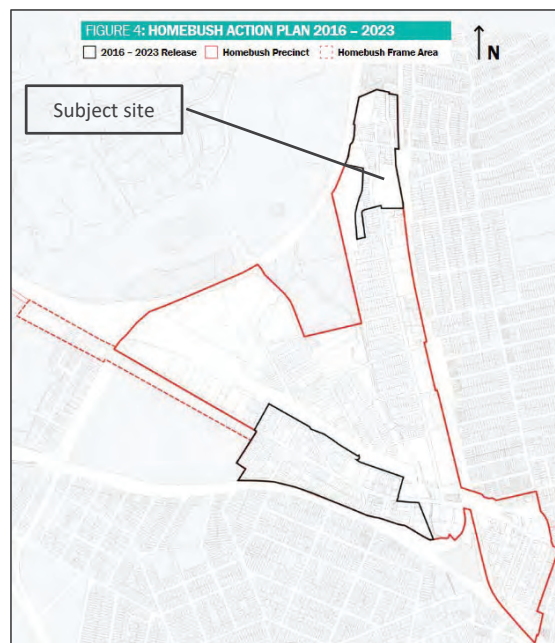
The *Implementation Plan 2016-2023* stated that rezonings to enable the planned renewal of the Corridor could not proceed until precinct-wide traffic study and supporting modelling was completed. HillPDA understands that the traffic study is near completion. The *Implementation Plan Update 2021* revised that position and states that:

*The Implementation Update encourages councils to progress planning proposals to implement PRCUTS to Gateway and Exhibition stages prior to completion of precinct wide traffic studies. Precinct wide traffic studies must be completed prior to finalisation of planning proposals.*

Consequently, Council may now proceed to prepare a planning proposal for the site, if desired. Further consideration of this is provided in Section 3.1.4.

PRCUST documentation sets out a staging plan for renewal of the Corridor. The site is within the 2016 to 2023 release area of the Homebush Precinct, shown in Figure 3-2. Despite this timeframe, work does not appear to have progressed.

Figure 3-2: Homebush action plan 2016-2023



Source: PRCUTS Implementation Plan



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Projected population, dwelling and jobs within the Homebush precinct, as well as additional residential and employment GFA, are shown in Table 3-2 and Table 3-3.

**Table 3-2: Homebush precinct increases in population, dwellings and jobs**

	2023	2050
Population	8,310	19,570
Dwellings	4,210	9,450
Jobs	5,610	12,853

Source: Parramatta Road Implementation Toolkit: Planning and design guidelines

**Table 3-3: Homebush precinct increases in residential and commercial GFA**

	2023	2050
Residential GFA	435,000 sqm	1,030,000 sqm
Employment GFA	195,000 sqm	283,000 sqm

Source: Parramatta Road Implementation Toolkit: Planning and design guidelines

The PRCUTS *Planning and Design Guidelines* recommend the following planning controls for the site:

- B7 Business Park zone
- Maximum height of 8.5 m (two stories), which is consistent with current controls
- Maximum FSR of 1:1 which is consistent with current controls.

The guidelines also foreshadow multiple improved transportation linkages through and around the site:

- Vehicle connection, potentially cutting through the northern portion of the site through to King Street
- Through site link at the southern boundary of the site between George Street and the railway
- Prioritised pedestrian link along the eastern boundary of the site to Concord West Station
- Active frontage along the site's eastern and southern boundary.

Delivery of these connections would require substantial alterations to the site, potentially including demolition of the existing car park, child care centre and northern portion of the main office structure. The mechanisms of delivery of these linkages are not stated.

### 3.1.4 Section 9.1 Local Planning Directions

Section 9.1 Local Planning Directions that are relevant to the site include:

- 1.1 Business and industrial zones
- 3.1 Residential zones
- 4.3 Flooding
- 7.3 Parramatta Road Corridor Urban Transformation Strategy

These directions are discussed below, along with their objectives and a summary of key requirements. The implications for rezoning of the site are discussed, including considerations for inconsistent planning proposals



Table 3-4: Section 9.1 planning directions

Direction and objectives	Summary of requirements	Implications
<p><b>1.1 Business and industrial zones</b></p> <p>To:</p> <ul style="list-style-type: none"> <li>encourage employment growth in suitable locations,</li> <li>protect employment land in business and industrial zones, and</li> <li>support the viability of identified centres.</li> </ul>	<p><b>A planning proposal must:</b></p> <ul style="list-style-type: none"> <li>retain the areas and locations of existing business and industrial zones,</li> <li>not reduce the total potential floor space area for employment uses and related public services in business zones,</li> <li>not reduce the total potential floor space area for industrial uses in industrial zones, and</li> <li>ensure that proposed new employment areas are in accordance with a strategy that is approved by the Secretary of the Department of Planning and Environment (our emphasis)</li> </ul>	<p>A planning proposal that recommends a zoning other than an IN 1 General Industrial or B7 Business Park zone would need to be supported by an appropriate study.</p>
<p><b>3.1 Residential Zones</b></p> <p>To:</p> <ul style="list-style-type: none"> <li>encourage housing that meets the community's needs and offers</li> <li>make efficient use of existing infrastructure and services</li> <li>minimise the impact of residential development on the environment</li> </ul>	<p>A planning proposal must include provisions that <b>encourage the provision of housing that will:</b></p> <ul style="list-style-type: none"> <li><b>broaden the choice of building types and locations</b> available in the housing market, and</li> <li><b>make more efficient use of existing infrastructure</b> and services, and</li> <li>reduce the consumption of land for housing and associated urban development on the urban fringe, and</li> <li>be of good design.</li> </ul>	<p>A rezoning that proposes a residential land use to broaden the diversity of housing and take advantage of land that is well serviced by infrastructure, could be achieved on the site, in certain circumstances.</p>
<p><b>4.3 Flooding</b></p> <p>To:</p> <ul style="list-style-type: none"> <li>ensure that development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005.</li> </ul>	<p>A planning proposal must be consistent with:</p> <ul style="list-style-type: none"> <li>the NSW Flood Prone Land Policy,</li> <li>the principles of the Floodplain Development Manual 2005,</li> <li>any adopted flood study and/or floodplain risk management plan prepared in accordance with the principles of the Floodplain Development Manual 2005 and adopted by the relevant council.</li> </ul>	<p>The <i>Concord West Precinct Flood Study</i> identifies an area along George Street to the west of the site to be flooded during major storm events, including the 1% AEP event, potentially blocking evacuation.</p> <p>Any rezoning would need to demonstrate consistency with the requirements identified in the direction and <i>Floodplain Development Manual 2005</i>.</p>
<p><b>7.3 Parramatta Road Corridor Urban Transformation Strategy</b></p> <p>To:</p> <ul style="list-style-type: none"> <li>Implement the Parramatta Road Corridor Urban Transformation Strategy (November, 2016),</li> <li>Provide a diversity of jobs and housing</li> <li>Guide the incremental transformation of the Parramatta Road Corridor.</li> </ul>	<p>A planning proposal for land within the Parramatta Road Corridor must be consistent with:</p> <ul style="list-style-type: none"> <li>the Parramatta Road Corridor Urban Transformation Strategy (November, 2016)</li> <li>Parramatta Road Corridor Planning and Design Guidelines November, 2016)</li> <li>the staging and other thresholds identified in the Parramatta Road Corridor Implementation Plan 2016 – 2023 (November, 2016) and the Parramatta Road Corridor Urban Transformation Implementation Update 2021</li> </ul>	<p>PRCUTS indicates that the site is to be zoned B7 Business Park, with a height of 8.5 mand FSR of 1:1. The site is within the 2016 to 2023 staging area.</p> <p>Application of a zone other than B7 Business Park would need to be:</p> <ul style="list-style-type: none"> <li>Justified by a study that demonstrates better outcomes than PRCUTS, having regard to the vision and objectives</li> <li>Of minor significance</li> </ul>



*Local Planning Direction 7.3 – Parramatta Road Corridor Urban Transformation Strategy* requires a planning authority to prepare a planning proposal in accordance with the corridor Strategy and Implementation Plan. As noted earlier, these documents indicate a B7 Business Park zone for the site, a maximum height of 8.5 m (two stories) and a maximum FSR of 1:1. Notwithstanding this requirement, Council may prepare a planning proposal that is inconsistent with these recommended planning controls provided that the Secretary of DPIE is satisfied that the planning proposal is “justified by a study that clearly demonstrates better outcomes are delivered” having regard to the vision and objectives for the corridor strategy” (Clause 5).

There are no specific requirements for a study that is to demonstrate better outcomes than PRCUTS. However, Canada Bay’s Local Planning Panel recommendation for a planning proposal at 202 George Street and Concord West Precinct Planning stated that:

*“PRCUTS is a suite of very detailed documents, and was developed following significant public consultation and led by the State Government, importantly including aligning infrastructure with proposed density increases. This planned aligned infrastructure provision is much wider than just traffic and transport....The density proposed in PRCUTS also responded to the “edge” conditions and transition to surrounding lower density areas. The significance of the proposed change would necessitate a review and revision of the PRCUTS documents, through and by the State Government, rather than a proponent-initiated proposal. **Given the long and detailed process of PRCUTS (as well as the s9.1 Direction), it is appropriate that guidance be followed unless there are clear and compelling reasons to deviate from that PRCUTS proposals.**”*

This suggests that any deviation from the planning controls recommended in PRCUTS may be difficult to achieve and would likely need to be justified having regard for the implications for planned infrastructure delivery I the Corridor.

### 3.1.5 Sydney Metro West

Sydney Metro West is a light rail project planned to connect the Westmead Health Precinct to the Sydney CBD. Stations in proximity to the site are shown in Figure 2-1, with the closet station to the site being at North Strathfield, approximately 1 km south of the site. No station is planned at Concord West Station.

Initial works, including excavation, were approved in 2020, with excavation works for the North Strathfield Station anticipated to be completed in mid-2023.<sup>10</sup>

Council is currently preparing draft Local Character Statements following community consultation in late 2020. The Local Character Statements will follow DPIE guidelines and describe the community’s preferences for how areas will change in the future and inform potential planning control changes.

The site is located outside of the 800 m catchment of the proposed North Strathfield station, but the ne Metro but may offer improved access to Parramatta and Westmead.

<sup>10</sup> [https://www.sydneymetro.info/sites/default/files/document-library/Westmead\\_to\\_the\\_Bays\\_and\\_Sydney\\_CBD\\_Environmental\\_Impact\\_Statement\\_summary\\_final\\_1.pdf](https://www.sydneymetro.info/sites/default/files/document-library/Westmead_to_the_Bays_and_Sydney_CBD_Environmental_Impact_Statement_summary_final_1.pdf) (sydneymetro.info) (accessed August 2021)

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Figure 3-3: Sydney Metro West stations



Source: <https://caportal.com.au/tfnsw/sydmetrowest/map> (Accessed August 2021)

### 3.1.6 Greater Parramatta to Olympic Peninsula

The *Greater Parramatta Interim Land Use and Infrastructure Implementation Plan* (Department of Planning and Environment, 2017) identifies key actions to guide delivery of the Greater Parramatta to Olympic Peninsula (GPOP) area. The site is identified to be within Quarter 4: Olympic Park Lifestyle Super Precinct and within the Homebush precinct.

Following the release of the GSC's Recommendations Report for the GPOP area, the NSW Government presented its *Response and Implementation Strategy*. That document states that:

*DPIE will commence preparation of a Strategic Plan in 2021, which will also be accompanied by a **Special Infrastructure Contribution (SIC)** to provide a mechanism to fund identified State and regional infrastructure across GPOP.*

Consequently, it is likely that future development of the subject site may incur a SIC levy, once the SIC has been prepared. Accordingly, Council has provided advice that it should be assumed that a State contribution levy of \$10,000 per dwelling would apply to the site.

### 3.1.7 Burwood, Strathfield, Homebush Planned Precinct

The site falls within an area previously identified by DPIE as the Burwood, Strathfield, Homebush Planned Precinct. Investigation work was undertaken to determine whether the precinct or part of the precinct should be declared a renewal area led by the State.

This investigation work did not recommend any change to land use in the study area and a planned precinct in this locality did not proceed.

Council will continue to be the relevant authority responsible for land use change for this site.



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### 3.2 City of Canada Bay planning policy and statutory considerations

#### 3.2.1 Canada Bay Local Environmental Plan

The relevant environmental planning instrument for the site is *Canada Bay Local Environmental Plan 2013*. Under this plan the primary controls applying to the site are:

- **Land Use Zone:** IN1 General Industrial
- **Maximum height of buildings:** 8.5 m
- **Maximum floor space ratio:** 1:1.

No minimum lot size applies to the site.

The objectives of the IN1 General Industrial zone are:

- To provide a wide range of industrial and warehouse land uses.
- To encourage employment opportunities.
- To minimise any adverse effect of industry on other land uses.
- To support and protect industrial land for industrial uses.

Land uses that are permissible in the zone include depots, freight transport facilities, garden centres, general industries, hardware and building supplies, industrial training facilities, light industries, neighbourhood shops, oyster aquaculture, places of public worship, roads, tank-based aquaculture, warehouse or distribution centres. Importantly, commercial premises, community facilities central based child care facilities and residential accommodation are all prohibited on the site. As noted earlier, the current use on the site of office premises is currently prohibited.

Clause 6.12 of the Canada Bay LEP enables Council to impose a condition requiring a contribution towards affordable housing in certain areas. A levy of 4 per cent of the relevant floor area applies to the Homebush affordable housing contribution area. The exception to this is 3 King Street and 176-184 George Street, Concord West, where an alternate levy that was previously negotiated under planning agreements apply. The clause also exempts residential development on IN1 General Industrial from attracting a levy.

#### 3.2.2 Development Control Plan

The relevant development control plan for the site is the *City of Canada Bay Development Control Plan*, adopted 18 February 2020 and last amended 29 May 2020. The Desired future character of the precinct is:

*Homebush Precinct will become a new, mixed use precinct housing a new community of residents attracted to the area for its high amenity and access to employment at Parramatta CBD and Sydney Olympic Park. The precinct will provide a long term supply of housing stock to meet increasing demand as Sydney Olympic Park grows into a new city.*

Part G of the Canada Bay DCP relates to industrial development, providing guidelines for setbacks, landscaping, general built form, lighting and noise. Any future development would need to demonstrate alignment with these controls.

#### 3.2.3 Local Strategic Planning Statement

Council's *Local Strategic Planning Statement* (LSPS) was adopted by Council in October 2020 and endorsed by the GSC in March 2020. The LSPS provides a strategic vision for the development of Canada Bay to 2036, setting priorities for population growth, infrastructure delivery, employment, liveability and sustainability.

The LSPS is informed, in part, by Council's *Local Housing Strategy* and *Local Employment and Productivity Strategy*, discussed below. Of particular relevance to the site is the following:

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- The site is located within an ‘Urban Renewal Area’ that stretches from Burwood, through Sydney Olympic Park towards Parramatta, consistent with the District Plan mapping and PRCUTS
- North Strathfield Station is identified as a Future Local Centre
- Concord West is also not identified as a Local Centre, suggesting that the status of Concord West as a local convenience retail centre is unlikely to change in the next 10 – 20 years.
- PRCUTS is to be implemented following the completion of background studies that demonstrate how additional dwellings can be provided
- Housing diversity will be encouraged by investigating the potential for medium density housing immediately surrounding identified Local Centres
- Planning proposals must be consistent with the LSPS and support adopted strategies and action plans
- Planning proposals must locate development near strategic and Local Centres and within a reasonable walking distance to high-frequency public transport
- Planning proposals must avoid residential uses in industrial precincts and business parks
- PRCUTS lands must include 5 per cent affordable rental housing.

Actions also prioritise the development of the Bakehouse Quarter at North Strathfield to develop a range of office uses, address social infrastructure gaps and local retail development in proximity to future residential development.

Action 6.5 of the LSPS requires that a Socio Economic Study be completed prior to any land use change occurring on the subject site. This study has been commissioned to complete that Action. The LSPS states that before land-use change is determined at the site, the following is required to be responded to:

- Eastern City District Plan
- PRCUTS
- Outcomes of the Burwood, Strathfield Homebush Planned Precinct
- NSW Government Commitment to a metro station in North Strathfield
- Any other matter of material importance.

### 3.2.4 Local Employment and Productivity Strategy

Council’s *Local Employment and Productivity Strategy* (2019) was informed by stakeholder engagement, a review of potential supply and demand for certain employment floorspace types and an analysis of Canada Bay’s centres against comparable centres in Greater Sydney. Based on this analysis, recommendations were made regarding the strategic development of employment lands.

Importantly, the strategy identifies the site and surrounding industrial zoned land anticipated to transition to non-industrial zones as ‘Remnant industrial.’ It highlights that this policy is in conflict with the GSC’s Retain and Manage Policy, noting that the policy does not apply to PRCUTS precincts.

Key findings relevant to the site are identified below, based on the subject.

**Table 3-5: Local Employment and Productive Strategy analysis findings**

Analysis subject area	Key findings
Employment trends	<ul style="list-style-type: none"> <li>● Knowledge-intensive jobs are the highest proportion of employment in Canada Bay, but lower than the Eastern City District and Greater Sydney</li> <li>● The proportion of Knowledge intensive jobs in Canada Bay has increased by approximately 3 per cent between 2011 and 2016</li> <li>● The industries of Professional Science and Technical and Finance and Insurance continue to grow as major specialised employers, outpacing anticipated growth</li> <li>● Industrial land use employment continues to contract, potentially due to a mix of broader economic trends and rezoning/loss of industrial zoned land</li> </ul>

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Analysis subject area	Key findings
	<ul style="list-style-type: none"> <li>Employment self-sufficiency is generally low, with only 24 per cent of local workers also living in Canada Bay and only 19 per cent of Canada Bay residents working in the LGA. This may reflect ease of access to surrounding markets.</li> </ul>
Centres	<ul style="list-style-type: none"> <li>Rhodes is identified as a Strategic Centre with a mix of offices, destination retail and entertainment. The (then) current Rhodes East plan envisioned 40,000 sqm of commercial floorspace in coming years</li> <li>Bakehouse Quarter at North Strathfield is identified as a Local Centre. It provides a mix of mixed industry precinct with retail, food, entertainment and commercial development to support businesses</li> <li>Concord West and North Strathfield are identified as Neighbourhood Centres.</li> </ul>
Stakeholder feedback	<ul style="list-style-type: none"> <li>Knight Frank identified approximately 10,000 sqm of unlet commercial floorspace in new buildings, with potentially a further 30,000 sqm coming back onto the market in the near term. It is suggested that this is due to commercial tenants being associated with residential development projects nearing completion</li> <li>Trends of having entire floors/buildings let out are changing to floors being broken up into smaller units/suites</li> <li>Additional commercial floorspace is viewed as an over-supply risk, particularly with other competing centres gaining market traction</li> </ul>
Floorspace supply	<ul style="list-style-type: none"> <li>The site and nearby industrial zoned lands are identified as 'remnant industrial,' with a total of industrial 176,900 sqm of floorspace identified in the Canada Bay LGA (Remnant Industrial categorised land comprises 40,100 sqm)</li> <li>Office floorspace is concentrated in the Rhodes Corporate Park, with minor concentrations in other centres, with a total of 237,700 sqm identified (Remnant Industrial categorised land comprises 17,100 sqm, largely being the site)</li> </ul>
Floorspace demand	<ul style="list-style-type: none"> <li>Office floorspace demand to 2036 in Remnant Industrial lands (i.e. the site and surrounding industrial zoned lands) is anticipated to increase by 26,227 sqm, with an undersupply of between about 95,000 to 130,000 sqm across the LGA by 2036</li> <li>Demand for Main street retail floorspace in remnant industrial land is anticipated to increase by 3,000 sqm, with a potential undersupply of around 3,200 sqm by 2036, with an undersupply of between 50,000 and 60,000 sqm across the LGA. North Strathfield appears to be sensitive to increased provision of retail floorspace in neighbouring centres, potentially signalling a catchment issue</li> <li>Industrial floorspace is anticipated to have a shortfall of up to 35,000 sqm, with the potential for an oversupply of approximately 20,000 sqm.</li> </ul>

Key insights relevant to the site are:

- The site is recognised as making an important contribution to employment in the Financial and Insurance Services Industry, which has experienced very high growth in the LGA in the 10 years to 2016
- The site is one of the primary concentrations of office floorspace in the LGA offering 16,300sqm of office floorspace, after Rhodes (185,000sqm) and North Strathfield/Bakehouse Quarter (21,200sqm)
- Large commercial tenants are likely to locate in Rhodes rather than other Canada Bay LGA centres, while at the same time, Rhodes is beginning to lose market share to other centres
- Industrial demand is anticipated, with rezoning of industrial lands to residential uses anticipated to result in displaced businesses with few local options.

The Strategy predicted that there is a significant gap in office floorspace in the LGA. However, this projection was prior to the impact of the COVID -19 Pandemic which has seen a significant reduction in demand for office space, fuelled by growth in flexible working practices and some contraction in jobs growth.

The analysis indicated that across much of the LGA, there is forecast to be sufficient floorspace to meet demand for main street/big box retail floorspace in 2026, however longer term growth out to 2036 will result in an undersupply. The shortfalls noted through to 2036 are relatively moderate within most precincts, indicating that a slight increase in capacity over a 20-year timeframe would be considered appropriate.

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The strategy recommendations that Council:

- Encourage a diversity of uses in lands to be rezoned as per PRCUTS, specifically including productive uses outside of ground-floor retail
- Prioritise the Bakehouse Quarter as a commercial, retail and entertainment centre
- Encourage incremental growth in the existing West Concord Centre towards Concord Road.

### 3.2.5 Local housing strategy

The *Canada Bay Local Housing Strategy* provides an analysis of the housing stock within the Canada Bay LGA, the characteristics of the Canada Bay population and the broad potential housing needs in the Canada Bay LGA to 2036.

Concerning the site and surrounding area, the housing strategy notes the following:

- Concord West is identified as being within a 'Mixed Housing Precinct,' where R2 Low Density Residential land may be upzoned to R3 Medium Density Residential land with two to three storey townhouses
- The site is located within a 'Major development precinct' under investigation by DPIE, with PRCUTS controls anticipated to apply
- The railway station at Concord West allows for connections to the surrounding area, though the Metro West Station at North Strathfield would have the potential to make that station a major transport interchange, rather than Concord West
- Both mortgage and rental housing stress levels are higher than in the surrounding areas, particularly in areas of recent apartment development
- There is a significant shortfall between the supply of affordable rental housing and demand
- The Canada Bay LGA has a theoretical capacity for growth of about 20,000 dwellings, with provisional housing targets of 14,300 dwellings over the life of the strategy
- There is anticipated to be additional demand for apartments, but growth should be paired with the provision of open space and enhancement of local character
- The PRCUTS land as part of the Burwood, Strathfield and Homebush Precinct has not yet resulted in amended controls, but has been included in net capacity figures

As such, the strategy acknowledges that Council is able to meet its dwelling targets due to dwelling growth in the identified renewal precincts, without the need for residential development on the site. In response, the strategy recommends two options:

- Maintain the current approach of urban renewal, including high-density apartment development in the nominated PRCUTS areas
- Adjust the planning framework to encourage diversity in low to medium density dwellings in and around centres with high accessibility, along with potential larger apartments for families.

### 3.2.6 Concord West Master Plan

The *Concord West Master Plan* was prepared in 2014, following specialist studies related to Concord West and North Strathfield, west of the train line. The specialist studies included a socio economic report regarding IN1 General Industrial lands, a traffic report and community engagement. The master plan identified potential for an additional 785 dwellings across the study area, with no residential development anticipated on the site. The recommended zone for the site was B7 Business Park.

Development principles for the site have been extracted in Figure 3-4.



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Figure 3-4: Concord West Master Plan development principles

Central Precinct (Sites 4-5) - Development Principles



Source: Concord West Masterplan (JBA, 2014)

The site is anticipated to increase in height from George Street up towards the rail line, where the tallest built form would be located. Specific heights are not identified. Vehicle and pedestrian through site links are also identified, increasing permeability and direct connections to Concord West Station. Unlike surrounding sites, no sections or 3D models are provided for the site, instead relying on the massing of the existing building.

Traffic analysis indicated that the George Street/Pomeroy Street intersection would be capable of accommodating the 785 dwellings associated with the master plan. The traffic study assumed approximately 645 dwellings could be accommodated on the site under a residential zone. Traffic associated with such development would be able to be accommodated by the intersection, with additional yields requiring mitigating works (e.g. upgrades and land acquisition).

3.2.7 Homebush North Precinct Master Plan

The *Homebush North Precinct Master Plan* (2021) is a joint masterplan prepared by Council with assistance from the NSW Government. It builds upon PRCUTS and subsequent work undertaken as part of the Burwood, Strathfield and Homebush Planned Precinct. As such, it offers the most advanced strategic planning for the precinct, which include the subject site.

The master plan notes that Action 6.5 of the LSPS requires Council to undertake a socio economic study before any land use change occurs on the site. The master plan also indicates that the site is to retain its current IN1 General Industrial zoning. A proposed rezoning map is extracted in Figure 3-5. Through site links are indicated on the site to link George Street to the train station.

In the area surrounding the subject site, the master plan proposes:

- Low-density residential lands to the north of the site to transition to medium density residential
- Industrial lands to the west of the site to transition to 16 to 22 m residential flat buildings
- The potential delivery of 500 units via upzoning (including medium density residential to the north of the site and high density residential land uses replacing industrial uses to the west of the site)

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- Through site links anticipated to link George Street to the train station via the site
- George and King Street to be upgraded to include improved pedestrian amenity and a separated cycleway, in addition to the existing two lanes of traffic and off-street car parking.

The Master Plan does not address traffic impacts, which are to be considered as part of a separate planning proposal which is understood to be in progress. That traffic study will form part of a post-Gateway analysis, before finalisation of a rezoning. This is consistent with the updated PRCUTS directions discussed in sections 3.1.3 and 3.1.4.

Figure 3-5: Homebush North Precinct Master Plan Report, Proposed zoning



Source: Homebush North Precinct Master Plan Report 2021, GroupGSA

### 3.2.8 Social Infrastructure (Community) Strategy and Action Plan

Canada Bay's *Social Infrastructure (Community) Strategy and Action Plan* (Action Plan) identifies community infrastructure provisioning levels and benchmarks for the LGA. Overall, the Canada Bay LGA falls significantly short of comparable LGAs, with the Concord West – Liberty Grove planning catchment having the least provision of community floorspace within the LGA (zero square metres currently, with zero planned by 2036)<sup>11</sup>.

The Action Plan identifies significant shortfalls (for 2036 projections) in community and library floorspace, and a significant shortfall of aged care beds. Despite this, current provisioning levels and population projections

<sup>11</sup> City of Canada Bay Council [August 2019], *Social Infrastructure (Community) Strategy and Action Plan* [<https://t1.canadabay.nsw.gov.au/T1Prod/CiAnywhere/Web/prod/Api/CMIS/PUB/content/?streamId=streampdf-211406472>]

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indicate that child care and out of hours school care are well-positioned to deal with the projected population increases used by the Action Plan.

Table 3-6 contains the benchmarks used by the Action Plan to identify current provisioning levels and gaps to 2036. As projections have been made based on data at the time of publication, any additional population increase resulting from a land-use change at the site would need to be considered in addition to the below.

**Table 3-6: Benchmarks and provisioning rates for social infrastructure in City of Canada Bay Council**

Service	Benchmark	Current provision	Current Requirement	2036 requirement	Gap (2036)
Community space	1 facility per 15,000 people / 80m <sup>2</sup> per 1000 people	0	590m <sup>2</sup>	767m <sup>2</sup>	-767m <sup>2</sup>
Library floorspace	28 to 57.5m <sup>2</sup> per 1,000 people (total population dependent) <sup>12</sup>	2,031m <sup>2</sup>	1,762m <sup>2</sup>	2,152m <sup>2</sup>	-121m <sup>2</sup>
Child care and early education	1 place for every 3.8 children aged 0-5 years	5 (333 places)	145 places	184 places	+149 places
Out of school hours care for children aged 5 to 12 years	1 place for every 14 children aged 5-12 years	1 (100 places)	56 places	54 places	+46 places
Aged care	1 bed for every 88 persons aged 70 years or over	0	76 beds	108 beds	-101 beds

Source: Adapted from City of Canada Bay Council [August 2019], Social Infrastructure (Community) Strategy and Action Plan

Council's Action Plan identifies a range of overarching requirements for future social infrastructure that may be relevant to the future use of the site. Some key drivers for community space identified in the Action Plan include:

- Co-located and shared spaces (for example, sports fields and courts with multi-purpose buildings adjacent)
- Community facilities with flexible spaces (including furniture and room layout)
- Co-working spaces
- Spaces that are easy to access (including near public transport)
- Spaces that increase the availability of services for youth.

### 3.2.9 Social Infrastructure (Open Space and Recreation) Strategy and Action Plan

Canada Bay's *Social Infrastructure (Open Space and Recreation) Strategy and Action Plan* (Action Plan) identifies open space and recreation provisioning levels and benchmarks for the LGA.

The Action Plan acknowledges that open space access is largely a matter of proximity (400m easy walking distance) with the site having ready access via local open space (see Section 2.2.5). Recreation spaces are more directly linked to benchmarks, with significant shortfalls (for 2036 projections) in Council operated recreation space. Table 3-6 contains the benchmarks used by the Action Plan to identify current provisioning levels and gaps for recreation space to 2036. As projections have been made based on data at the time of publication, any additional population increase resulting from a land-use change at the site would need to be considered in addition to the below.

<sup>12</sup> NSW State Library [2019], *People Places: A guide for planning public library buildings* [<https://www.sl.nsw.gov.au/public-library-services/people-places>]

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**Table 3-7: Benchmarks and provisioning rates for recreation space in City of Canada Bay Council**

Service	Benchmark	Current provision	Current Requirement	2036 requirement	Gap (2036)
Play spaces	1 per 500 children aged 0 to 4 and 1 per 500 children aged 5 to 11	49	49	49	0
Outdoor fitness stations	1 outdoor fitness station per 15,000 people	3	6	11	-5
Multi-purpose outdoor courts	1 court per 10,000 people	4	10	12	-8
Youth recreation space	1 regional level space per 50,000 people	2	2	2.4	-0.4
Pools (50m)	1 per 150,000 people	2	2	2	0
Indoor recreation courts	1 court per 20,000 people	2	5	6	-4

Source: Adapted from City of Canada Bay Council [August 2019], *Social Infrastructure (Open Space and Recreation) Strategy and Action Plan*

As described in the Strategy and Action Plan, while open space is generally available in the area surrounding the site, there are shortfalls in recreation infrastructure across the Canada Bay LGA generally. As such, additional development on the site or in the surrounding area would also need to consider impacts both at the local level and provisioning overall.

### 3.3 Key Implications

The GSC has established that there is a strong need to retain land currently zoned industrial for urban services employment in the Eastern District to meet the future needs of a growing population and ensure efficient functioning of the city. While recognising this need, the GSC has determined that its policy to retain and manage land zoned for industrial and urban services, does not apply to the site and the PRCUTS applies in its place.

The site is within the PRCUTS application area. While there has been some delay in the implementation of the strategy, the recent release of an update to the Implementation Plan in July 2021 enables councils to progress with the preparation of planning proposals for land within the corridor.

The PRCUTS recommends that the site be rezoned to B7 Business Park and retain the current maximum height and FSR controls (8.5 meters and 1:1 respectively). While there is scope to prepare a planning proposal that differs from this recommendation, this would require a study to satisfaction of the Secretary of DPIE.

The relevant Section 9.1 Local Planning Direction dictates that a planning proposal for the site should be consistent with PRCUTS unless a study is provided, to the satisfaction of the Secretary of DPIE, indicating that “the amended planning controls clearly demonstrates that a better outcomes are delivered.” Given the GSC’s commitment to retaining and managing employment land in the Eastern District, it is questionable whether a change in zoning to permit uses on the site, either excluding or in addition to employment uses, would be supportable. Comments from Council’s LPP regarding a previous attempt to achieve a different outcome from PRCUTS on another site suggest that any future planning proposal that seeks an alternative zoning on the site to B7 Business Park, would be subject to a high level of scrutiny and would require a highly detailed study that considers implications for infrastructure planning and delivery, as well as site specific outcomes.

The recently developed *Homebush North Precinct Master Plan* by Council and the NSW Government recommends the surrounding areas of Concord West be rezoned to accommodate residential uses. The site is anticipated to retain the IN1 General Industrial zone, pending consistency with the LSPS (e.g. the advice provided by this study).



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Concord West is not identified in any strategic plan as a centre that is likely to attract significant growth or undergo a change in status in the retail hierarchy. Current planning suggests that Concord West is expected to continue as a convenience retail centre meeting the need of the local neighbourhood for the next 10 to twenty years, with some incremental growth towards Concord Road. This is despite the excellent access to the rail network.

The *Local Employment Land and Productivity Strategy* establishes the importance of the site for providing jobs in the financial sector in the LGA. Any proposal that results in the relocation of Westpac from the site is likely to result in a dramatic reduction of local jobs in this sector.

The Local Housing Strategy indicates that the site is not required for the LGA to achieve its housing targets.

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## 4.0 SOCIAL INFRASTRUCTURE BASE CASE

### 4.1 Approach

The following section provides an overview of the social infrastructure within 800 m of the site. The audit has been informed by a desktop analysis of geographical data and resources, including:

- DPIE Point of Interest layer
- ACECQA Child Care Register
- Australian Department of Education MySchool Database.

The audit is indicative based on the data available at the time of preparing this report. The purpose of the social infrastructure audit is to understand the availability of existing social infrastructure to inform the potential to support any future land use changes.

Social infrastructure comprises assets that accommodate 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 sustainability of the community, thereby playing a critical role in society.

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 – parks, sporting ovals and other sporting facilities
- Community and culture – libraries, community centres and certain private venues (e.g. places of worship)

This report excludes businesses such as retail or commercial services. HillPDA acknowledges that these facilities can provide valuable social functions, however, the supply of businesses in any area is typically market-led, typically without government intervention.

Social infrastructure facilities generally operate at local and district levels, representing the intensity of infrastructure and 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.

Table 4-1 shows the type of facilities included in the audit and the catchments they typically serve.

**Table 4-1: Social infrastructure parameters of provision**

Facility type	Local (generally up to 20,000 people)	District (generally up to 50,000 people)
Education and childcare facilities	Primary school	Specialist school
	Long day care	Secondary school
	Preschool	Combined school
	Out of school hours care	
Community and cultural facilities	Branch library	District library
	Meeting space	Multipurpose community centre/community hub
	Community centre	
Active open space	Playground	Multipurpose community/ neighbourhood sports centre
	Outdoor sports courts (e.g. tennis)	Indoor sport facilities
	Oval / sport field	
Passive open space	Neighbourhood open space and parks	

Source: HillPDA

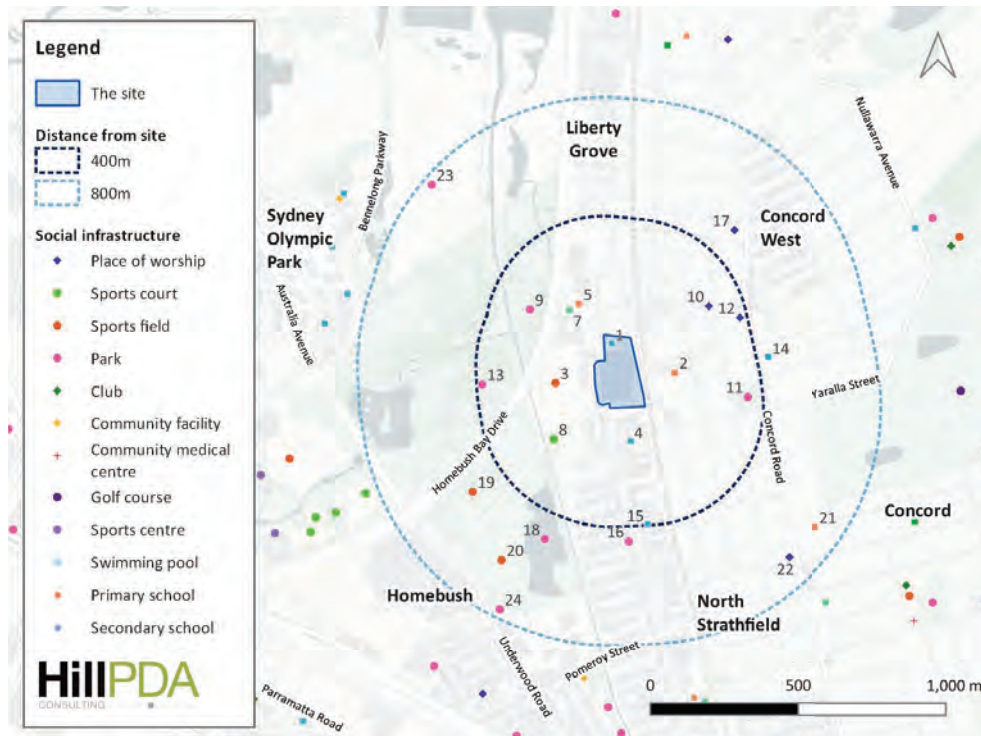
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This section generally focuses on local infrastructure given the nature of the surrounding area and lower priority for intensive district level facilities. Access to district level facilities would be considered as part of a detailed analysis of future land use, noting that the site is within walking distance to Sydney Olympic Park’s open space offering and the adjacent Concord West station provides access to the broader region.

A desktop audit of social infrastructure has been undertaken based on the data sources described above. The sections below discuss the provision of social infrastructure

Figure 4-1: The site and nearby social infrastructure



Source: HillPDA, DPIE

## 4.2 Education and childcare

There are three primary schools located within walking distance of the site, including two public primary schools and one Catholic primary school. Enrolment figures from the Sydney Morning Herald show that whilst Strathfield North Public School is marginally exceeding its enrolment cap (by 17 students), Victoria Avenue Public School is under its enrolment cap by 377 students<sup>14</sup>. Additionally, Victoria Avenue Public School is less than 200 metres from the subject site boundary.

Concord High School is the second closest coeducational secondary school to the site, and the site is also located within the catchments of Homebush Boys High School and Strathfield Girls High School, approximately 2 and 3 kilometres away respectively. As of 2020, Concord High School was over its enrolment cap by 329 students, Homebush Boys High School was over its enrolment cap by 156 students, and Strathfield Girls High School was under its enrolment cap by 253 students<sup>14</sup>. Additionally, it is noted that a new high school is scheduled to be

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completed within 3 kilometres of the site by 2023. Sydney Olympic Park High School will be located in Wentworth Point and provide over 800 student places<sup>13</sup>.

**Table 4-2: Education and childcare facilities**

Map ID	Name	Type	Notes
1	Only About Children Concord	Long day care	Max places: 64
2	St Ambrose Catholic Primary School	Primary school	
4	Papilio Early Learning North Strathfield (Orange Campus)	Long day care	Max places: 73
5	Victoria Avenue Public School	Primary school	377 under enrolment cap <sup>14</sup>
6	Victoria Avenue Children's Centre	Long day care	Max places: 47
7	Cubbyhouse at Victoria Avenue	Outside school hours care	Max places: 100
14	Greenwood Early Education Centre Concord	Long day care	Max places: 102
15	Montessori @ North Strathfield	Long day care	Max places: 24
21	Strathfield North Public School	Primary school	17 over enrolment cap <sup>14</sup>

Source: DPIE

### 4.3 Active and passive recreation space

In addition to the extensive parklands that are a feature of Sydney Olympic Park to the west, there is a range of active and passive recreation space including sports fields, courts, parks, and nature reserves within the 400m and 800m catchments of the site. Additionally, outside the 800m catchment of the site, there is a nearby golf course and the various sporting facilities and courts provided within Sydney Olympic Park.

There is significant recreation space immediately adjacent to the site, with Victoria Avenue Community Precinct Public Playing fields (adjacent to the Victoria Avenue Primary School) providing access to a basketball court and soccer fields very near to the site. In addition to this, the multi-purpose field at Powells Creek Reserve Playing Fields, four tennis courts of Powells Creek Tennis Centre, and passive open space at Powells Creek off-leash dog park are all extremely close to the site.

Further afield, there are several additional soccer fields, a cricket oval, a basketball half-court, a golf course, a baseball club, children's playgrounds, and a range of passive open space, all within approximately one kilometre of the site. In addition, the vast range of sporting facilities contained within Sydney Olympic Park are immediately accessible to the site via road or active transport. These facilities include:

- A tennis complex
- Indoor sporting centres
- Field hockey pitches
- Athletics tracks
- An outdoor gym
- A mountain bike track
- Stadiums and showgrounds
- Numerous walking tracks.

<sup>13</sup>NSW School Infrastructure (March 2021), *Sydney Olympic Park new high school: Information pack*.  
[<https://www.planningportal.nsw.gov.au/major-projects/project/40751>]

<sup>14</sup>Sydney Morning Herald [May 2020], *The Sydney schools exceeding new enrolment caps by almost 1000 students*  
[<https://www.smh.com.au/education/the-sydney-schools-exceeding-new-enrolment-caps-by-almost-1000-students-20200420-p541fh.html>]



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Table 4-3: Active and passive recreation infrastructure

Map ID	Name	Type
3	Powells Creek Reserve Playing Fields	Sports field
8	Powells Creek Tennis Centre	Sports court
9	Powells Creek Reserve	Park
11	Warbrick Park	Park
13	Village Green Playground	Park
16	WA McInnes Play Centre	Park
18	Mason Park Wetlands	Park
19	Bressington Park	Sports field
20	Mason Park	Sports field
23	Bicentennial Park	Park
24	Mason Park Playground	Park

Source: DPIE

#### 4.4 Community and culture

Government-run community and cultural facilities were not identified on DPIE's point of interest layer, though it is noted that a community hall is attached to the Victoria Street Community Precinct. Access to the hall is controlled by the public school.<sup>15</sup>

Council's website has been reviewed to confirm the availability of community halls, libraries or other community and cultural facilities. A map of Council's facilities available on its webpage is provided in Figure 4-2. As shown on that map, the closest facilities are a community centre at Rhodes (approx. 2 km north, accessible by train) and Concord Library at Central Park (approx. 1.5 km southeast). Concord Community Centre, approximately 3 kilometres southeast of the site. The centre has various function rooms available to hire, and also hosts a community garden and a 'Men's Shed.'

Places of worship can also offer community and cultural infrastructure, noting that experiences vary from establishment to establishment and individual needs. Places of worship are not a replacement for publicly owned and operated infrastructure for these reasons, but they may foster social connections and otherwise complement public facilities. There are four churches identified within walking distance of the site which offer a range of community activities, though these are generally tied to the church. Concord Community Anglican Church runs a range of community services and classes including music groups for young children and parents, and English language classes.

<sup>15</sup> <https://victoriaav-p.schools.nsw.gov.au/about-our-school/community-precinct-hall.html> (Accessed August 2021)

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Figure 4-2: City of Canada Bay Community Infrastructure



Source: City of Canada Bay Council [2021], [https://www.canadabay.nsw.gov.au/community/facilities-and-venues/venues-for-hire]

Table 4-4: Community and culture infrastructure

Map ID	Name	Type	Notes
10	Catholic Church	Place of worship	
12	Concord Community Anglican Church	Place of worship	
17	Uniting Church	Place of worship	
22	Presbyterian Church	Place of worship	
na	Community precinct hall	Hall	Operated by Victoria Avenue Public School

Source: DPIE, HillPDA

#### 4.5 Key implications

The site is:

- Generally close active open space (e.g. sportsfields and courts) in proximity to the site, with Sydney Olympic Park providing passive open space within walking distance
- Generally outside of walking distance from Council operated community facilities, requiring travel to Rhodes or Central Park
- Located close to a public school, which is understood to have capacity for students

Further, the Canada Bay LGA as a whole has been shown to have gaps in several types of recreation space, meaning that while there may be local options for recreation space, additional demand would put further pressure on the system overall.

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## 5.0 ECONOMIC BASE CASE

The following Chapter assesses, and where possible quantifies, the potential economic impacts of the ‘base case’ or status quo, being the existing land use on the site being retained. This scenario assesses the economic multipliers of the current uses on-site in terms of employment, wage and contribution to the local economy or Gross Value Added (GVA). It should be read in the context of Council’s *Local Employment and Productivity Strategy*, discussed in Section 3.2.4. The subject site provides accommodates the following businesses:

- Westpac Service Centre - occupying 16,600 sqm GFA<sup>16</sup>
- ‘Only about Children Concord’ – 650 sqm GFA<sup>17</sup> with 64 approved places.

For this analysis, it is assumed that the Westpac service centre is principally staffed by call centre personnel, with the child care centre being a separate use employing child care staff.

### 5.1 Employment generation

HillPDA estimates that approximately 1,320 jobs are currently accommodated on the subject site. This is informed by a review of development consents and industry averages.<sup>18</sup> Employment by business type is provided in Table 5-1.

**Table 5-1: Estimated number of jobs on-site**

Business	No. of workers
Westpac Service Centre	1,310 <sup>1</sup>
Only about children Concord	12 <sup>2</sup>
<b>Total</b>	<b>1,322</b>

Notes: <sup>1</sup> As advised by Council;

<sup>2</sup> applies NSW educator to childhood ratios as sourced from ACECQA to number of approved places at centre (i.e. 64 approved places across 4 rooms ranging from nursery to kindergarten as sourced from centre website)

### 5.2 Salaries

Based on IBIS World Industry Reports, HillPDA estimates that the 1,322 workers on site generate a combined annual salary of approximately \$66.7 million Table 5-2.

**Table 5-2: Estimated current salary contribution**

	No. Workers	Average Wage (\$)	Total Remuneration (\$m)
Westpac Service centre	1,310	\$50,585	\$66.3
Only about children Concord	12	\$38,895	\$0.5
<b>Total</b>	<b>1,322</b>	<b>\$50,479</b>	<b>\$66.7</b>

Source: IBIS World Industry Reports, HillPDA

<sup>16</sup> Sixmaps

<sup>17</sup> Sixmaps, Only about children centre website and ACECQA

<sup>18</sup> Assumes 1,310 employees and an employment density of 1 job per 80sqm of Net Lettable Area (NLA) for Tradelink (NLA calculated at 90% of GFA)

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### 5.3 Industry Value Added

Industry Value Added (IVA) refers to the market value of goods and services produced by an industry minus the cost of goods and services used in the production process, which leaves the gross product of the industry. The components include remuneration of workers, net taxes on production and imports and gross operating surplus. IVA may be referred to as the contribution made to the local economy or Gross Domestic Product (GDP).

HillPDA estimates that the current land uses potentially contribute \$88.7 million GVA each year (refer to Table 5-3 below for a breakdown by business).

Table 5-3: Estimated industry value-added

Land use	No. Workers	Industry / Value Add / Worker	Industry Value Add (\$m)
Westpac Service Centre	1,310	\$67,259	\$88.1
Childcare	12	\$45,308	\$0.5
<b>Total</b>	<b>1,322</b>	<b>\$67,059</b>	<b>\$88.7</b>

Source: IBIS World Industry Reports, HillPDA

### 5.4 Contribution in context

The site contributes approximately 16,600 sqm of the 237,700 sqm of office floorspace in the Canada Bay LGA, as quantified in Council's *Local Employment and Productivity Strategy*. Assuming the 17,100 sqm of office floorspace in Remnant Industrial lands is accurate, the site forms the substantive whole of office floorspace in the proximal area. While the existing Concord West neighbourhood centre has some capacity to deliver office space, the *Local Employment and Productivity Strategy* does not foreshadow that use as a substantial outcome.

From an employment perspective, the 1,310 employees identified in the relevant development application would likely be classified as being in the Financial and Insurance Services Industry, which was forecasted to have 4,520 employees in 2016. This represents approximately 29 per cent of the industry's employment. If employees were classified as being within the industry of Professional, Scientific and Technical Services, they would make up approximately 31.6 per cent of the 4,140 employees forecasted. They also would form approximately 3.3 per cent of all workers in the Canada Bay LGA.

The 12 childcare employees would make a small proportion of their overall industry, there are relatively few existing locations where that employment could be absorbed in the immediate area.



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## 6.0 POTENTIAL ALTERNATIVE LAND USES

The project brief requires an examination of socio economic costs and benefits of related to a:

- Review the policy context to determine the sites contribution towards achieving the aims and objectives of relevant local and state planning policy.
- Analysis of alternative land uses to understand the economic impact of retaining a business use on the site or rezoning the land to accommodate alternative land uses.
- Undertake economic feasibility for identified development options.

The previous sections outline the base case for the site. This section undertakes an analysis of the key drivers for future development of the site and puts forward three options for development of the site and their response to planning (including policy, environmental and social matters) and economic impacts. Feasibility matters are considered in a separate commercial in confidence report.

### 6.1 Key drivers

The evidence gathered in previous chapters indicates that the future of the site will be influenced by five main drivers. These are outlined below, with key considerations summarised below each theme.

#### Strategic alignment with planning policy and planned infrastructure delivery

- State policy is led by PRCUTS and the District Plan:
  - PRCUTS proposes a B7 Business Park zone with 1:1 FSR and 8.5 maximum height proposed
  - Through-site links and active frontages are to be encouraged and PRCUTS foreshadows redevelopment of the site with potential for retail/entertainment uses along the periphery
  - PRCUTS appears to anticipate realisation of the site's 1:1 FSR as job-generating floorspace
- Council policies include a mix of priorities relevant to the site including:
  - A need to accommodate forecasted growth in demand for office space (Employment and productivity strategy)
  - A need to accommodate future demand for apartments, affordable housing and medium-density housing, noting that the LGA's overall capacity is anticipated to be adequate to meet the demand to 2036 (Canada Bay Local Housing Strategy)
  - Anticipation of around 500 dwellings to arise from endorsed strategies in the Homebush North Precinct, with no additional retail or other commercial space proposed in that location (Homebush North Precinct Master Plan)

#### Local environmental constraints

- Compatibility with the character of the area surrounding the site which is mixed, with fine grain low-density dwellings as the predominant land use and large lots to the south of the site generally delivering four to seven-storey apartment buildings
- While industrial land uses remain on sites to the west, they are anticipated to transition to high-density residential uses as a result of master planning and PRCUTS visions
- The planned transition of neighbouring industrial land to residential land uses raises the potential for future land use conflicts to arise if the site is to remain as employment uses (either on-site or via truck movements)
- Shopfronts south of the site appear vacant, suggesting a current lack of demand for retail
- Traffic management in the area has emerged as a critical issue that is being considered by an ongoing traffic study to inform the implementation of PRCUTS

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- Compared to the Canada Bay LGA and Greater Sydney, the study area is underrepresented by medium and high density dwellings, smaller dwellings and smaller households and overrepresented by larger detached dwellings and larger households

#### Social infrastructure needs

- The site offers 64 of the approximately 300 long day care places in the surrounding area. Any potential redevelopment of the site could result in a loss of these places unless child care is provided as part of a new development proposal. This is significant as Council has projected a shortfall in childcare places in the LGA
- The site is well served by active and passive open space, given the proximity to Powells Creek Reserve and Sydney Olympic Park
- There is a shortage of Council community facilities in proximity to the site, including community halls and libraries
- There is currently a shortfall in primary school places, with spare capacity within the nearby Victoria Avenue Public School

#### The economic contribution of the site

- The site offers approximately 7 per cent of the office floorspace in the Canada Bay LGA, being one of the few alternatives to the Rhodes precinct
- The site employs approximately 29 per cent of Finance and Insurance Industry workers in the Canada Bay LGA
- The site contributes approximately \$83.4m per annum in industry value added to the economy
- Any decision to redevelop the site would have a significant impact on local jobs, unless similar jobs are to be provided on the site.

## 6.2 Alternative land use options

Alternative land uses for the subject site have been considered by testing alternative development outcomes by the site against a series of pre-determined evaluation criteria. The options tested are summarised in Table 6-7 along with preliminary considerations for each option. Options were selected in consultation with Council. They aim to demonstrate a broad range of possible outcomes.

These options can be compared against the base case detailed in the preceding sections. Each option has been assessed for planning, social, infrastructure and economic implications.

Each option would result in the current land uses being removed from the site, being:

- Commercial office: 16,600 sqm
- Childcare: 600 sqm.

#### Option 1: PRCUTS recommendations

Option 1 assumes the site is demolished in order to deliver a series of two-storey office blocks across the site, primarily with office land uses. Active ground floor uses (e.g. retail) would be delivered at the ground floor, in line with PRCUTS plans. The through site links identified by PRCUTS would align with Council's masterplan, with a north-south road connecting the George Street and King Street, with east-west vehicle and pedestrian connections.

Key outcomes would be:

- Commercial office: 29,400 sqm (net additional 12,800 sqm)
- Retail: 1,000 sqm

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- Childcare: 600 sqm

#### **Option 2: Medium Density residential**

Option 2 investigates development of the site for residential uses with the following core controls:

- Zone: R3 Medium Density Residential
- Height: 27 m (approximately eight to nine stories)
- FSR: 2:1
- 5 per cent affordable housing contribution

Option 2 assumes the site is demolished in order to deliver a series of six to eight storey residential towers across the site. The through site links identified by PRCUTS would align with Council's masterplan, with a north-south road connecting the George Street and King Street, with east-west vehicle and pedestrian connections.

Key outcomes would be:

- Residential flat building: 61,400 sqm
- Childcare: 600 sqm

#### **Option 3: Mixed use development**

Option 3 investigates development of the site for residential uses with the following core controls:

- Zone: R3 Medium Density Residential, with B1 Neighbourhood Centre component (or additional permitted uses to enable similar outcomes)
- Height: 27 m (approximately eight to nine stories)
- FSR: 2:1
- 5 per cent affordable housing contribution

Key outcomes would be:

- Residential flat building: 59,400 sqm
- Retail premises: 700 sqm
- Office premises: 1,300 sqm
- Childcare: 600 sqm



### 6.3 Planning considerations

The following section considers planning matters associated with each option including:

- State and local planning policy
- Compatibility with the surrounding environment and potential mitigation measures
- Impacts on infrastructure.

#### 6.3.1 Option 1: PRCUTS Recommendations

##### Strategic alignment

A B7 Business Park zone would allow for a range of office, technology, light industrial and supporting land uses. Land uses permitted with consent include:

Centre-based child care facilities; Food and drink premises; Garden centres; Hardware and building supplies; Light industries; Neighbourhood shops; Office premises; Oyster aquaculture; Passenger transport facilities; Respite day care centres; Roads; Tank-based aquaculture; Warehouse or distribution centres; Any other development not specified in item 2 or 4.

Other Commercial premises, such as Shops, are prohibited in the zone. As such, this option assumes that an additional permitted use would enable active ground floor retail land uses, allowing for a variety of retail land uses beyond Neighbourhood shops and Food and drink premises. The permitted land uses include Office premises, the understood existing land use on the site.

This option would preserve valuable employment land and implement PRCUTS and previous Council masterplanning enabling a continuation of employment uses on the site. If the site were to be redeveloped, through site links for vehicles and pedestrians could be established which would improve amenity and access to the train station.

Overall, option one would make a positive contribution to State and Council strategic visions.

##### Environment

Option One proposes multiple two-storey office buildings across the site area with an internal pedestrian and vehicle network connecting George Street to Concord West Station. Retail and childcare would be provided on site, potentially near the train station to capitalise on passing trade.

Office land uses have been observed to be compatible with the existing mixed density residential land uses characteristic of the area around the site. Additional retail premises may support a cohesive neighbourhood centre providing a local option for day to day convenience and dining/entertainment options for workers and residents.

Overall, the building typology would be similar as currently exists, being one to two storey offices. The built form would be divided across multiple buildings, separated by new local roads and pedestrian links. This may improve views from existing and future residential land uses and pedestrian perspectives. Through site links would also improve connectivity to Concord West Station from surrounding high density residential areas.

Additional traffic generated by office land uses is likely to be in the opposite direction to residential generation limiting overall impacts. There may be traffic or noise impacts associated with the new retail land use, such as if an entertainment/after house component is introduced. Risks may be mitigated by adapting PRCUTS related modelling and improvements to accommodate the option. Otherwise, a reduction in car parking requirements could encourage alternate transport modes.



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Interaction with the public realm would be subject to Council's DCP and may be incorporated into delivery of Council's new masterplan. There is a risk of new through site links being poorly activated, particularly if retail land uses are not provided, as seen to the south of the site. A lack of after-hours trading, embellishment or other attraction of surrounding residential land uses may also result in low passive surveillance along new pedestrian routes.

Environmental outcomes associated with option one are likely to be positive.

#### Infrastructure

The site is already well served by active open space for workers. Proximity to Concord West Station is beneficial, as it would allow business and workers to leverage the Greater Sydney public transportation network.

While Council's social infrastructure benchmarks do not include provisioning rates for workers, the site visit identified a lack of embellishments in passive open space targeted to workers. Given the land required to deliver through site links, existing dedicated space on-site for employees may not be replaced at the same level. Childcare facilities would be lost during the construction period and would be replaced upon operation.

The infrastructure delivered on site may be limited to through site links identified through Council's masterplanning process. Outdoor social infrastructure has not been identified, and the combined effects of the height and FSR controls may limit the potential to deliver open space while delivering the floor space within the envelope.

Overall, the impacts to infrastructure are neutral, with some risk of being negative.

#### 6.3.2 Option 2: Medium density residential

##### Strategic alignment

The assumed R3 Medium Density Residential zone allows for the following uses as per the Canada Bay LEP:

*Attached dwellings; Bed and breakfast accommodation; Boarding houses; Boat sheds; Building identification signs; Business identification signs; Centre-based child care facilities; Community facilities; Environmental facilities; Exhibition homes; Group homes; Jetties; Multi dwelling housing; Neighbourhood shops; Oyster aquaculture; Places of public worship; Public administration buildings; Recreation areas; Residential accommodation; Respite day care centres; Roads; Schools; Seniors housing; Tank-based aquaculture; Water recycling facilities.*

Commercial premises are generally prohibited in the zone. As such, this option represents delivery of residential flat buildings with no significant retail component.

This option conflicts with PRCUTS and previous Council masterplanning. There would be a significant loss of employment lands and a significant reduction in professional jobs in the LGA.

The option would deliver PRCUTS and Council plans for significant portions of the site to be dedicated as through site links for vehicles and pedestrians.

The option conflicts with Ministerial directions related to the retention of employment lands and the delivery of PRCUTS outcomes. Significant reporting would be required to justify these inconsistencies and there is considerable uncertainty about the outcome of a rezoning proposal to R3 Medium Density Residential. However, there is also broad alignment with the Ministerial direction relating to residential lands which encourages increased housing choice, location of housing near public transport and efficient use of infrastructure. The Option would maximise benefits from proximity to existing transport infrastructure and deliver housing that is not currently in strong supply in the area.

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The option conflicts with Council's *Local Employment and Productivity Strategy*, which identifies shortfalls in employment lands generally and does not advocate for conversion of employment lands to residential lands. Alignment with Council's LHS is mixed, as it does not identify a need for additional apartment development on the site but does identify a need for affordable housing and housing near transport nodes.

Overall, the option is a negative contribution to State and Council strategic visions, largely due to the loss of scarce employment land and jobs.

#### Environment

The option would result in multiple apartment buildings across the site area with an internal pedestrian and vehicle network connecting George Street to Concord West Station. Childcare would be provided on site. No retail floorspace is anticipated.

The building typology would be residential towers up to 27m (e.g. eight to nine stories). This would generally be consistent with existing and planned residential development in the area. There is a risk of abrupt transitions in height with residential areas to the north, which would be subject to alignment with the Apartment Design Guide (ADG) or equivalent. Similar restrictions would apply to floorplates. Through site links would also improve connectivity to Concord West Station from surrounding high density residential area.

Additional traffic from residential land uses would substantially increase, putting additional pressure on the George Street/Pomeroy Street intersection. While modelling associated with Council's 2014 masterplan suggests that the impacts may be tolerable, though the report is dated. Risks may be mitigated by adapting PRCUTS related modelling and improvements to accommodate the option.

Interaction with the public realm would be subject to Council's DCP and may be incorporated into delivery of Council's new masterplan. There is a substantial risk of new through site links being poorly activated given the lack of active uses. Taller buildings may also overshadow the internal network, reducing amenity in the public realm.

Other complications may arise from engineering complications adjacent to the railway, view interruptions resulting from new buildings and building separation/communal open space opportunities resulting from internal road network requirements.

Outcomes associated with the option are generally neutral, with opportunities to mitigate risks associated with the built form and traffic.

#### Infrastructure

While there is a large amount of active and passive open space in the area for residents, there is an overall shortfall in recreation facilities across the Canada Bay LGA. Additional residents would put strain on the recreation facility network overall. Council operated community facilities are not within typical walking distance, meaning residents would need to travel to Rhodes (potentially via train) or other facilities via private vehicle. Otherwise, the proximity to Concord West is an infrastructure asset that could be utilised by residents for travel to employment or other destinations.

The infrastructure delivered on site may include open space or community facilities to leverage ground floor areas. This would be similar to the park located to the south of the site. Childcare facilities may also be larger than the option suggests, based on market demand.

Open space may be best suited to the north of the site to encourage separation from lower density land uses and limit overshadowing of the open space. Community uses may also be located near Concord West station to take advantage of public transport access. The specifics of asset delivery would be subject to the design process and may be limited by delivery of through site links and requirements of the ADG.

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With respect to infrastructure delivery, while open space could potentially be offset with height. Indoor community facilities would reduce residential GFA, resulting in impacts to dwelling delivery unless FSR controls were also revisited.

If open space were provided, low activation, such as that identified at the park to the south of the site, could limit community benefit.

Overall, the impacts to infrastructure are negative given the additional demand generated by the option and limited method of offsetting that demand on-site.

### 6.3.3 Option 3: Mixed use development

#### Strategic alignment

Like Option 2, the primary outcome of this option would be delivery of residential flat buildings as a form of residential accommodation. A portion of the site would be zoned B1 Neighbourhood Centre (or retail-related additional permitted uses), enabling delivery of active ground floor uses and employment uses at the first floor (modelled as office premises).

This option would be inconsistent with PRCUTS and previous Council masterplanning.

There would be a loss of employment land and any employment uses on site would be limited compared to the current site-wide employment focused zone. As such, there would be a significant reduction in employment in the area.

The option could deliver significant portions of the site to be dedicated as through site links for vehicles and pedestrians.

The option is inconsistent with Ministerial directions related to the retention of employment lands and the delivery of PRCUTS outcomes. Significant reporting would be required to justify inconsistencies and the outcome is uncertain.

As with Option 2, there is broad alignment with the Ministerial direction relating to residential lands, with the site benefiting from proximity to existing transport infrastructure and delivering housing that is not currently in strong supply in the area.

The option would also conflict with Council's *Local Employment and Productivity Strategy*, which identifies the existing Concord West centre for growth, rather than a new centre to the west of Concord West Station. A neighbourhood centre at the site could potentially result in increased competition with surrounding centres that has not been anticipated by Council strategies. Option 2 is inconsistent with the strategy to retain employment land for urban services.

Alignment with Council's LHS is mixed, as it does not identify a need for additional apartment development on the site but does identify a need for affordable housing and housing near transport nodes.

Overall, the option would make a negative contribution to State and Council strategic visions.

#### Environment

The option would result in multiple apartment buildings across the site with an internal pedestrian and vehicle network connecting George Street to Concord West Station. A neighbourhood centre consisting of retail, office and childcare land uses would also be delivered on site.

The building typology would be residential towers up to 27m (e.g. eight to nine stories). This would generally be consistent with existing and planned residential development in the area. There is a risk of abrupt transitions in height with residential areas to the north, which would be subject to alignment with the Apartment Design Guide

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(ADG) or equivalent. Similar restrictions would apply to floorplates. Through site links would also improve connectivity to Concord West Station from surrounding high density residential area.

Traffic from residential land uses would substantially increase, putting additional pressure on the George Street/Pomeroy Street intersection. Some additional traffic would be associated with retail and office land uses, potentially offset by reduced parking requirements. While modelling associated with Council's 2014 master plan suggests that the impacts may be tolerable, the report is now dated.

Development of a neighbourhood centre and overall Interaction with the public realm would be subject to Council's DCP and may be incorporated into delivery of Council's new masterplan. Unless properly integrated with an overarching activation and movement plan, the neighbourhood centre and new through site links could be poorly activated. Taller buildings may also overshadow the internal network, reducing amenity in the public realm associated with the neighbourhood centre.

Other complications may arise from engineering complications adjacent to the railway, view interruptions resulting from new buildings and building separation/communal open space opportunities resulting from internal road network requirements.

Outcomes associated with the option are generally positive, with opportunities to mitigate risks associated with activation, built form and traffic.

#### **Infrastructure**

While there is a large amount of active and passive open space in the area for residents, there is an overall shortfall in recreation facilities across the Canada Bay LGA. Additional residents would put strain on the recreation facility network overall. Council operated community facilities are not within typical walking distance, meaning residents would need to travel to Rhodes (potentially via train) or other facilities via private vehicle. Otherwise, the proximity to Concord West is an infrastructure asset that could be utilised by residents for travel to employment or other destinations.

The infrastructure delivered on site may be integrated with a neighbourhood centre and could include open space or community facilities to leverage ground floor areas. Integration would offer a different outcome to the park located to the south of the site, assuming that activation could be achieved. Childcare facilities may also be larger than the option suggests, based on market demand.

Open space may be best suited to the north of the site to encourage separation from lower density land uses and limit overshadowing of the open space. Community uses may also be located near Concord West station to take advantage of public transport access. This could complement a neighbourhood centre that is supported by passing trade associated with the station. The specifics of asset delivery would be subject to the design process and may be limited by delivery of through site links and requirements of the ADG.

With respect to infrastructure delivery, while open space could potentially be offset with height. Indoor community facilities would reduce residential GFA, resulting in impacts to dwelling delivery unless FSR controls were also revisited. This issue is compounded by the reduction in residential GFA associated with this option, compared to Option 2.

Overall, the impacts to infrastructure are negative given the additional demand generated by the option and limited method of offsetting that demand on-site.

#### **6.3.4 Key Implications**

Option 1 generally aligns with State and Council strategies, noting that the type of office space provided may introduce competition with the Rhodes office precinct, which has been discouraged. The option would have generally the same environmental outcomes as the base case, and would have negligible impact on infrastructure demand, but would also have limited ability to deliver infrastructure.



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Option 2 and Option 3 both have significant conflicts with the balance of State and Council strategy resulting from conversion of employment lands to primarily residential lands. This would result in a loss of employment floorspace, identified as a priority for retention. Both options would likely result in traffic, visual impacts and infrastructure impacts. In particular, recreation and community facilities have been identified by Council strategies as being undersupplied in the LGA.

Option 3's introduction of a neighbourhood centre may have benefits for the surrounding area, providing a place of local activation and a focal point for community uses, such as open space, childcare or community facilities. This space may also draw business away from the existing Concord West centre and has not been anticipated by Council strategies.

All options present issues regarding the practicality of delivering infrastructure on site, given the land use dedication issues and reservation of space for through site vehicle links. They also present the risk of under-activation of through site links, potentially resulting in poor community outcomes. Some impacts and risks may be mitigated through masterplanning or further design work, such as revisiting the specifics of built form controls.

## 6.4 Economic benefits

The following Section assesses and where possible quantifies the potential economic impacts of re-developing in accordance with proposed option and compares the economic outcome against the base case (do nothing option).

### 6.4.1 Option 1: PRCUTS recommendations

#### Job creation

When complete, the option would deliver over 1,660 jobs. This is divided across the following categories, using average sqm per job as identified in the *City of Sydney floorspace and employment survey 2017*:

- Office premises: 1,617 jobs (25,872sqm GLA at 16 sqm per job)
- Retail premises: 35 jobs (880sqm GLA at 25 sqm per job)
- Child care: 12 jobs (current estimate).

This would result in a net change of +342 jobs.

Based on IBIS World Industry Reports, HillPDA estimates that the 1,664 workers on site generate a combined annual salary of approximately \$131.8 million (refer to Table 5-2 for composition).

This is almost double or \$65 million more in salaries than the base case. While the increase in jobs contributes to the increase, it is largely driven by higher average office salaries than the current call centre salaries.

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**Table 6-1: Estimated Option 1 staff remuneration**

	No. Workers	Average Remuneration	Total Remuneration (\$m)
Office	1,617	\$80,496	\$130.2
Retail	35	\$34,296	\$1.2
Childcare	12	\$38,895	\$0.5
<b>Total</b>	<b>1,664</b>	<b>\$79,219</b>	<b>\$131.8</b>

Source: IBIS World Industry Reports, HillPDA

#### Gross value added

Approximately \$135 million in gross value added above the base case – a 1.5-fold increase.

**Table 6-2: Estimated Option 1 gross value added**

	No. Workers	GVA / Worker	Gross Value Added (\$m)
Office	1,617	\$136,631	\$220.9
Retail	35	\$49,683	\$1.7
Childcare	12	\$45,308	\$0.5
<b>Total</b>	<b>1,664</b>	<b>\$134,133</b>	<b>\$223.2</b>

Source: IBIS World Industry Reports, HillPDA

#### Retail demand and impact on surrounding centres

A small-scale retail offer on the site would capture expenditure from two key sources namely, residents and workers within a walkable catchment to the west of the rail line<sup>19</sup>. Expenditure by each source is calculated as follows:

- With approximately 1,000 residents currently residing within this catchment<sup>20</sup>, and Council's masterplan indicating an additional 492 units would be introduced to the neighbouring area, the estimated residential population within the walkable catchment would grow to around 2,100 persons over the next 5-10 years<sup>21</sup>. Assuming expenditure per capital at \$14,600 on retail goods and services every year the total retail expenditure generated by residents within the catchment equates to \$30.7 million. However not all of this expenditure will be captured by the retail premises on the subject site. This is due to the proximity of surrounding centres which provide a greater range and quantum of retail floorspace. For this reason we have assumed 10%<sup>22</sup> of total retail expenditure will be captured by retail facilities on site. Based on this assumption, retail facilities on site will have the potential to capture \$3.1 million from residents within the walkable catchment; and
- Workers will also spend a proportion of their total retail spend near their place of work. Assuming 1,600 workers on site, with a further 200 workers from surrounding employment generating uses such as the nearby schools and station workers<sup>23</sup> and an average annual spend of \$2,500 per worker<sup>24</sup>, total potential retail sales from workers would amount to \$4.5 million.

<sup>19</sup> It is assumed that the railway will serve as a physical barrier, with residents to the east of the railway serviced by the facilities at Concord West

<sup>20</sup> Source: Transport of NSW Population forecast and aerial images obtained from SixMaps

<sup>21</sup> Assumes 1) an average household size of 2.26 for the additional 492 units which equates to 1,100 additional people and 2) loss of approximately 100 people to account for the demolition of existing dwellings to facilitate the development of the masterplan

<sup>22</sup> HillPDA research across various retail demand studies reveals that 10% is typical for most neighbourhood centres

<sup>23</sup> As sourced from Transport of NSW Employment projections

<sup>24</sup> A recent survey by Urbis (<https://insideretail.com.au/news/office-workers-big-spenders-201407>) found that workers in the CBD of Australian capital cities spend an average of \$11,000 per annum (or \$230 per week) in the CBD. The average spend is \$230 per week in

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Summing the sources of expenditure gives total potential retail sales of \$7.6 million. This translates to latent demand for around 1,250sqm of total retail floorspace based on a target retail turnover density rate (RTD) of \$6,000/sqm.<sup>25</sup> With limited retail facilities currently provided in the defined walkable catchment, this would suggest that the residential and worker catchment could support 880sqm of retail floorspace on site.

Assuming an RTD of \$6,000/sqm retailers on site would achieve \$5.3m per annum in total retail sales or turnover. The net increase in potential retail sales from the additional workers on site under Option 1 amount to \$0.9m meaning that \$4.4 million of the sales captured on site would be redirected from surrounding centres including Concord West and North Strathfield. Actual impacts would be dependent on the sensitivity of Concord West and North Strathfield neighbourhood centre's catchment (with Concord West more difficult to access across the train line and North Strathfield over a kilometre to the south of the site). Such a detailed assessment would be a matter for a specialised economic impact assessment as part of a future development application.

The relatively small size of the centre would limit impacts on the broader retail hierarchy and has been accounted for in the retail demand assessment (i.e. assumed capture rate of only 10% for retail facilities on site). As such the majority of the expenditure within the residential catchment will continue to be captured by the larger centres such as Concord (Majors Bay Road), Strathfield, Burwood and Rhodes.

#### 6.4.2 Option 2: Medium density residential

##### Job creation

The option would result in the loss of the 1,322 jobs that currently exist on the site due to demolition of the existing buildings. The call centre related jobs may leave the Canada Bay LGA entirely, should Westpac require a single tenancy. Given the unique qualities of the existing building, the jobs may be relocated to new employment lands at Western Sydney Airport or existing large-floorplate business parks at say Macquarie Park or Norwest. Childcare related jobs lost due to demolition of the existing buildings may be relocated to the surrounding area during the construction period to accommodate the demand for childcare.

When complete, the option would deliver approximately 60 jobs as follows:

- Child care: 12 jobs (current estimate)
- Working from home: 49 jobs<sup>26</sup>

This would result in a net loss of 1,260 jobs.

Based on IBIS World Industry Reports, HillPDA estimates that workers on site would generate a combined annual salary of approximately \$4 million (refer to Table 7.5), which is \$63 million less than the base case.

Table 6-3: Estimated Option 2 staff remuneration

	No. Workers	Average Remuneration	Total Remuneration (\$m)
Childcare	12	\$38,895	\$0.5
Work from home	49	\$72,800	\$3.6
<b>Total</b>	<b>61</b>	<b>\$66,138</b>	<b>\$4.0</b>

Source: ABS Retail Survey 1998-99, IBIS World Industry Reports, HillPDA

shops (which excludes transport to and from work, commercial services such as medical and other similar non-retail spending). For the purposes of this analysis we have assume a lower level of annual spend on site of \$2,500 per worker .

<sup>25</sup> Target turnover rates of \$6,000/sqm have been assumed as sourced from various consultancy studies, annual reports, Shopping Centre News, Property Council of Australia, ABS Retail Surveys, Urbis benchmarks, HillPDA market research (leases) and discussions with industry representatives

<sup>26</sup> 7.6% of workers undertake majority of work at home (ABS Locations of Work 2008 Cat 6275.0) and we have assumed 1.1 workers per occupied dwelling (1.3 average across the LGA) which calculates to approximately 1 job for every 12.5 dwellings. Assumes 637 apartments at 96% occupancy.

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### Gross value added

HillPDA estimates that Option 2 land uses could contribute \$5 million GVA each year (refer to Table 7.6 for a breakdown by business), which is substantially lower than the base case (i.e. net loss of -\$84 million).

**Table 6-4: Estimated Option 2 gross value added**

	No. Workers	GVA / Worker	Gross Value Add (\$m)
Childcare	12	\$45,308	\$0.5
Work from home	49	\$91,000	\$4.5
<b>Total</b>	<b>61</b>	<b>\$82,023</b>	<b>\$5.0</b>

Source: ABS Retail Survey 1998-99, IBIS World Industry Reports, HillPDA

### Expenditure from residents

This option would accommodate up to 1,450 additional residents in the 637 new residential dwellings in the precinct. By 2026 these residents are expected to spend around \$14,600 each in retail goods and services (\$2019)<sup>27</sup>, which equates to an additional retail expenditure of \$21.2 million each year. This increased in retail expenditure will benefit centres in the locality, including Strathfield, Concord (Majors Bay Road), Burwood and Rhodes.

#### 6.4.3 Option 3: Mixed use development

##### Job creation

When complete, the option would deliver approximately 156 jobs as follows:

- Office premises: 72 jobs (1,144 sqm GLA at 16 sqm per job)
- Retail premises: 25 jobs (616 sqm GLA at 25 sqm per job)
- Child care: 12 jobs (current estimate)
- Working from home: 47 jobs<sup>28</sup>

This would result in a net loss of 1,166 jobs.

Based on IBIS World Industry Reports, HillPDA estimates that the 155 workers on site generate a combined annual salary of approximately \$10.5 million (refer to Table 5-2), which is \$56 million less than the base case.

**Table 6-5: Estimated Option 3 staff remuneration**

	No. Workers	Average Remuneration	Total Remuneration (\$m)
Office	72	\$80,496	\$5.8
Retail	25	\$34,296	\$0.8
Childcare	12	\$38,895	\$0.5
Work from home	47	\$72,800	\$3.4
<b>Total</b>	<b>156</b>	<b>\$67,617</b>	<b>\$10.5</b>

Source: ABS Retail Survey 1998-99, IBIS World Industry Reports, HillPDA

<sup>27</sup> Average expenditure in Canada Bay LGA. Source: HillPDA estimate based on ABS Retail Trade 2019 (cat 8501.0) and Household Expenditure Survey 2016-17.

<sup>28</sup> 7.6% of workers undertake majority of work at home (ABS Locations of Work 2008 Cat 6275.0) and we have assumed 1.1 workers per occupied dwelling (1.3 average across the LGA) which calculates to approximately 1 job for every 12.5 dwellings. Assumes 615 apartments at 96% occupancy.



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### Gross value added

HillPDA estimates that Option 3 land uses could contribute \$16 million GVA each year (refer to Table 5-3 for a breakdown by business), which is \$73 million less than the base case.

**Table 6-6: Estimated Option 3 gross value added**

	No. Workers	GVA / Worker	Gross Value Add (\$m)
Office	72	\$136,631	\$9.8
Retail	25	\$49,683	\$1.2
Childcare	12	\$45,308	\$0.5
Work from home	47	\$91,000	\$4.3
<b>Total</b>	<b>155</b>	<b>\$101,917</b>	<b>\$15.8</b>

Source: ABS Retail Survey 1998-99, IBIS World Industry Reports, HillPDA

### Expenditure from residents

This option would accommodate up to 1,400 additional residents in the 615 new residential dwellings in the precinct. By 2026 these residents are expected to spend around \$14,600 each in retail goods and services (\$2019)<sup>29</sup>, which equates to an additional retail expenditure of \$20.4 million each year. This increased in retail expenditure will benefit centres in the locality, including Strathfield, Concord (Majors Bay Road), Burwood and Rhodes.

### Retail demand and impact on surrounding centres

An additional 1,400 local residents and a reduced worker population of only 300 workers<sup>30</sup> in the walkable catchment translates to latent demand for 1,000 sqm of retail floorspace on site (based on the same assumed capture rates and RTD for the other options). As such 616 sqm GLA of retail floorspace would be considered an appropriate amount for this location.

We estimate the retailers on the subject site would achieve sales of \$3.7 million. This would be redirected from surrounding centres including Concord West and North Strathfield. Actual impacts would be dependent on the type of retail on site and the sensitivity of Concord West and North Strathfield neighbourhood centre's catchment (with Concord West more difficult to access across the train line and North Strathfield over a 1km to the south of the site). Such a detailed assessment would be a matter for a specialised economic impact assessment as part of a future development application.

The relatively small size of the centre would limit impacts on the broader retail hierarchy and the majority of the expenditure within the residential catchment will continue to be captured by the larger centres such as Concord (Majors Bay Road), Strathfield, Burwood and Rhodes.

<sup>29</sup> Average expenditure in Canada Bay LGA. Source: HillPDA estimate based on ABS Retail Trade 2019 (cat 8501.0) and Household Expenditure Survey 2016-17.

<sup>30</sup> Assumes workers on site under option 3 and workers from adjacent employment uses such as the school facilities and station workers.

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#### 6.4.4 Key Implications

A comparable of the three options are as follows:

Site/Option Specifics	Option 1: PRCUTS	Option 2: Residential	Option 3: Mixed use
Total jobs	1664	61	156
Net jobs	+342	-1,260	-1,166
Gross value added (\$m/year)	\$223.2	\$5.0	\$15.8
Additional retail demand (\$m/year)	\$0.9	\$21.2	\$20.4
Retail impacts	Potential impact on neighbouring centres and limited impact on broader retail hierarchy.	Increase in retail expenditure in centres in the locality.	Increase in retail expenditure in centres in the locality Limited negative impact on broader retail hierarchy. Potential impact on nearby centres.

#### 6.5 Summary of findings

The table below summarises findings against the base case.



Table 6-7: Potential alternative land uses for the site

	Option 1: PRCUTS Recommendations	Option 2: Medium density residential	Option 3: Mixed Use
<b>Do nothing</b>			
<b>Description</b>	<ul style="list-style-type: none"> <li>Site is rezoned to B7 Business Park</li> <li>No change to height or FSR controls</li> <li>Site is redeveloped for commercial office (29,400 sqm), retail (1,000 sqm), childcare: 600 sqm</li> </ul>	<ul style="list-style-type: none"> <li>Medium Density Residential (61,400sqm), child care (600sqm)</li> <li>Height: 27 m (8-9 stories)</li> <li>FSR: 2:1</li> <li>5% affordable housing contribution</li> </ul>	<ul style="list-style-type: none"> <li>Residential flat building (59,400 sqm), retail premises (700 sqm), office premises (1,300 sqm), childcare (600 sqm)</li> <li>Height: 27 m 8-9</li> <li>FSR: 2:1</li> <li>5 %affordable housing contribution</li> </ul>
<b>Planning</b>	<ul style="list-style-type: none"> <li>Site retains the current IN1 General industrial zone:                             <ul style="list-style-type: none"> <li>Industrial uses permissible</li> <li>Office use is permissible via existing use rights</li> </ul> </li> <li>Zoning is inconsistent with PRCUTS</li> </ul>	<ul style="list-style-type: none"> <li>Site would be rezoned to R3 Medium density residential</li> <li>Zoning would be inconsistent with PRCUTS</li> <li>Rezoning would result in a loss of employment land when Eastern District has a critical need to protect land for urban services</li> <li>Option would deliver homes in a location with excellent access to public transport and good amenity</li> </ul>	<ul style="list-style-type: none"> <li>Site would be rezoned to a mix of B1 Neighbourhood Centre and R3 Medium density residential (or similar additional permitted uses)</li> <li>Zoning would be inconsistent with PRCUTS</li> <li>Rezoning would result in a loss of employment land when Eastern District has a critical need to protect land for urban services</li> <li>Option would deliver some jobs and homes in a location with excellent access to public transport and good amenity</li> </ul>
<b>Social</b>	<ul style="list-style-type: none"> <li>Child care centre could be retained or replaced</li> <li>Opportunity to establish through-site links</li> </ul>	<ul style="list-style-type: none"> <li>Opportunity to establish through-site links</li> <li>Opportunity to address current and future social infrastructure needs</li> <li>Takes advantage of excellent public transport access</li> </ul>	<ul style="list-style-type: none"> <li>Opportunity to establish through-site links</li> <li>Opportunity to address current and future social infrastructure needs</li> <li>Takes advantage of excellent public transport access</li> </ul>
<b>Economic</b>	<ul style="list-style-type: none"> <li>Employment land is retained and a potential industrial site protected for the long term</li> <li>Economic benefits of the site are subject to an alternative tenant being secured if Westpac vacates the site</li> <li>Without a tenant, the site would go into decline and not make an economic contribution</li> </ul>	<ul style="list-style-type: none"> <li>Loss of current employment on the site over 1,000 jobs in financial services</li> <li>Significant retail spend generated by incoming residential population</li> </ul>	<ul style="list-style-type: none"> <li>Net loss of employment on the site</li> <li>Small scale retail offer to for residents and workers within a walkable catchment supported by a resident population, limited to around 700 sqm to avoid negative impacts to other retail centres</li> <li>Office floorspace would be limited to less than 1,000sqm due to limited demand</li> </ul>



## 7.0 EVALUATION OF OPTIONS

The evidence base has made clear that the IN1 General Industrial land use zone is not foreseen in State strategies, with Council strategies typically assuming a B7 Business Park land use zone. Introducing the industrial land uses associated with that zone may not be a viable outcome for the following reasons:

- The site will be surrounded by residential land uses, meaning land use conflict from site uses (e.g. manufacturing) and site servicing (e.g. heavy vehicle movements along George Street and crossovers across active transport routes) would likely preclude any industrial or urban services land use, such as warehousing and logistics or a depot
- The site transitioned from an industrial land use to a specialised large format office land use approximately 20 years ago. This requires existing use rights to be employed when developing the site, which would likely conflict with the change in built form and introduction in active street frontage uses foreshadowed in strategic and master plan documentation
- Reverting to an industrial land use would require substantial investment and likely result in a lower rate of return on the land compared to commercial uses. It would likely be more profitable to lease a small portion of the office land use than pursue an industrial land use.

All options would include linkages associated with PRCUTS and Council masterplanning, likely resulting in subdivision and potential land dedication associated with new roads. Option 2 and Option 3 would include affordable housing contributions in line with Council's five per cent contribution policy.

As a note, assessment of each option assumes the option is delivered. It is noted that other land uses outside of the options would be permissible under the zones. The use of 'would' does not confer a value judgement on the likelihood of any option being delivered. Actual development outcomes may vary significantly if redevelopment is achieved at all.

### 7.1 Evaluation criteria

The above considerations will inform the development of options for the site. The options will be evaluated against predetermined criteria to determine the highest and best use for the site. The criteria for evaluating the various options have been framed as questions to allow comparison between options. The evaluation criteria reflect the variety of considerations for the site and the open-ended nature of determining a preferred outcome on the site.

1. Planning considerations
  - a. Delivery of State planning priorities
  - b. Delivery of local planning priorities
  - c. Compatibility with surrounding land uses and impacts
  - d. Potential to mitigate external environmental impacts
2. Social considerations
  - a. Social infrastructure demand
  - b. Opportunities for delivery of social infrastructure on-site
3. Economic benefit
  - a. Employment outcomes on the site
  - b. Gross value added / regional benefit
  - c. Delivery of employment floorspace

Each option has been evaluated based on changes from the base case for each of the above criteria. For simplicity, this evaluation has been summarised as either negative, neutral or positive change from the base case.



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## 7.2 Option 1: PRCUTS recommendations

The analysis in Chapter 6 has been used as a basis for evaluating Option 1 against the evaluation criteria.

Criteria	Evaluation
<b>Planning Considerations</b>	
<p><b>Contribution to the delivery of State planning priorities</b></p> <ul style="list-style-type: none"> <li>● PRCUTS: Deliver identified site-specific planning controls and development outcomes. Slightly modified locations for site-specific outcomes</li> <li>● Ministerial Directions: Protects existing employment land uses on the site and align with the PRCUTS employment area vision. Technically reduces potential floorspace in an industrial zone (noting that light industrial uses will continue to be permitted)</li> <li>● District Plan: Delivers the urban redevelopment outcomes identified in Concord West</li> </ul>	Positive
<p><b>Delivery of local planning priorities</b></p> <ul style="list-style-type: none"> <li>● <i>Homebush North Precinct Master Plan</i>: Deliver additional employment floorspace and through site links to Concord West Station</li> <li>● <i>Employment and Productivity Strategy</i>: Deliver additional office floorspace to offset overall forecasted shortfall</li> <li>● Non-alignment with <i>Employment and Productivity Strategy</i> through the loss of potential industrial floorspace, potential competition with Rhodes as the primary office space nexus.</li> </ul>	Positive
<p><b>Compatibility with surrounding land uses</b></p> <ul style="list-style-type: none"> <li>● Positive: <ul style="list-style-type: none"> <li>– Office land uses have been observed to be compatible with the existing mixed density residential land uses characteristic of the area around the site.</li> <li>– Retail premises land uses may support a cohesive neighbourhood centre providing a local option for day to day convenience and dining/entertainment options for workers and residents.</li> <li>– Broadly similar building typology as currently exists, being one to two storey offices.</li> <li>– Built form divided across multiple buildings, separated by new local roads and pedestrian links, potentially improving views from existing and future residential land uses and pedestrian perspectives.</li> <li>– Traffic from office land uses likely in opposite direction to residential generation limiting overall impacts</li> </ul> </li> <li>● Negative: <ul style="list-style-type: none"> <li>– Potential for low activation if retail is not provided or is not available after hours or embellishment does not attract users, potentially resulting in low passive surveillance along new pedestrian routes</li> <li>– Potential for additional local vehicle traffic associated with neighbourhood centre during peak hours</li> <li>– Potential for noise impacts associated with after hours retail and entertainment land uses.</li> </ul> </li> </ul>	Neutral
<p><b>Environmental impact mitigation possibilities</b></p> <ul style="list-style-type: none"> <li>● Parking maximums for office and retail floorspace to encourage alternate modes of transport</li> <li>● Deliver PRCUTS related traffic improvement measures</li> <li>● Establish a site specific DCP that identifies the preferred location and character of retail land uses, including setting expectations for after hours trading.</li> </ul>	Neutral
<b>Social considerations</b>	

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Criteria	Evaluation
<p><b>Demand for infrastructure</b></p> <ul style="list-style-type: none"> <li>High levels of active open space in the area provides options for activities for workers</li> <li>Local open space has low levels of non-active space embellishment targeted to workers</li> <li>Close proximity to rail network allows for access to regional transport</li> </ul> <p>Childcare would be lost during construction.</p>	Neutral
<p><b>Opportunities to deliver infrastructure on-site</b></p> <ul style="list-style-type: none"> <li>Through site links improve access to Concord West station for the surrounding community</li> <li>Masterplan that forms the basis for the option does not identify space for outdoor social infrastructure.</li> <li>Height and FSR controls limit ability to deliver on site open space for workers.</li> <li>Issues regarding land fragmentation may make it difficult to deliver social infrastructure without reducing employment GFA.</li> </ul>	Negative
<b>Economic benefit</b>	
<p><b>Employment outcomes</b></p> <ul style="list-style-type: none"> <li>Creation of over 1,660 jobs (net +342 jobs), including 35 retail jobs</li> <li>Loss of 1,322 existing jobs associated with demolition of the site, with call-centre jobs likely leaving the Canada Bay LGA entirely due to the unique nature of the site</li> <li>Generation of annual salary of \$131.8m (net +\$65m), partly due to increased salaries associated with generalised office jobs, rather than call centres</li> </ul>	Positive
<p><b>Gross value added of regional benefit</b></p> <ul style="list-style-type: none"> <li>Land uses could contribute \$223 million IVA each year, a 1.5-fold increase</li> </ul>	Positive
<p><b>Employment floorspace impact</b></p> <ul style="list-style-type: none"> <li>Existing and background growth associated with the Homebush North masterplan suggests the potential for \$3.1m in resident retail expenditure to be captured by the site. Impact on the broader retail hierarchy would be limited due to the relatively small size of the option's retail component.</li> <li>Workers anticipated to remain in the Concord West area and the approximately 1,600 workers associate with the option suggests the potential for \$4.5m in worker retail expenditure to be captured by the site</li> <li>Total demand of approximately 1,250 sqm of retail floorspace in the walkable catchment, meaning retail could be supported on site, with some tolerance for vacancies.</li> <li>The option would result in an additional 12,800 sqm of office floorspace, potentially offsetting forecasted shortfall in office space in the future.</li> <li>Introduction of retail on site may result in redirection of \$4.4m from surrounding centres (e.g. Concord West and North Strathfield) Tolerance for the redirection would require detailed analysis of the catchments of the nearby centres, including accommodating for additional demand from increased density associated with PRCUTS, Sydney Metro and other initiatives</li> <li>Canada Bay LGA, specifically the established centre at Rhodes, may be at a competitively disadvantage compared to higher profile office based centres, potentially exacerbated by the option.</li> <li>The replacement of a purpose-built and large format call centre with more fragmented all-purpose office premises would also remove the site's large lot size as a point of difference.</li> <li>Retail floorspace may have some local impacts, such as potentially drawing away customers from the existing Concord West neighbourhood centre.</li> </ul>	Negative

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### 7.3 Option 2: Medium density residential

The analysis in Chapter 6 has been used as a basis for evaluating Option 2 against the evaluation criteria.

Criteria	Evaluation
<b>Planning considerations</b>	
<p><b>Contribution to the delivery of State planning priorities</b></p> <ul style="list-style-type: none"> <li>• PRCUTS: Different zone and significant in jobs identified in the implementation plan</li> <li>• Ministerial Directions: Near elimination of employment land uses on site, with a decrease in Canada Bay employment land use zones, as well as inconsistency with PRCUTS directions</li> <li>• Ministerial Direction: Potential alignment with residential zone requirements to deliver diverse housing in proximity to existing infrastructure</li> <li>• District Plan: Potential alignment with District Plan priorities related to providing a mix of dwelling types and providing homes near existing public transport infrastructure</li> </ul>	Negative
<p><b>Delivery of local planning priorities</b></p> <ul style="list-style-type: none"> <li>• <i>Local Housing Strategy</i>: Not required to meet housing goals, but would increase housing near public transport and make contributions towards affordable housing</li> <li>• <i>Homebush North Precinct Master Plan</i>: Deliver through site links to Concord West Station</li> <li>• <i>Employment and Productivity Strategy</i>: Loss of potential industrial floorspace, loss of existing office floorspace and significant loss in employment within the Canada Bay LGA.</li> <li>• <i>Homebush North Precinct Master Plan</i>: Delivery of residential land uses on site instead of employment land uses, and associated subdivision pattern's impact, not considered</li> </ul>	Negative
<p><b>Compatibility with surrounding land uses</b></p> <ul style="list-style-type: none"> <li>• Positive: <ul style="list-style-type: none"> <li>– Higher density residential land uses generally compatible with the area</li> <li>– Potential to deliver high quality public spaces as part of the public domain</li> </ul> </li> <li>• Negative: <ul style="list-style-type: none"> <li>– Potential engineering complications from development adjacent to railway</li> <li>– Proposed internal road network may reduce open space opportunities and building separation</li> <li>– Encroachment of higher density uses against lower density areas to the north</li> <li>– Potential for overshadowing and view interruption impacts internally and to existing dwellings to the south</li> <li>– Increased traffic associated with approximately 650 residential car parking spaces</li> </ul> </li> </ul>	Neutral
<p><b>Environmental impact mitigation possibilities</b></p> <ul style="list-style-type: none"> <li>• Revisit through site link requirements, potentially expanding pedestrian links and linear open space and reducing north-south road links</li> <li>• Incorporate increased residential component into PRCUTS traffic reporting and determine required traffic improvement measures</li> <li>• Undertake residential-focused masterplanning and identify appropriate subdivision pattern and open space/built form guidelines</li> </ul>	Neutral
<b>Social considerations</b>	
<p><b>Demand for infrastructure</b></p> <ul style="list-style-type: none"> <li>• Large amounts of active open space in the area provides options for residents</li> <li>• Close proximity to rail network allows for access to regional public transport</li> <li>• Childcare would be lost during construction, potentially impacting local residents</li> <li>• Increase demand for childcare, which may or may not be accommodated on the site or surrounding sites</li> </ul> <p>Increased pressure on community and recreation spaces. Such Council facilities are not located within walking distance, potentially increasing demand at facilities at Rhodes via train or elsewhere via private vehicle</p>	Negative

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Criteria	Evaluation
<b>Opportunities to deliver infrastructure on-site</b> <ul style="list-style-type: none"> <li>Through site links improve access to Concord West station for the surrounding community</li> <li>A larger childcare facility may be accommodated on site</li> <li>Ground floor areas, such as those nearest Concord West Station, could potentially be used for community uses</li> <li>Low activation may discourage community uses of public open space, limiting community benefit</li> <li>Council's planned road layout, combined with building separation requirements, may reduce opportunities for public open space</li> <li>Childcare/community uses would reduce residential GFA, impacting GFA dedicated to residential land uses</li> </ul>	Negative
<b>Economic benefit</b>	
<b>Employment outcomes</b> <ul style="list-style-type: none"> <li>Loss of 1,322 existing jobs associated with demolition of the site, with call-centre jobs likely leaving the Canada Bay LGA entirely due to the unique nature of the site</li> </ul>	Negative
<b>Gross value added of regional benefit</b> <ul style="list-style-type: none"> <li>Land uses could contribute \$5m GVA, a net loss of approximately \$84m</li> </ul>	Negative
<b>Employment floorspace impact</b> <ul style="list-style-type: none"> <li>Residential growth on the site suggests the potential for an additional \$21.2m in annual resident retail and service expenditure, benefiting both neighbourhood and larger centres such as Strathfield and Rhodes.</li> <li>Loss of onsite employment would reduce worker expenditure, potentially impacting the existing Concord West neighbourhood centre. Tolerance for the loss would require detailed analysis of the catchment of the centres (e.g. if workers typically use the centre)</li> </ul>	Negative



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## 7.4 Option 3: Mixed use development

The analysis in Chapter 6 has been used as a basis for evaluating Option 3 against the evaluation criteria.

Criteria	Evaluation
<b>Planning considerations</b>	
<p><b>Contribution to the delivery of State planning priorities</b></p> <ul style="list-style-type: none"> <li>• PRCUTS: Different zone and potentially fewer jobs than identified in the implementation plan</li> <li>• Ministerial Directions: Significant reduction in employment land uses on site, with a decrease in Canada Bay employment land use zones, as well as inconsistency with PRCUTS directions</li> <li>• Ministerial Direction: Potential alignment with residential zone requirements to deliver diverse housing in proximity to existing infrastructure</li> <li>• District Plan: Potential alignment with District Plan priorities related to providing a mix of dwelling types and providing homes near existing public transport infrastructure</li> </ul>	Negative
<p><b>Delivery of local planning priorities</b></p> <ul style="list-style-type: none"> <li>• <i>Local Housing Strategy</i>: Increase housing near public transport and make contributions towards affordable housing</li> <li>• <i>Homebush North Precinct Master Plan</i>: Deliver through site links to Concord West Station</li> <li>• <i>Homebush North Precinct Master Plan</i>: Delivery of residential and retail land uses on site instead of more intensive employment land uses not considered. Residential land uses/subdivision pattern and associated impacts not considered</li> <li>• <i>Employment and Productivity Strategy</i>: Loss of potential industrial floorspace, loss of existing office floorspace and significant loss in employment within the Canada Bay LGA, potential competition with surrounding centres</li> </ul>	Negative
<p><b>Compatibility with surrounding land uses</b></p> <ul style="list-style-type: none"> <li>• Positive: <ul style="list-style-type: none"> <li>– Higher density residential land uses generally compatible with the area</li> <li>– Increases walkable access to local shops and services, potentially reducing private vehicle trips</li> <li>– Potential to deliver high quality neighbourhood centre catering to an area anticipated to grow, with associated public spaces as part of the public domain</li> </ul> </li> <li>• Negative: <ul style="list-style-type: none"> <li>– Potential engineering complications from development adjacent to railway</li> <li>– Potential under-activation of neighbourhood centre resulting from low amenity or restricted trading hours</li> <li>– Proposed internal road network may reduce open space opportunities and building separation</li> <li>– Encroachment of higher density uses against lower density areas to the north</li> <li>– Potential for overshadowing and view interruption impacts internally and to existing dwellings to the south</li> <li>– Increased traffic associated with approximately 625 residential car parking spaces</li> </ul> </li> </ul>	Positive
<p><b>Environmental impact mitigation possibilities</b></p> <ul style="list-style-type: none"> <li>• Revisit through site link requirements, potentially expanding pedestrian links and linear open space and reducing north-south road links</li> <li>• Incorporate increased residential component into PRCUTS traffic reporting and determine required traffic improvement measures</li> <li>• Undertake additional masterplanning and identify appropriate location and associated amenity improvements associated with the neighbourhood centre, as well as subdivision pattern and open space/built form guidelines for residential components</li> </ul>	Neutral

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Criteria	Evaluation
<b>Social considerations</b>	
<b>Demand for infrastructure</b>	
<ul style="list-style-type: none"> <li>Large amounts of active open space in the area provides options for residents</li> <li>Close proximity to rail network allows for access to regional public transport</li> <li>Childcare would be lost during construction, potentially impacting local residents</li> <li>Increase demand for childcare, which may or may not be accommodated on the site or surrounding sites</li> <li>Increased pressure on community and recreation spaces. Such Council facilities are not located within walking distance, potentially increasing demand at facilities at Rhodes via train or elsewhere via private vehicle</li> </ul>	Negative
<b>Opportunities to deliver infrastructure on-site</b>	
<ul style="list-style-type: none"> <li>Through site links improve access to Concord West station for the surrounding community</li> <li>A larger childcare facility may be accommodated on site</li> <li>Non-residential floorspace could potentially be used for community uses</li> <li>Neighbourhood centre could improve activation of Council infrastructure provided on site</li> <li>Council's planned road layout, combined with building separation requirements, may reduce opportunities for public open space</li> <li>Childcare/community uses would reduce residential GFA</li> </ul>	Neutral
<b>Economic benefit</b>	
<b>Employment outcomes</b>	
<ul style="list-style-type: none"> <li>Approximately 155 total jobs, including retail, office, childcare and work-from home jobs may be created across the site</li> <li>Net loss of approximately 1,150 jobs, with existing call-centre jobs potentially leaving the Canada Bay LGA due to the unique nature of the site</li> <li>Generation of annual salary of \$10.5m (net -\$56m), largely associated with loss of the call centre land use</li> </ul>	Negative
<b>Gross value added of regional benefit</b>	
<ul style="list-style-type: none"> <li>Land uses could contribute \$16m GVA, a net loss of approximately \$73m</li> </ul>	Negative
<b>Employment floorspace impact</b>	
<ul style="list-style-type: none"> <li>Residential growth on the site suggests the potential for an additional \$21.2m in annual resident retail and service expenditure, benefiting both neighbourhood and larger centres such as Strathfield and Rhodes.</li> <li>Loss of onsite employment would reduce worker expenditure, potentially impacting the existing Concord West neighbourhood centre. Tolerance for the loss would require detailed analysis of the catchment of the centres (e.g. if workers typically use the centre)</li> <li>Retail floorspace may have some local impacts, such as potentially drawing away customers from the existing Concord West neighbourhood centre.</li> </ul>	Negative

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## 7.5 Comparison of options

Criteria	Option 1	Option 2	Option 3
<b>Planning considerations</b>			
Contribution to the delivery of State planning priorities	Positive	Negative	Negative
Delivery of local planning priorities	Positive	Negative	Negative
Compatibility with surrounding land uses	Neutral	Neutral	Positive
Environmental impact mitigation possibilities	Neutral	Neutral	Neutral
<b>Social considerations</b>			
Demand for infrastructure	Neutral	Negative	Negative
Opportunities to deliver infrastructure on-site	Negative	Negative	Neutral
<b>Economic benefit</b>			
Employment outcomes	Positive	Negative	Negative
Gross value added of regional benefit	Positive	Negative	Negative
Employment floorspace impact	Negative	Negative	Negative

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## 8.0 CONCLUSIONS

The project brief requires a recommendation as to:

- The zone/s and land uses that would provide the optimum social and economic outcome for the LGA and the subregion
- Any further investigation that should occur to ensure appropriate development outcomes on the site.

The analysis suggests that the optimum social and economic outcomes may change overtime. It will be important for Council to consider the potential for the site in the medium and longer term context when considering any planning proposals to rezone the site.

### Current site improvements

At present, the site makes an important contribution to the supply of the employment land in Canada Bay LGA. The site accounts for around seven per cent of the LGA's employment land supply. HillPDA estimates that approximately 1,320 jobs are currently accommodated on the subject site in Westpac's Concord West Campus which provides banking operations and customer service. The site is a key source of employment in the finance sector for the LGA. The continuation of this level of economic contribution is tied to the continuation of Westpac's operations on the site.

There is some speculation that Westpac is planning to vacate the site. If Westpac vacates the site, alternative tenants could include a call centre, last mile warehousing or technology centre. These types of tenants are likely to deliver fewer jobs on the site compared to the Westpac banking operations and customer service centre.

The site is relatively unique, being an office development with a large floorplate within an industrial precinct that is adjacent to a rail station and neighbourhood retail centre. In its current form, the site is not well suited to attract office users willing to pay higher rents. There are significant office vacancies in other nearby, more desirable locations, such as Rhodes. This situation is unlikely to change in the short term due to a dampening of the office market due to the impact of the COVID-19 Pandemic. The site, being an isolated office use, offers few advantages in terms of co-location opportunities with other like businesses. Consequently, if Westpac vacates the site and a suitable tenant cannot be found, the site is likely to fall into decline and become an underutilised site.

A decision to retain the current zoning, would most likely only see the site continue to make an economic and social contribution, if a suitable tenant can be found.

### Alternative future land uses

HillPDA has tested three alternative development options for the site. The analysis has been undertaken at a high level as there are no specific development proposals before Council.

#### Option 1: PRCUTS Recommendations

This option involves a rezoning of the site to B7 Business Park and retaining the current height and FSR controls, which is consistent with the recommendations of PRCUTS. The planning controls could support a commercial office building of 29,400 sqm (net additional 12,800 sqm), 1,000 sqm of retail floorspace and 600 sqm for a childcare centre. The option is appropriate because Local Planning Direction 7.3 requires that any future rezoning is consistent with PRCUTS unless a study to the satisfaction of the Secretary of DPIE demonstrates that an alternative scheme will deliver better outcomes.

This option would result in a net change of +342 jobs. Based on IBIS World Industry Reports, HillPDA estimates that the 1,664 workers on site generate a combined annual salary of approximately \$131.8 million which is almost double or \$65 million more in salaries than the base case. Approximately \$135



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million in gross value added above the base case – a 1.5-fold increase. Retail facilities on site will have the potential to capture \$3.1 million from residents within the walkable catchment; and total potential retail sales from workers would amount to \$4.5 million. The relatively small size of the centre would limit impacts on the broader retail hierarchy.

The key advantage of the option is the ability to simplify planning controls for the site. The proposed B7 Business Park zone, would make office premises permissible on the site, removing any future reliance on establishing existing use rights. HillPDA notes that this outcome could still be achieved without rezoning the site to B7 Business Park. Implementation of the new employment zone reforms will provide an opportunity for Council to remedy the current anomaly in the planning controls, either through an amendment to the land use table or an amendment to Clause 2.5 and Schedule 1: Additional Permitted Uses of the Canada Bay LEP 2013.

**Option 2: Medium density residential:**

This option assumes that the site would be rezoned to R3 Medium Density Residential with maximum building height increased to 27m, an FSR of 2:1 and a 5 per cent affordable housing contribution would apply. Current improvements would be replaced with a residential flat building of 61,400 sqm and a child care centre of 600 sqm.

HillPDA estimates that Option 2 land uses could contribute \$5 million GVA each year (refer to Table 7.6 for a breakdown by business), which is substantially lower than the base case (i.e. net loss of -\$84 million). To some extent, this would be balanced by an increase in retail spending. This option would accommodate up to 1,450 additional residents in the 637 new residential dwellings in the precinct. By 2026 these residents are expected to spend around \$14,600 each in retail goods and services (\$2019)<sup>31</sup>, which equates to an additional retail expenditure of \$21.2 million each year. This increased retail expenditure would benefit centres in the locality, including Strathfield, Concord (Majors Bay Road), Burwood and Rhodes.

**Option 3: Mixed use development:**

This option assumes that site is zoned R3 Medium Density Residential with maximum building height increased to 27m, an FSR of 2:1 and a 5 per cent affordable housing contribution would apply. Current improvements on the site would be replaced with a residential flat building of 59,400 sqm, retail premises of 700 sqm, office premises of 1,300 sqm and a childcare centre of 600 sqm.

HillPDA estimates that this option would result in a net loss of 1,166 jobs on the site. Based on IBIS World Industry Reports, the 155 workers on site generate a combined annual salary of approximately \$10.5 million, which is \$56 million less than the base case. Option 3 land uses could contribute \$16 million GVA each year which is \$73 million less than the base case.

However, by 2026 the estimated 1,400 additional residents in the 615 new residential dwellings in the precinct are expected to spend around \$14,600 each in retail goods and services (\$2019), which equates to an additional retail expenditure of \$20.4 million each year. This increased in retail expenditure will benefit centres in the locality, including Strathfield, Concord (Majors Bay Road), Burwood and Rhodes. We estimate the retailers on the subject site would achieve sales of \$3.7 million. This would be redirected from surrounding centres including Concord West and North Strathfield. Actual impacts would be dependent on the type of retail on site and the sensitivity of Concord West and North Strathfield neighbourhood centre's catchment (with Concord West more difficult to access across the train line and

<sup>31</sup> Average expenditure in Canada Bay LGA. Source: HillPDA estimate based on ABS Retail Trade 2019 (cat 8501.0) and Household Expenditure Survey 2016-17.

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North Strathfield over a 1km to the south of the site). Such a detailed assessment would be a matter for a specialised economic impact assessment as part of a future development application.

Further work is needed to determine the FSR at which development may become both financially feasible and delivery design outcomes. The options tested FSRs have been informed by PRCUTS and surrounding controls, not financial feasibility or specific design testing. In addition, any future development proposals that include retail floorspace should be supported by an Economic Impact Assessment that qualifies the likely impact to the other centres in the retail hierarchy

### Recommendation

The site's existing office premises land use is prohibited, and while existing use rights have been satisfactory over recent years to allow for development on the site, this is not ideal as existing use rights can be a complex and uncertain mechanism for development.

It is recommended that Council prioritise formalising the permissibility of the office premises use on the site, in order to minimise any complications or uncertainty regarding the retention or intensification of that use into the future. This may be done by either:

- Retain the existing IN1 General Industrial zone, with a Schedule 1: Additional Permitted Use of office premises applied to the site
- Rezone the site as B7 Business Park

It is recommended that Council, seek to permit office premises as an additional permitted use on the site. This may be undertaken as part of the upcoming employment zone reform implementation, or a site-specific planning proposal. The existing industrial zone would not need to be changed.

This could provide an opportunity for a new tenant to be sought if Westpac vacates the site. It would also allow Council to monitor the impacts of PRCUTS implementation and COVID-19 impacts on the residential, centre and office markets in the locality and Canada Bay LGA as a whole. Council could also refine masterplanning for an employment-focused outcome on the site to address issues with fragmentation and potential oversupply addressed in this report.

Alternatively, Council may prepare a planning proposal to apply B7 Business Park zone to the site. The PRCUTS recommended planning controls and design outcomes, including a B7 Business Zone, offer no particular advantages in terms of encouraging redevelopment for employment. However, it would achieve a similar outcome to the above recommendation and signal Council's longer term intent to maintain the site for employment land uses. As redevelopment of the site under Option 1: PRCUTS Recommendations is not likely to attract developer interest and given the unique attributes of the site, long term re-use or redevelopment as commercial office space is considered unlikely. Therefore, as above, masterplanning should also be refined to consider the issues identified in this report.

A requirement for redevelopment as commercial office space that delivers the land use mix and general built form identified by PRCUTS and broadly defined by Council's masterplanning is considered unlikely. Should these outcomes be strictly sought, it could result in the site falling into decline and being underutilised. Council will need to weigh and balance the need to preserve employment land against the risk of site decay and employment loss.

Residential and mixed use options as outlined in Option 2 and 3 are not recommended at this time due to a lack of strategic planning consideration and the potential for negative local and economic impacts. While redevelopment of the site for residential or mixed use is considered likely to deliver better urban living outcomes on the site, it would result in a loss of important employment land. A zoning that permits residential development at an FSR that is attractive to a developer, would likely see the site be redeveloped creating the opportunity to deliver homes close to transport, provide through site links and deliver needed social infrastructure. Council

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could, as part of a broader policy response outside of this specific site, determine that these benefits against the potential loss of employment land as part of a broader strategic analysis of Concord West and the Canada Bay LGA. Council may also examine outcomes as part of a future centres or employment strategy that considers impacts in the context of Canada Bay LGA's employment lands and centres hierarchy.

If Council decides to consider a planning proposal, we suggest that Council aim to work collaboratively with the land owner to achieve positive outcomes on the site and maximise the community benefits from any future redevelopment. We would also suggest that:

- Any planning proposal that includes retail floorspace should be supported by a retail impact study that assesses the potential impact to other centres in the surrounds
- Council engage an independent consultant to test the feasibility of a planning proposal, to ensure that the FSR is set at a level that will allow development to be feasible, including the delivery of affordable housing, social infrastructure and community benefits
- Council require the proponent to provide alternative through site link modelling that preserves the ability to deliver suitable floorplate land uses).

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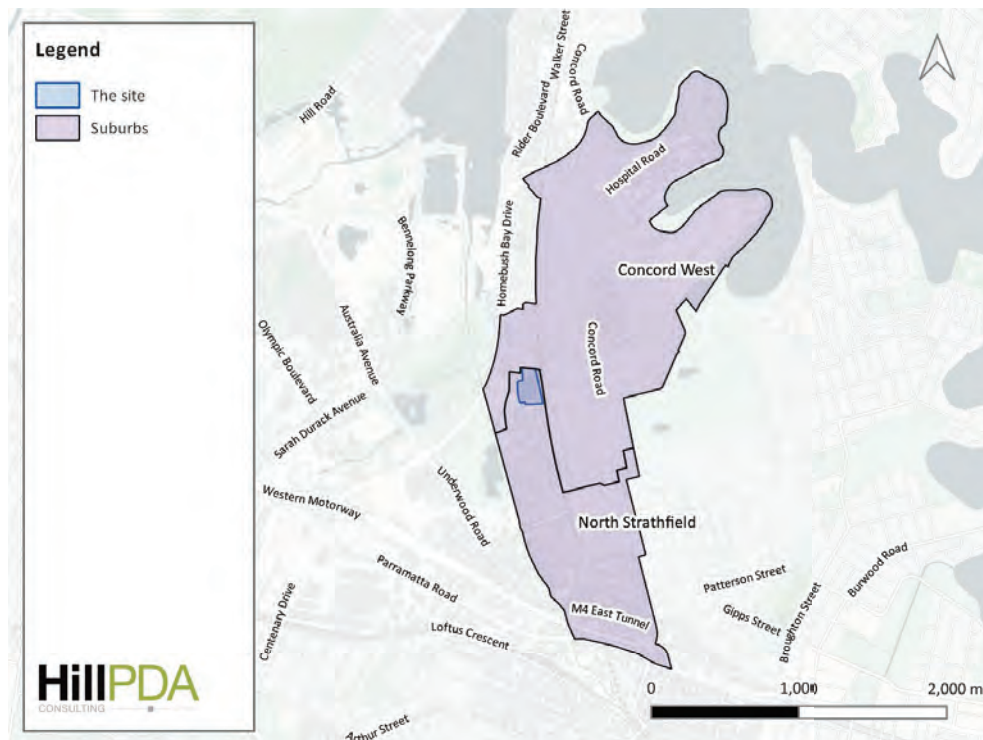
## APPENDIX A : DEMOGRAPHIC PROFILE

This chapter considers the demography of the area surrounding the site including individual, household and housing characteristics. Information has been compiled from profile .id, with analysis undertaken to draw insights about the characteristics of the local community. The profile .id source for the data is the 2016 Census.

A study area has been defined which includes the suburbs of Concord West and North Strathfield. Data for the study area has been benchmarked against the Canada Bay LGA and Greater Sydney. The study area is indicated in Figure A-1.

The areas have been combined as the site is positioned on the border of the two suburbs, with the Concord West area (as accessible via George Street) overlapping the suburbs.

Figure A-1: Concord West and North Strathfield



Source: HillPDA

### A.1 Population

In 2016, the study area had a population of 9,032 people or about 10 per cent of the Canada Bay LGA population of 88,015. From 2011 to 2016, Canada Bay LGA's population increased by 12,248 people or 16.2 per cent. This represents an average annual population change of 3.04 per cent per year over the period.

Since the Census, the Canada Bay estimated resident population has increased to 96,550 in June 2020, an annual growth rate of 2.34 per cent.



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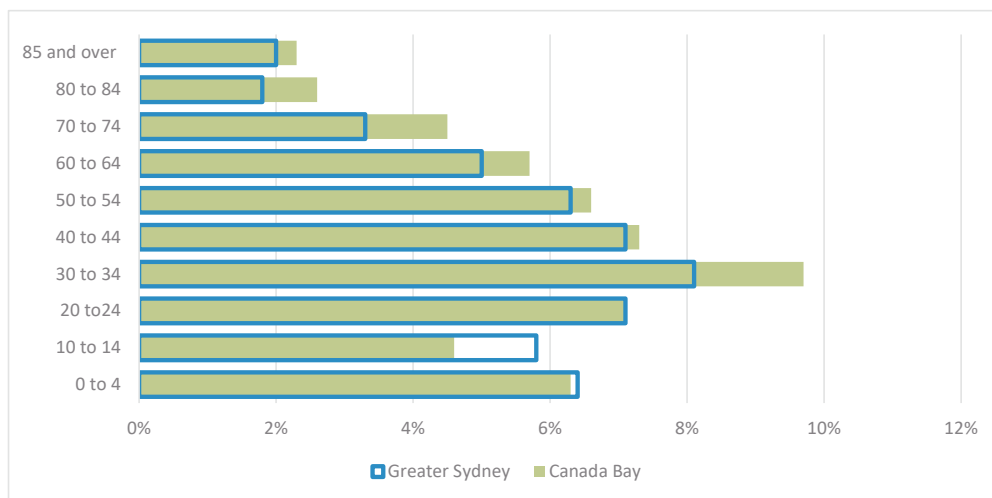


**A.1.1 Age Structure**

The Canada Bay LGA age structure has been considered in service age groups, as defined by Profile .id. Service age groups divide the population into age ranges representing categories that reflect typical life-stages. They indicate the level of demand for services that target people at different stages in life and how that demand is changing.

Population distribution across service age groups in the Canada Bay LGA and Greater Sydney is shown in Figure A-2. When compared to Greater Sydney, the Canada Bay LGA had a lower proportion of under 15s, particularly 10 to 14-year-olds, with a higher proportion of people across all age groups over 30.

**Figure A-2: Service age group, Canada Bay LGA and Greater Sydney, 2016**



Source: profile .id

**A.1.2 Forecast Population**

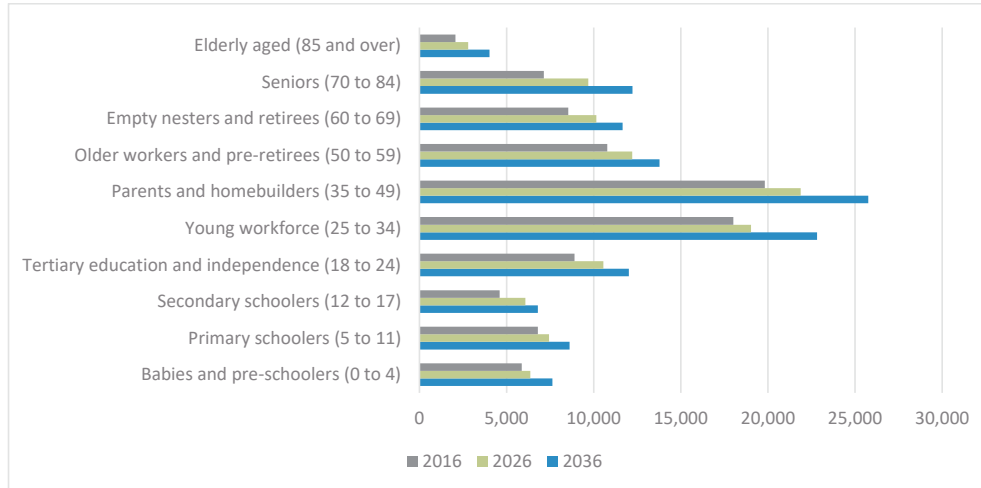
Knowing when and where to deliver age-based services is an essential part of local government planning. According to profile id’s November 2020 population and household forecasts, the total population within the study area will reach approximately 22,217 by 2036. This represents an increase of 8,152 or 35.4 per cent over the period. Approximately 81 per cent of the growth is attributed to North Strathfield.

The increase in population by service age group is shown in Figure A-3, with Table A-1 providing additional detail, including changes in the proportion of each age group. The most growth is expected in 25 to 34 and 35 to 49-year-olds, though the overall proportion of over 70s is anticipated to increase. While the population of age groups under 24 are also anticipated to increase, their proportion of the overall population is largely anticipated to decrease or remain stable.

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Figure A-3: Population projections



Source: profile.id

Table A-1: Population projections by service age group

Age group (years)	2016		2026		2036	
	Population	%	Population	%	Population	%
Babies and pre-schoolers (0 to 4)	5,869	6.3	6,363	6.0	7,625	6.1
Primary schoolers (5 to 11)	6,798	7.3	7,440	7.0	8,613	6.9
Secondary schoolers (12 to 17)	4,600	5.0	6,081	5.7	6,796	5.4
Tertiary education and independence (18 to 24)	8,901	9.6	10,554	9.9	12,012	9.6
Young workforce (25 to 34)	18,010	19.5	19,035	17.9	22,813	18.2
Parents and homebuilders (35 to 49)	19,826	21.4	21,884	20.6	25,752	20.6
Older workers and pre-retirees (50 to 59)	10,778	11.6	12,212	11.5	13,783	11.0
Empty nesters and retirees (60 to 69)	8,541	9.2	10,156	9.6	11,666	9.3
Seniors (70 to 84)	7,141	7.7	9,696	9.1	12,227	9.8
Elderly aged (85 and over)	2,070	2.2	2,799	2.6	4,023	3.2
<b>Total persons</b>	<b>92,534</b>	<b>100.0</b>	<b>106,219</b>	<b>100.0</b>	<b>125,310</b>	<b>100.0</b>

Source: profile.id

**A.1.3 Employment**

The labour force participation rate refers to the proportion of the population aged 15 years and over that was employed or actively looking for work. Consideration of labour force participation is important as *"the labour force is a fundamental input to domestic production. Its size and composition are therefore crucial factors in economic growth. From the viewpoint of social development, earnings from paid work are a major influence on levels of economic well-being."* (Australian Social Trends 1995).

The size of Canada Bay LGA's labour force in 2016 was 47,074, of which 13,717 were employed part-time and 30,257 were full-time workers.

Employment status (as a percentage of the labour force) provides additional detail regarding the level of employment in an area and, if unemployed in the study area in 2016 compared to Canada Bay LGA and Greater

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Sydney shows that there was a similar proportion in employment, and slightly higher unemployment in the study area compared to Canada Bay LGA and Greater Sydney.

Both the study area and the broader Canada Bay LGA had the same proportion of employed and unemployed people, being 95 and 5 per cent, respectively. This represents a larger proportion of employed people than Greater Sydney as a whole, which was 94 per cent. The study area was found to have a higher proportion of part-time workers (30.3 per cent) compared to the Canada Bay LGA (29.1 per cent).

**Table A-2: Employment Status**

	Study area		Canada Bay LGA %	Greater Sydney %
	Nu	%		
Employed	5,384	95.0	95.0	94.0
Employed full-time	3,556	62.7	64.3	61.2
Employed part-time	1,718	30.3	29.1	30.9
Hours worked not stated	110	1.9	1.5	1.9
Unemployed (Unemployment rate)	283	5.0	5.0	6.0
Looking for full-time work	152	2.7	2.6	3.2
Looking for part-time work	131	2.3	2.4	2.9

Source: profile.id

The top occupations of employment in the Canada Bay LGA were professionals (33.1 per cent), Managers (18.4 per cent) and Clerical and administrative workers (14.8 per cent). Compared to the Canada Bay LGA, there was a lower proportion of Managers and Professionals and a higher percentage of other occupations, such as were employed in other Technicians and Trades Workers, Community and Personal Services Workers, Machine Operators and Labourers.

**Table A-3: Occupation of employment**

	Study area		Canada Bay LGA	
	Number	%	Number	%
Managers	757	14.1%	8,216	18.4
Professionals	1686	31.3%	14,790	33.1
Technicians and Trades Workers	580	10.8%	3,892	8.7
Community and Personal Service Workers	486	9.0%	3,334	7.5
Clerical and Administrative Workers	835	15.5%	6,594	14.8
Sales Workers	439	8.2%	4,057	9.1
Machinery Operators and Drivers	166	3.1%	1,041	2.3
Labourers	322	6.0%	1,937	4.3
Not stated or inadequately described	109	2.0%	839	1.9
Total	5380	100.0%	44,700	100

Source: profile.id

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## A.2 Households

### A.2.1 Household size and structure

As of the 2016 Census, approximately 34,097 households were living in the Canada Bay LGA, with 3,681 of those living within the study area. The most common household type in the study area is Couple with Children, making up approximately 39.3 per cent of households. This is higher than the Canada Bay LGA (approx. 31.2 per cent) and Greater Sydney (35.3 per cent).

The next largest household types in the study area were couples without children (21.7 per cent) and lone person households (17.5 per cent), both of which represent lower proportions of households than the Canada Bay LGA or Greater Sydney. The study area had a higher proportion of one-parent families (9.1 per cent), which is between the Canada Bay LGA and Greater Sydney proportions.

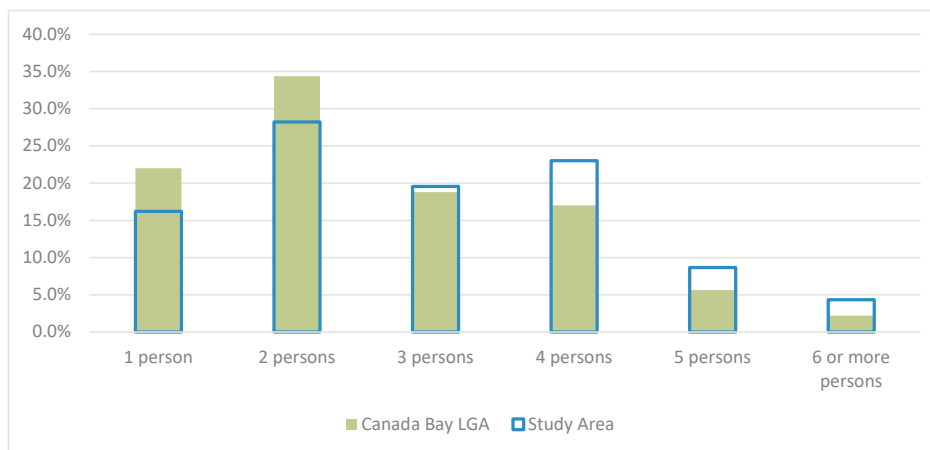
Table A-4: Household Type

	Study area (%)	Canada Bay LGA (%)	Greater Sydney (%)
Couples with children	39.3	31.2	35.3
Couples without children	21.7	26.2	22.4
One parent family	9.1	8.4	10.4
Other families	1.5	1.5	1.3
Group household	5.8	6.0	4.5
Lone Person	17.5	20.7	20.4
Other not classifiable household	4.5	5.0	4.7
Visitor only households	0.7	0.9	0.9

Source: profile.id

Looking at household size, the average household in the Canada Bay LGA in 2016 was 2.52 people, less than the Greater Sydney size of 2.72. A compiled average household size for the study area is not available, though both North Strathfield and Concord West had a higher average household size than the Canada Bay LGA (2.64 and 2.94, respectively). This aligns with Figure A-4, which reveals that the study area has a significantly higher proportion of households with three or more persons, compared to the entirety of the Canada Bay LGA.

Figure A-4: Household size, 2016



Source: profile.id



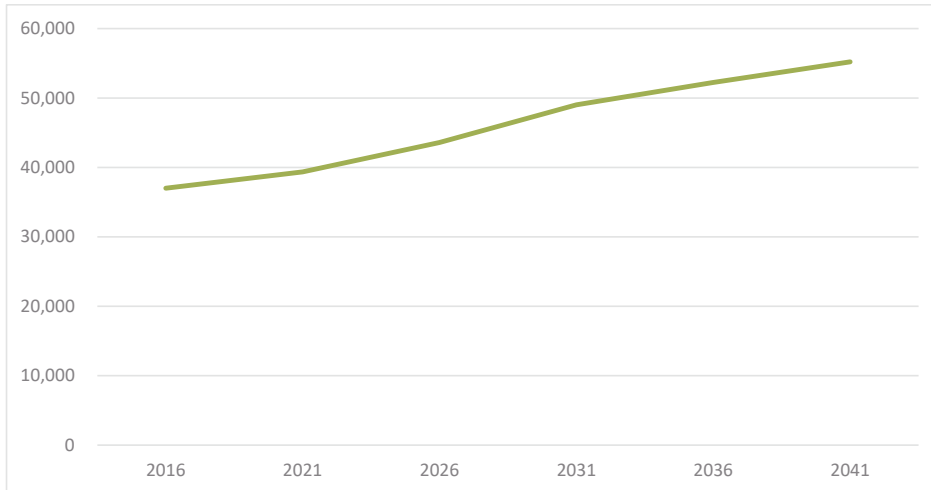
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**A.2.2 Projected changes in the number and size of households**

Residential development forecasts assume the number of dwellings in Canada Bay LGA increased by an average of 18,202 dwellings per annum in 2041 to 55,209. The addition of dwellings to the housing stock is a major driver of population growth in an area, providing opportunities for households to relocate from other areas or new households to form locally (such as young people leaving the family home or separations/divorces).<sup>32</sup>

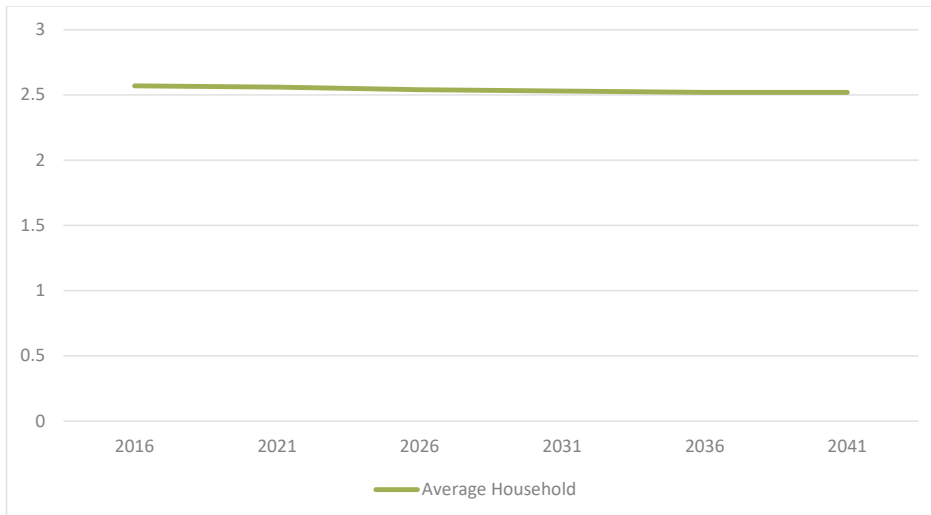
**Figure A-5: Projected households**



Source: Forecast.id

The average household size in the Canada Bay LGA is anticipated to remain largely steady, with slight decreases from 2016 onwards, from 2.57 to 2.52 (shown in Figure A-6 below). While this contributes to an increase in the overall number of households compared to the population, the impact is somewhat minimal.

**Figure A-6: Projected average household size in Canada Bay LGA**



Source: Forecast.id

<sup>3232</sup> Forecast Id

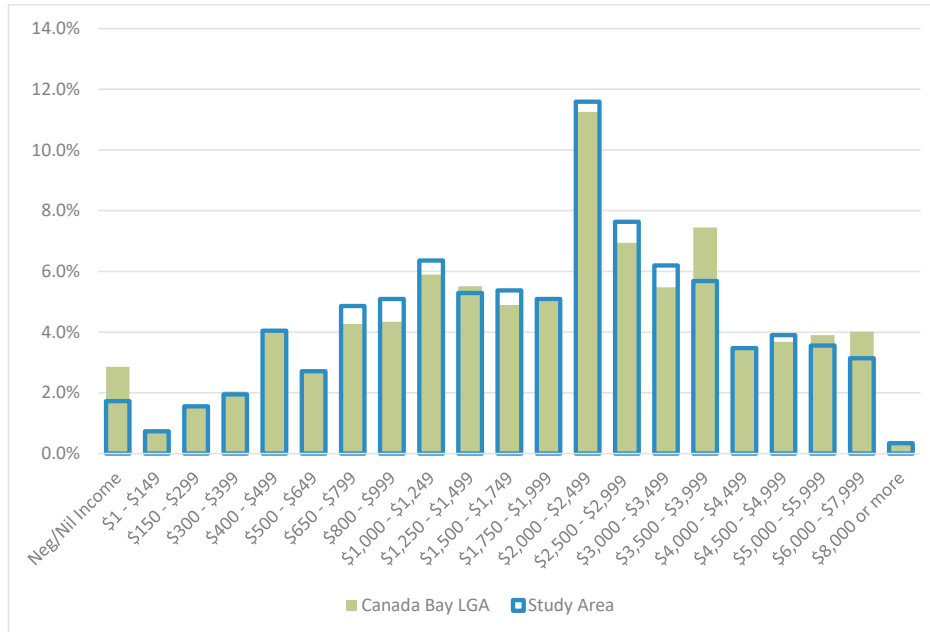
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**A.2.3 Household income**

Compared to the Canada Bay LGA, mid-range weekly household incomes in the study area were somewhat more represented in the Study Area, aligning more with Greater Sydney. However, lower-income ranges were less represented in the Canada Bay LGA and the Study Area than Greater Sydney. This reflects that there is a lower proportion of high-income households in the Study Area than Canada Bay more generally.

Figure A-7: Weekly household income, Canada Bay LGA and Greater Sydney, 2016



Source: Profile .id

**A.3 Housing**

A snapshot of the study area’s housing characteristics is seen in Table A-5, including dwelling type, number of bedrooms and tenure i.e. ownership. Key findings regarding the study area that it has a:

- Higher proportion of separate houses than the Canada Bay LGA, with medium and high-density dwellings, generally underrepresented compared to the other areas
- Lower proportion of dwellings with two or fewer bedrooms than the Canada Bay LGA
- Lower proportion of rental housing than the Canada Bay LGA or Greater Sydney, with a higher proportion of dwellings that are owned outright.

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Table A-5: Housing snapshot, 2016

	Study area		Canada Bay LGA		Greater Sydney	
	Number	%	Number	%	Number	%
<b>Dwelling types (% of occupied private dwellings)</b>						
Separate house	2,264	57.9	13,547	36.8	1,021,148	55.0
Medium density*	554	14.2	7,504	20.4	376,252	20.3
High density	1,023	26.2	15,160	41.2	436,793	23.5
<b>Number of Bedrooms (% of occupied private dwellings)</b>						
0 to 1	122	3.3	2,818	8.3	134,909	7.8
2	1,035	28.1	12,453	36.5	406,904	23.7
3	1,388	37.6	10,868	31.9	552,358	32.1
4	639	17.3	4,143	12.1	378,056	22.0
5 or more	263	7.1	1,501	4.4	125,420	7.3
<b>Tenure (% of occupied private dwellings)</b>						
Owned outright	1,214	32.9	9,953	29.2	475,996	27.7
Owned with a mortgage	1,027	27.8	9,489	27.8	542,273	31.5
Rented	1,183	32.0	12,067	35.4	560,074	32.6
Other/not stated	255	7.3	2,427	7.1	141,335	8.2

Note: \* includes dual occupancies, multi-dwelling housing and one/two-storey apartment buildings

Source: profile.id

### A.3.1 Mortgage payments

Analysis of the monthly housing loan repayments of households in Canada Bay LGA compared to Greater Sydney shows that there was a larger proportion of households paying high mortgage repayments (\$2,600 per month or more), and a smaller proportion of households with low mortgage repayments (less than \$1,200 per month).

Within the study area, 41.7 per cent of households were paying high mortgage repayments, and 29 per cent were paying low repayments compared with 46.4 per cent and 16.8 per cent respectively in Canada Bay LGA.

The major differences between the household loan repayments of Canada Bay LGA and Greater Sydney were:

- A larger percentage of \$5,000 and over (11.6 per cent compared to 6.4 per cent in Greater Sydney)
- A larger percentage of \$4,000 – 4,999 (9.8 per cent compared to 6.7 per cent in Greater Sydney)
- A smaller percentage of \$2,000 - \$2,199 (8.2 per cent compared to 11 per cent in Greater Sydney)
- A smaller percentage of \$1,600 – \$1,799 (4.2 per cent compared to 6.5 per cent in Greater Sydney).

### A.3.2 Housing rental payments

Analysis of the weekly housing rental payments of households in the Canada Bay LGA and Greater Sydney shows that there was a larger proportion of households paying high rental payments (\$450 or over per week), and a smaller proportion of households with low rental payments (less than \$250 per week).

Overall, 76.2 per cent of households in Canada Bay LGA were paying high rental payments of (\$450 per week or more), which is a higher number compared to Greater Sydney 48 per cent. A low proportion of households 10.3 per cent were paying low rental payments (\$250 per week) compared to 16.0 per cent in Greater Sydney.

The major differences between the household rental payments of the Canada Bay LGA and Greater Sydney were:

- A larger percentage of \$450 - \$749 (62.2 per cent compared to 38.3 per cent in Greater Sydney)

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- A smaller percentage of \$350 - \$449 (6.9 per cent compared to 21.9 per cent in Greater Sydney)
- A smaller percentage less than \$249 (10 per cent compared to 16 per cent in Greater Sydney).

#### A.4 Key implications

##### Population

- Canada Bay LGA has a large proportion of age between 35-49 compared to Greater Sydney and a lower proportion of younger age under 15 compared to Greater Sydney.
- Canada Bay LGA has a lower proportion of older age group over 65 compared to Greater Sydney.
- Population age forecasts indicate that the Study Area between 2016 and 2031 is forecasted to be in ages 25-29 which is expected to increase by 2,345.

##### Employment

- The study area had a higher proportion of people in the labour force 64.6 per cent compared with Canada Bay LGA 63.8 per cent and Greater Sydney 61.1 per cent.
- Unemployment in the study area was 6.6 per cent compared to 6 per cent in Canada Bay LGA and 5.7 per cent in Greater Sydney
- The top industries of employment in the Canada Bay LGA were Professionals 33.1 per cent, Managers 18.4 per cent and Clerical and administrative 14.8 per cent.

##### Housing

- Analysis of the number of bedrooms in dwellings in the Canada Bay LGA shows that there was a higher proportion of dwellings with 2 bedrooms or more, and a lower proportion of dwellings with 1 or fewer bedrooms.
- Within the study area, 41.7 per cent of households were paying high mortgage repayments, and 28.90 per cent were paying low repayments, compared to 46.4 per cent (high) and 16.8 per cent (low) in Canada Bay LGA and 36.5 per cent (high) and 17.3 per cent (low) respectively in Greater Sydney.
- Analysis of the weekly housing rental payments of households in the Canada Bay LGA compared to Greater Sydney shows that there was a larger proportion of households paying high rental payments (\$450 per week or more), and a smaller proportion of households with low rental payments (less than \$250 per week).
- Residential development forecasts assume the number of dwellings in the study area will increase by an average of 728 dwellings per annum to 55,209 in 2041.

##### Household type

- In the study area, 38.9 per cent of households were made up of couples with children in 2016 compared to 31.2 per cent in Canada Bay LGA and 35.3 per cent in Greater Sydney.
- 21.1 per cent of families in the study area are couples without children compared to 26.2 per cent in Canada Bay LGA and 22.4 Per cent in Greater Sydney.



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This valuation is prepared on the assumption that the lender or addressee as referred to in this valuation report (and no other) may rely on the valuation for mortgage finance purposes and the lender has complied with its own lending guidelines as well as prudent finance industry lending practices, and has considered all prudent aspects of credit risk for any potential borrower, including the borrower's ability to service and repay any mortgage loan. Further, the valuation is prepared on the assumption that the lender is providing mortgage financing at a conservative and prudent loan to value ratio.
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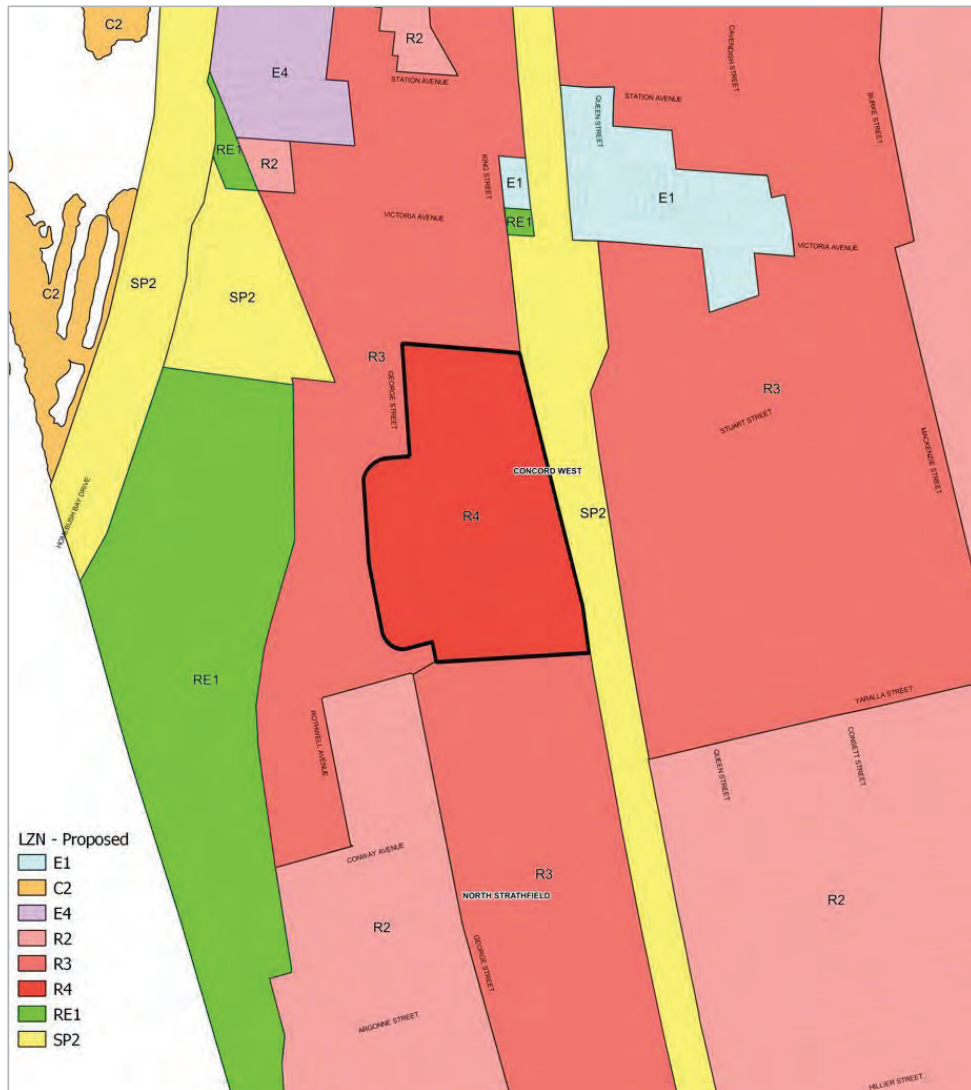
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**ATTACHMENT X**

**ATTACHMENT X**  
Recommended draft CBLEP Map Amendments

**Draft Land Zoning Map**



Recommended application of a R4 High Density Residential Zone, consistent with the draft Land Zoning Map above

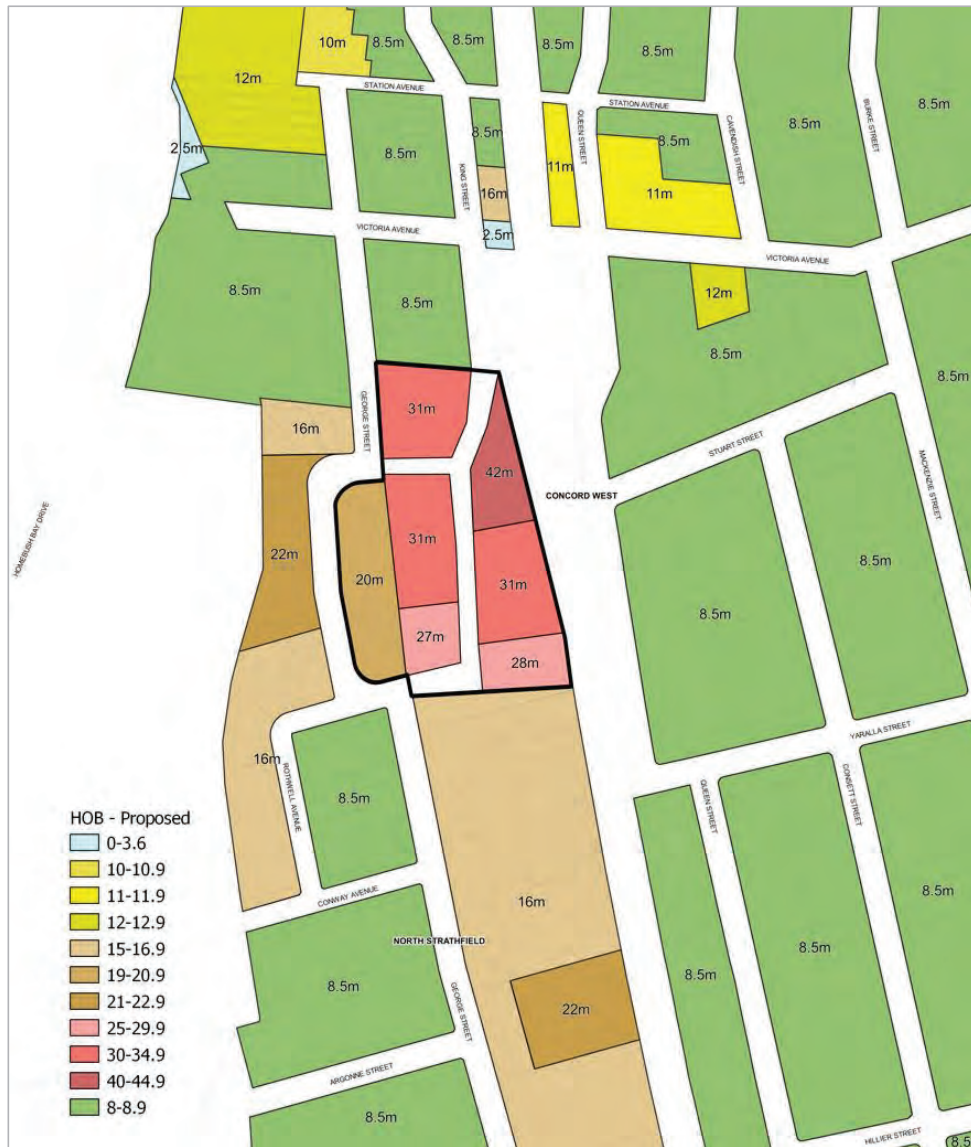
**Draft Floor Space Ratio Map**



Recommended total maximum Floor Space Ratio (FSR) be reduced to gross 2.23:1 (being a representation of the total of three individual block FSRs, consistent with the draft Floor Space Ratio Map above

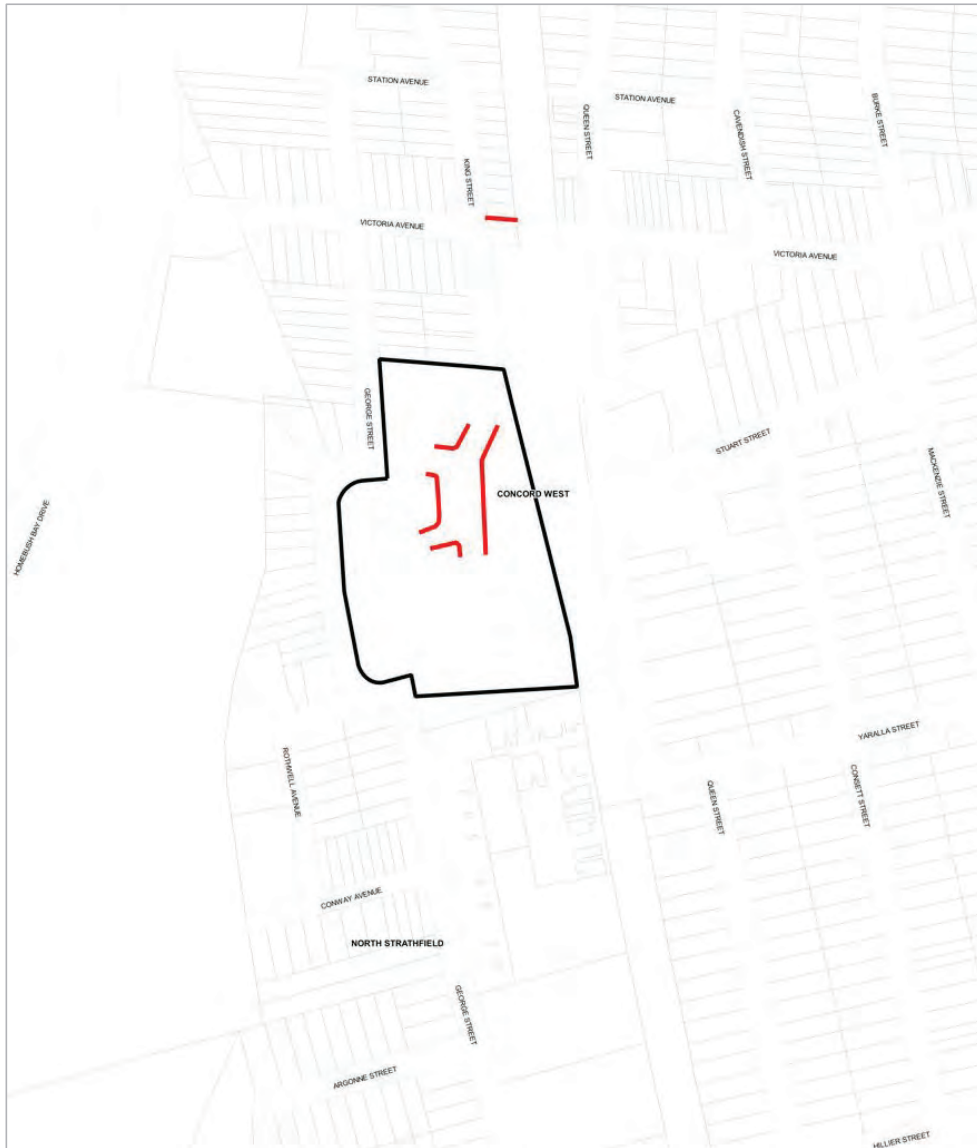


**Draft Height of Buildings Map**



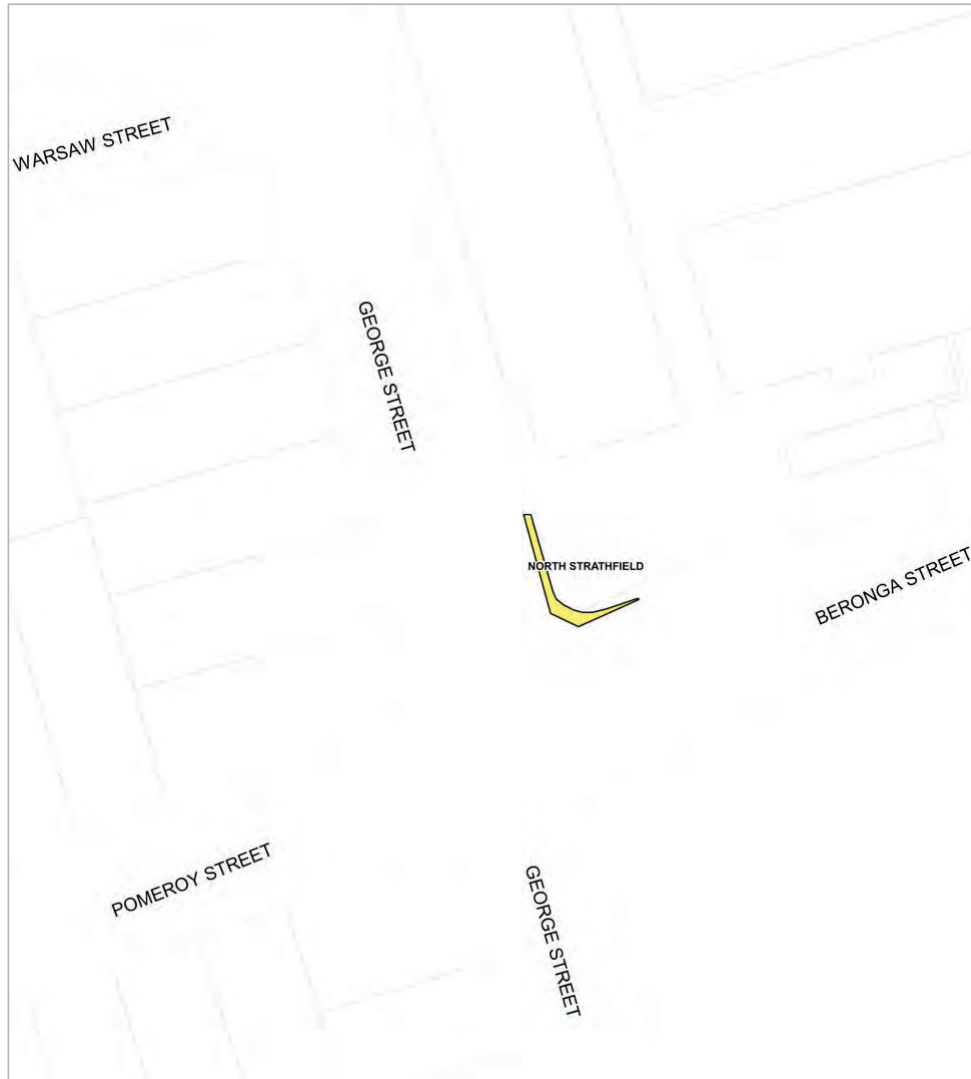
Recommended maximum height of buildings reduced to various heights as indicated in the draft Height of Buildings Map above

**Draft Active Street Frontages Map**



Recommended application of Active Street Frontages, consistent with the draft Active Street Frontages Map above

**Draft Reservation Acquisition Map**



Recommended identification of reservation for local road widening consistent with draft Land Reservation Acquisition Map above

**Draft Key Sites Map**



Recommended inclusion of the land on the draft Key Sites Map above



## ATTACHMENT Y

### Canada Bay Local Planning Panel: Planning Proposal Advice

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Item:	1 King Street, Concord West – Proponent Planning Proposal
Panel Members:	Alison McCabe (Chair), Larissa Ozog, Toney Hallahan, Helen McCaffrey
Meeting Date:	30 October 2023

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#### 1. Overview

A Proponent-initiated Planning Proposal has been lodged for land within the Homebush North Precinct of the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) at 1 King Street, Concord West.

The Planning Proposal has been reported to the Panel in accordance with the Local Planning Panels Direction – Planning Proposal dated 27 September 2018. The Panels role is to provide advice to Council for their consideration.

The Panel had the benefit of a site inspection, review of the Planning Proposal and supporting documents, the Council report on the Planning Proposal and recommendations, the Peer Review - Urban Design Review of Planning Proposal by Studio GL, the Peer Review – Transport Study and SIDRA modelling by Stantec, and the Social and Economic Study prepared for City of Canada Bay Council by Hill PDA Consulting in November 2021. The Panel also had a copy of the PRCUTS and the Parramatta Road Corridor Implementation Plan.

While the site is located within the Homebush North Precinct of PRCUTS, it was anticipated the site would remain in use for enterprise and business uses and the framework proposed under PRCUTS for the site is a B7 Business Park zone, a 8.5m height and Floor Space Ratio (FSR) of 1:1.

The proposed zoning and height controls are not consistent with PRCUTS.

The proponent seeks:

- Rezoning from Zone E4 General Industrial to Zone R3 Medium Density Residential;
- Additional Permitted Uses of ‘Shop top housing’ and ‘Commercial premises’;
- FSR increase from 1.0:1 to 2.65:1;
- Height increase from 8.5m up to 47m (12 storeys) including a range of heights;
- Inclusion of the site on the Design Excellence Map;
- Introduction of new clauses permitting:
  - i. Exceptions to the maximum height for roof top plant, lift overruns and associated structures; and
  - ii. Enclosed balconies to be excluded from the calculation of Gross Floor Area (GFA).

Council has recommended a number of changes to the Planning Proposal and some additional work.

Key changes in Council recommendations include:

- R4 High Density Residential Zone;
- Maximum FSR of 2.26:1 across the site, but allocated on a block-by-block basis;
- Reduction in height of buildings to only one (1) building at 12 storeys, and a range of heights across the site from 20m to 42m;
- Application of Active Street Frontage map;
- Identification of land on the Land Reservation Acquisition Map;
- Reduction in non-residential floor area to between 3500m<sup>2</sup> and 6000m<sup>2</sup>; and
- Remove any references to the proposed additional clause seeking exceptions to height or GFA.

The Council also recommended a range of additional studies, required in response to Ministerial Directions and the peer review.

The site is located at Concord West Station and is within 1.2km of the North Strathfield Metro Station under construction further to the south.

Vehicle access to the site and the 'peninsula' area generally is dependent on the intersection of George and Pomeroy Street, 800m south of the site. This intersection needs upgrading to accommodate the traffic generated by this development and surrounding development, both approved and proposed. The 'George Street Sag' is also located immediately north-west of the site and requires infrastructure upgrades to address existing flood and stormwater conditions.

## 2. Strategic Merit

The Panel recognises that the proposed change to a residential zoning is inconsistent with the PRCUTS and the broader strategic framework. However, the site is an isolated industrial zoned site immediately adjoining a railway station, with its immediate past use being a Westpac call centre.

Since the preparation of PRCUTS, Westpac have relocated the call centre from the site to the Parramatta CBD.

The isolated nature of the site and the fact that it is surrounded by residential lands means that it is not well-suited for its current industrial zoning. The Panel agrees that there is also a trend for a combination of work from home practices and a strategy to bring workplaces closer to residential populations and questions the suitability of the site for a B7 Business Park Zone. The Panel agrees with Council's reasons for supporting a residential zone for the site, and the R4 High Density Residential zone.

The Panel agrees that the Planning Proposal must address Local Planning Direction 5.1, but is of the view that it is suitable for residential development.

The Panel also questions the amount of non-residential development proposed, and the potential for this to compete unfavourably with existing retail development in Concord West. The amount should be revisited and reduced and have regard to the nature and function of the Concord West B1 Neighbourhood Centre. Non-residential uses should be located close to the station at the King Street end of the site to create activation around the station. This may result in a reduced Active Street Frontage requirement.

## 3. Site Specific Merit

### 3.1. General

The Panel agrees that the site has site specific merit and has concentrated its comments on the character and nature of the proposal with a particular focus on built form outcomes, tree canopy and landscape, affordable housing, public domain outcomes, infrastructure, and interface at points of transition. The Panel agrees that an R4 zoning is a more appropriate zone for the site. The following comments are provided in respect to particular aspects of the proposal.

### 3.2. Urban Design and Built Form

The Panel supports the general street layout. It supports the changes to recommended maximum heights as recommended by Studio GL and Council's report on the planning proposal, with the application of a maximum FSR on a block by block basis. Such heights are generally reflective of the illustrative masterplan submitted by the proponent with additional minor amendments via Studio GL's peer review.

The Panel does not support the proponent's request to amend the LEP planning controls with an FSR of 2.65: 1 and a maximum height of 47 m controls – these are in exceedance of the proponent's own-submitted masterplan and are not supported.

Estimations of height should be based on 3.2m floor to floor heights and must include allowance for plant and lift overrun. Accordingly, the proposed 20m height to George Street could be increased to 22m to reflect a maximum six (6) storey built form.

Given the 'activation' of the ground plane and the proposed extent of the non-residential space across most of the ground plane, the proposal lacks a centrally located public open space area/gathering space. This is essential to a development of the density proposed and needs to be provided. In providing for a generous area of public open space the basement car parking footprint may need to be reconsidered as this space should comprise permeable, deep soil area and soft landscaping for aesthetic reasons and to reduce urban heat.

### 3.3. Tree Canopy and Landscape Setting

An arborist report is required to identify the Safe Useful Life Expectancy (SULE) Rating of all existing trees along boundaries. The trees along the boundary interfaces should be retained and suitable setbacks identified to ensure their retention. The significant trees (Fig) highlighted in the Heritage Assessment need to be retained and integrated into the development.

A minimum 25% urban tree canopy needs to be a fundamental outcome of this proposal. Deep soil needs to be increased to around 30-40%. A centrally located public open space is required for the site and should consider the provision of a children's playground.

### 3.4. Affordable Housing

The Panel considers that the proposal should provide a minimum amount of affordable housing as required by the PRCUTS at 5%, noting that the Canada Bay LEP requires a minimum of 4% for the precinct.

### 3.5. Infrastructure

Road upgrades and infrastructure upgrades required as a result of this development need to be identified and a suitable mechanism agreed with Canada Bay Council for a financial contribution proportionate to the delivery of that infrastructure in accordance with the need generated by this development.

This includes flood mitigation, stormwater and intersection upgrades outlined in the Council report. Costing of these works and appropriate funding mechanisms need to be understood.

### 3.6. Interface

The height of proposed development is substantially greater than that surrounding the site in its immediate vicinity. The sites' location adjacent to Concord West train station and its size means it can accommodate additional height.

However the setbacks to interfaces with other properties and the public domain need to be carefully managed and included in a site specific Development Control Plan (DCP) provisions which Council should prepare.

The 12m setback to the north with a step down in height to a three (3) to four (4) storey built form, as recommended in Council's report, is appropriate. The ziggurat style and form of Building A (i.e. podium with progressively set-back upper levels) should be revisited as its design doesn't sit comfortably with the other built forms across the site. The Panel advises that varying typologies should be considered within the

development. The proposed SOHO (Small Office Home Office) live-work style terrace houses may increase housing form and diversity however the location of these between the taller buildings may impact amenity and an alternative location along the western side of the site may be more suitable.

The reduction in the amount of non-residential development recommended by Council and further reduction in part 2 of this report, provides some opportunity for re-visiting the built form, with less need for larger commercial floorplates. Ground-floor interfaces will need to be carefully designed.

George Street setbacks need to be informed by tree retention requirements and the character of the streetscape desired. Setbacks to internal streets need to be informed by the landscape setting and by the desired future character of the precinct.

The Panel is of the opinion that a 6m setback to the rail interface could be revisited in the reconsideration of the amount of non-residential space and hard surface at ground level, and that an alternate approach may arise.

### 3.7. Ministerial Directions and Additional Reports

The Panel agrees with the Council report regarding the need for further studies.

### 3.8. Site Specific Development Control Plan (DCP)

Site specific DCP provisions need to be prepared to specifically address:

- Road layout;
- Setbacks to 'streets';
- Location and quality of open space;
- Tree retention;
- Encourage a mix of building typology;
- Deep soil percentage and zones;
- Permeability to surrounding lands;
- Public Domain outcomes; and
- Lands to be dedicated to Council.
- Preferred colours, finishes and materiality;
- Design, articulation and built form; and
- Innovative Environmentally Sustainable outcomes including but not limited to solar panels and EV charging station/s.

Buildings should not encroach into setbacks as this has the potential to undermine landscape outcomes.

A broad character statement should be developed which encourages an urban village feel and design of buildings in a landscape setting.

### 3.9. Public vs Private Lands

The Planning Proposal indicates that the title is likely to be Community Title. It is important to designate what is proposed to be private and what are publicly accessible areas and to specify infrastructure that would be dedicated to Council. This should be further discussed with Council.

### 3.10. Sustainability

Clear details of sustainability measures need to be included. Given the size of the site, and the proposed density, innovative measures are encouraged to establish and follow best practice.



The proposal should embed environmental and sustainability initiatives into the design of the buildings. This could include narrower floorplates to maximise access to daylight, façade articulation, shading devices, and green roof planting in conjunction with PV coverage. The project's sustainability measures should integrate Water Sensitive Urban Design (WSUD) measures.

The proposal should embrace new expectations in sustainability in response to Net Zero and illustrate how the project will satisfy the provisions of the Sustainable Buildings SEPP.

#### 4. Conclusion and Recommendation

- (1) The Panel generally supports Council officer recommendations in respect to built form outcomes, FSR, height, zoning, and additional studies, with additional recommendations/amendments included in this report and summarised below:
  - a) The height limit at George Street could be increased to 22m to accommodate a 6-storey built form.
  - b) The Panel considers that the amount of non-residential floorspace should be reduced further, having regard to the function and uses in the B1 Neighbourhood Centre zoned land at Concord West.
  - c) The Panel considers that the proposed design could be revised, including revision of form for building A, location of terraces and interfaces with the street.
  - d) The Panel considers the site should include 5 per cent affordable housing in accordance with PRCUTS.
  - e) Tree canopy should be a minimum of 25% and include retention of healthy viable existing trees along boundaries, including the existing fig. A centrally located local public open space should be provided with deep soil, soft landscaping, and playground.
- (2) Council should review how broader infrastructure requirements are funded proportionally, having regard to broader uplift likely to occur in the area and around the North Strathfield Metro Station.

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Alison McCabe (Chair)



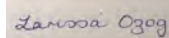
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Toney Hallahan



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Larissa Ozog



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Helen McCaffrey

