

A background graphic featuring a dark blue diagonal band across the center. To the left of the band is a grey geometric pattern of overlapping cubes. To the right is a faded image of a city skyline with a prominent skyscraper. The text "Social Impact Comment" and "Tallawong Town Centre" is written in white on the dark blue band.

# **Social Impact Comment**


## **Tallawong Town Centre**

**43-53 Cudgegong Road, Rouse Hill**

Submitted to Blacktown City Council  
On Behalf of Restifa & Partners Pty Ltd

April 2021

## REPORT REVISION HISTORY

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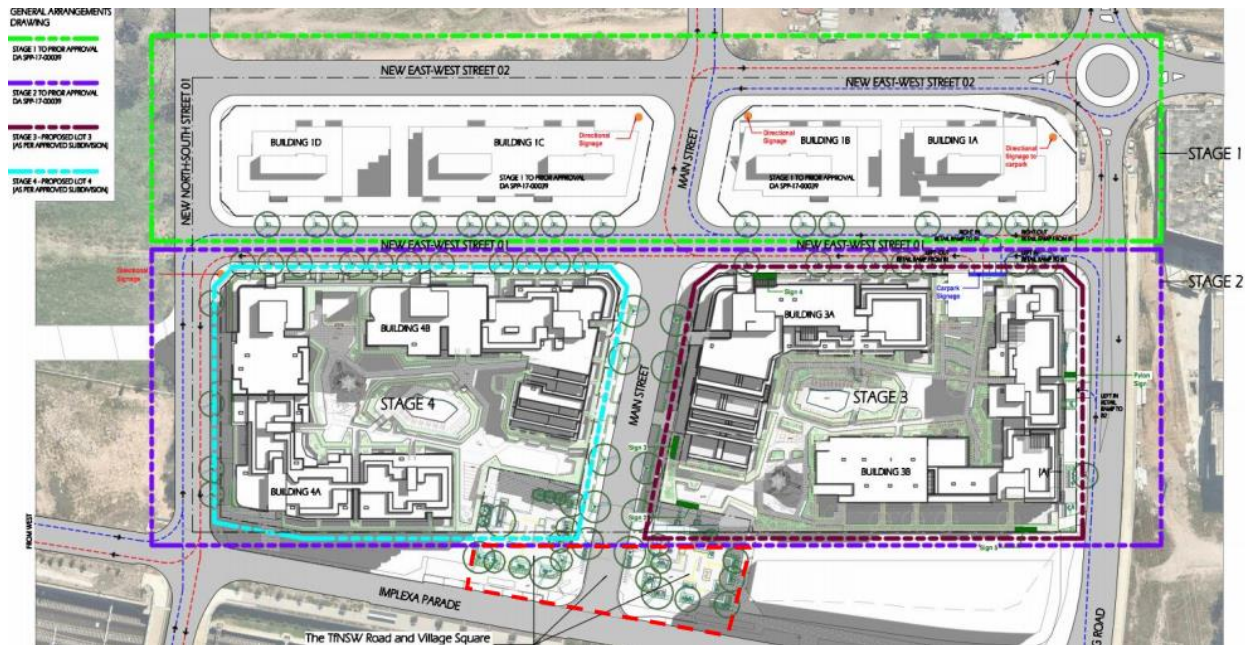
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## 1. EXECUTIVE SUMMARY

This Social Impact Comment (SIC) has been prepared to assist the determining authority in considering the social impacts of a proposal at 43-53 Cudgegong Road, Rouse Hill. The proposal is in relation to the second Stage of an approved town centre Concept Plan (described as Stages 3 & 4).

The proposed development involves the construction, use and fit out of a shop top housing development with four (4) separate buildings and associated private and public infrastructure.



This SIC is prepared to assist the assessment of the development pursuant to Section 4.15(1)(b) of the *Environmental Planning and Assessment Act, 1979* (EP&A Act 1979).

The purpose of this SIC is to assess the needs of future incoming residents to the residential component of the shop top housing development.

The SIC reviews the potential adverse and positive social impacts using a qualitative methodology. The key features of this methodology include:

- A review of the site and locality's character.
- Review of the socio-demographic profile of future residents of the development, using available ABS Census data.
- A qualitative assessment of the likely needs of these residents.
- Recommendations on gaps from the above analysis that may be incorporated in the development if required.

This assessment concludes that the proposal's overall impact is overwhelmingly positive, largely due to it delivering the planned local centre for this growth area, including a range of retail, commercial, health, recreation, employment, civic and other facilities and providing housing opportunities, all in close proximity to regionally significant rail infrastructure and other modes of public transport. Thus, where future residents' needs cannot be met on site, access to them is readily available. Subject to suitable detailed design and payment of applicable development contributions of Council's planned facilities for residents within the area, we have identified no adverse social impacts associated with the development.

## 2. INTRODUCTION

### 2.1. Report Purpose and Scope

City Plan Strategy & Development P/L (City Plan) has been engaged by Restifa & Partners, project managers of the DA, to undertake this Social Impact Comment (SIC) in relation to the proposal.

The purpose of this SIC is to determine the social impacts associated with the proposed mixed use shop top housing development at 43-53 Cudgegong Road, Rouse Hill and recommend any mitigation measures where negative impacts are identified.

This SIC is undertaken within the context of this proposed development forming a detailed stage of a wider proposal that has already obtained concept consent (Consent SPP-17-00039), part of which (Stages 1 and 2) that has final development consent (and may immediately proceed to construction). As a consequence, the broader social impacts of this development have already been assessed as satisfactory.

As a consequence, this SIC does **not** involve the following matters:

- Assessment of broad scale social impacts associated with the overall land uses, scale and layout of the development approved under Concept Consent SPP-17-00039 (which were, by definition, assessed in the granting of that approval and with which, under the Act, the current consent cannot be inconsistent.)
- Assessment of approved Stages 1 and 2 per detailed Consent SPP-17-00039 (as above – approved as a detailed development stage that can currently move to construction)
- Assessment of impacts on the general population outside the site
- Community consultation
- Safety (except by reference to the CPTED separately submitted with this application and incorporation of its recommendations into the development consent where not already incorporated).

### 2.2. Literature Review and Methodology

The methodology for undertaking this SIC has considered the analysis principles outlined in the Draft Social Impact Assessment Guidelines, 2020, NSW Department of Planning, Industry and Environment (DPIE), tailored to the more limited scope described in Section 2.1 above.

For the purposes of this report, the following methodology was adopted:

1. Project understanding
2. Site locality analysis
3. Assess the likely social needs of the future residents of the development,
4. Assess whether these needs will be adequately addressed:
  - within the proposed development,
  - by existing services or facilities readily accessible to the site,
  - by planned future delivery of these services and facilities by Council or public agencies, and/or
5. Make recommendations on addressing any identified gaps in the services and facilities.

Given the limited scope of the analysis, it can reasonably be undertaken on a desktop basis and primarily directed at aspects of liveability and wellbeing of occupants of the development the subject of this DA.



### 3. PROJECT UNDERSTANDING

Restifa and Partners submitted a Concept Plan and Stage 1 Development Application (DA) for the Cudgegong Town Centre (now referred to as the Tallawong Town Centre) on the site comprising two lots at 43-53 Cudgegong Road, Rouse Hill (Reference: SPP-17-00039).

The Concept Plan comprises four stages of development with residential and retail land uses, building envelopes, public domain elements, landscaping, roads, car parking and associated infrastructure. 'Final' consent was obtained for Stages 1 and 2, for the construction of 8-10 storey mixed use buildings within the northern part of the site, including the adjoining central and southern roads, and half roads to the north and west. The proposal is also for the subdivision to create four development lots, two public squares and one lot for roads.

The Land and Environment Court approved the DA via appeal on 18 September 2019 in the Court Decision *Restifa & Partners Pty Ltd v Blacktown City Council* [2019] NSWLEC 1432.

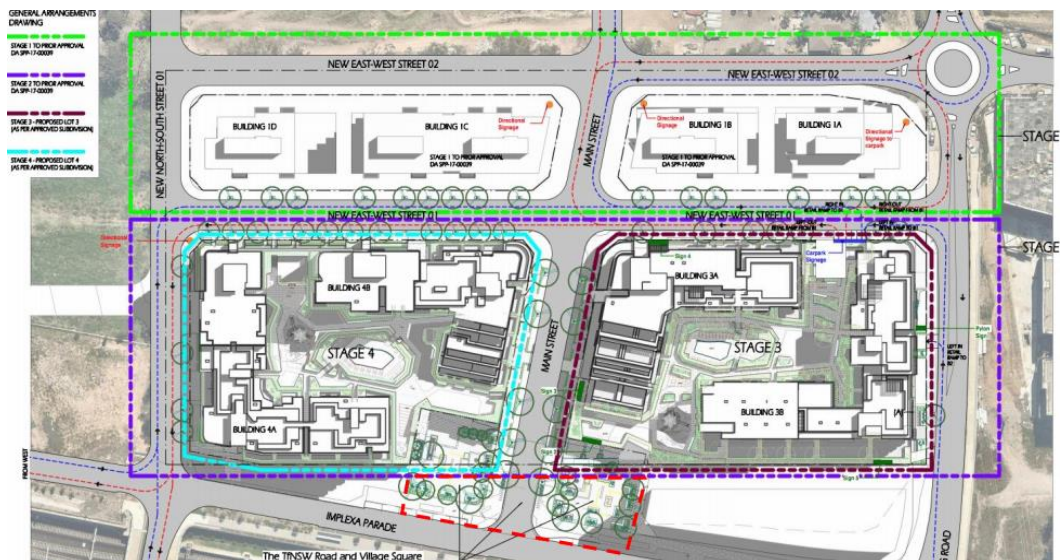


Figure 1 Extract of the Site Plan, Stage 1 outlined in green, Stage 2 outlined in purple (Source: Zhinar Architects)

A Stage 2 DA (which is the subject of this SIC) was lodged on 28 April 2020 (Reference: SPP-20-00001) for the construction of four (4) shop top housing buildings (described as Buildings 3A, 3B, 4A and 4B) and the delivery of 2 (part) public plazas and associated infrastructure.

Each building in this DA is to comprise ground floor commercial and retail uses above which is a mix of 1-bedroom, 2-bedroom and 3-bedroom units located in levels above. In total, the proposal includes the following:

- 11,665.7m<sup>2</sup> of retail/commercial floorspace,
- 456 residential apartments,
- 1,211 car parking spaces, and
- 7,843.9m<sup>2</sup> of communal open space atop a podium and roof top.

## 4. SITE LOCALITY ANALYSIS

### 4.1. Regional Context

The site forms part of a rural-residential area transitioning into an urban area within the Blacktown Local Government Area (LGA). In 2016, the precinct was rezoned and forms part of Sydney's North West Priority Growth Area. The site forms part of the wider Area 20 Precinct, of which the vision is below:

*The vision for Area 20 Precinct is to create a series of new walkable residential neighbourhoods supported by local retail, employment, community, open space and recreational opportunities. The majority of housing will be in medium density forms, such as semi-detached and townhouses, though the Precinct will provide for a range of densities, dwelling types and affordability options including larger lots and standard detached houses, with apartments in close proximity to Rouse Hill Town Centre and its associated public transport opportunities.*

The Precinct is located approximately 45 kilometres from the Sydney CBD, 20 kilometres north west of the Parramatta CBD and approximately 8 kilometres from the Blacktown CBD.

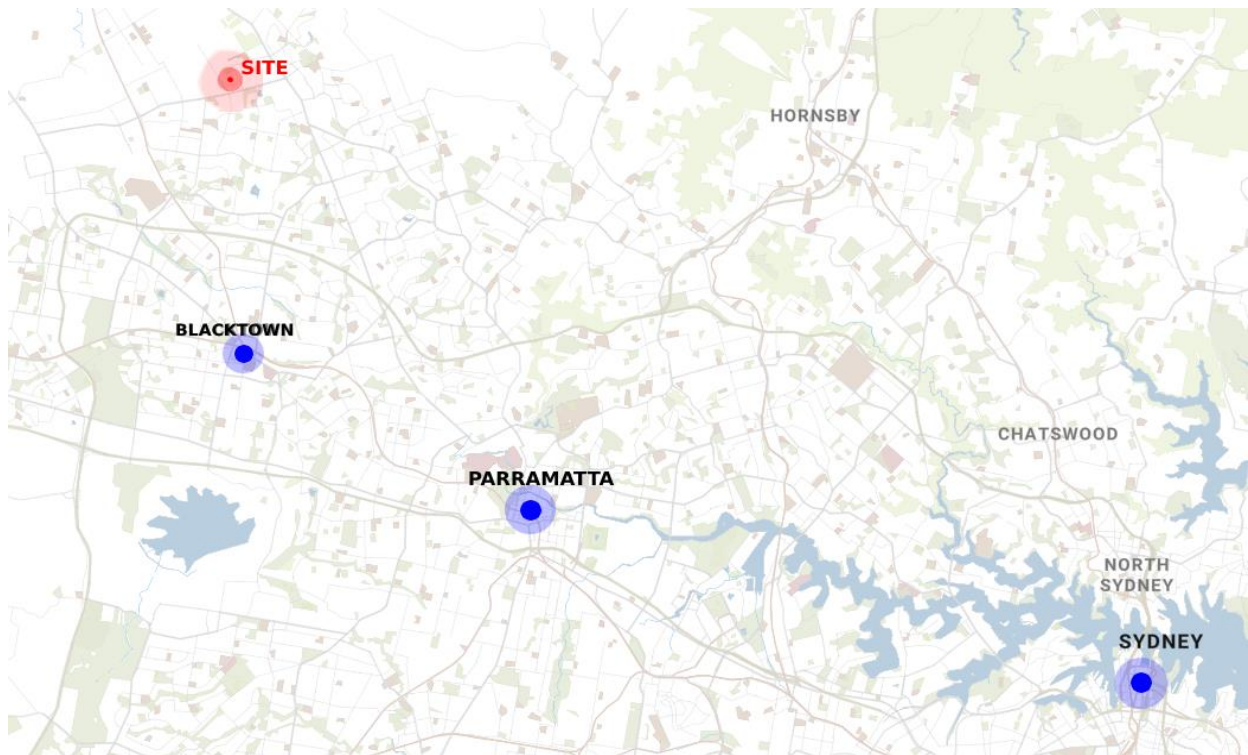


Figure 2 Proximity of the site (in red) to Blacktown, Parramatta and Sydney CBD in blue (source: City Plan)



## 4.2. Locality

The site is located north of Schofields Road, between Cudgegong Road to the east, Tallawong Road to the west and Macquarie Road to the north. Land to the north of Schofields Road comprises predominately rural-residential land uses that are rapidly transitioning to urban development as part of the NSW Growth Sector Area 20 Precinct.

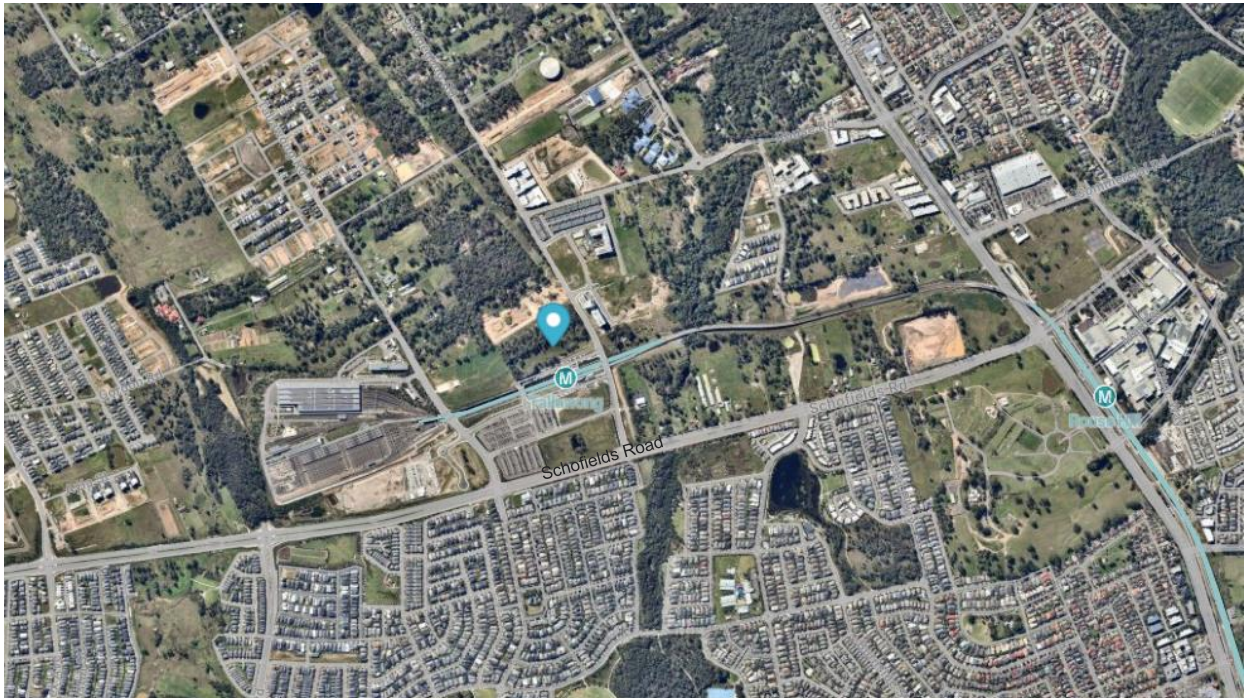


Figure 3 Location of the site (blue pin) (source: Nearmap)

Land to the south includes Tallawong Metro Station at the intersection of Cudgegong Road and Implexa Parade. The site is approximately 1.8 kilometres to the west of the Rouse Hill Town Centre, and surrounded by the following in the immediately surrounding area:

- to the south, fronting Implexa Parade, is Lot 299 DP 1213279, owned by Landcom / Sydney Metro, which also forms part of the future Town Centre but does not form part of this development;
- 53 Cudgegong Road immediately to the north of the subject DA, which forms Stage 1 of the Concept Plan is currently vacant but approved for 256 residential apartments;
- To the east the Parkland Estate located at 60 Cudgegong Road for residential flat buildings currently under construction; and
- To the west, vacant land subject to a Planning Proposal to increase the height of development.

### 4.3. Site Description

The approved part of the Tallawong Town Centre is located at 43-53 Cudgegong Road, Rouse Hill and is legally described as Lots 72 and 73 in Deposited Plan 208203. The total site area of Stage 2 is 25,558m<sup>2</sup> including proposed roads, and 19,353m<sup>2</sup> excluding roads. The site is shown in Figures 4 and 5.



*Figure 4 Aerial image showing site extents (in red) and Landcom site forming balance of Town Centre but not part of this application (shown in green) (source: Nearmap)*





Figure 5 Oblique photo of the site's proximity to Tallawong Station and residential flat buildings at 44-56 Cudgegong Road, Rouse Hill (source: Nearmap, 2020)

#### 4.4. Existing development

As illustrated in Figure 4 and 5, the site comprises scattered trees and vegetation. There are existing dwellings on both lots towards the north eastern boundary facing Cudgegong Road. All are approved for removal under the Concept Consent for the site.

## 5. IDENTIFICATION AND ASSESSMENT OF SOCIAL IMPACTS

### 5.1. Likely socio-demographic profile of incoming residents

#### 5.1.1. Historical and current profile of residents

##### Blacktown LGA historical, current and projected population

In 2016, Australian Bureau of Statistics (ABS) data shows that the Blacktown Local Government Area (LGA) comprised 348,050 persons.

Between 2016 and 2041, the Department of Planning, Industry and Environment (DPIE) projections estimate that the Blacktown LGA will grow by 264,100 persons over 25 years representing a 43% increase, or around 1.7% increase annually.

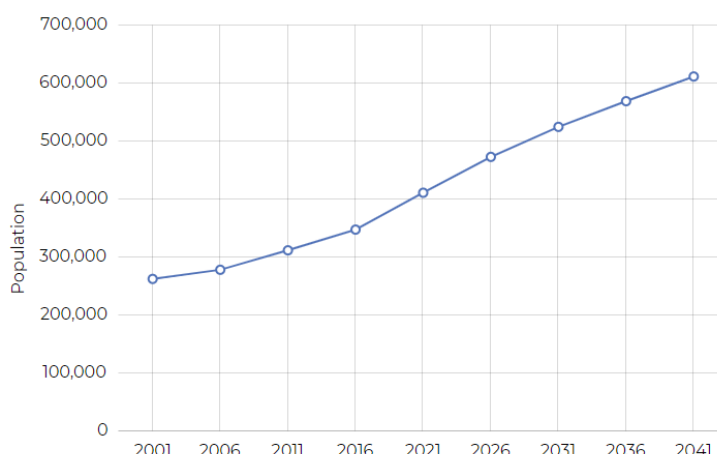


Figure 6 Blacktown LGA population projections (source: DPIE)

DPIE estimates that the highest proportion of residents in 2021 are predominately young families from the ages of 30 - 39, and young children from the ages of 0 - 9.

##### Projected population by age

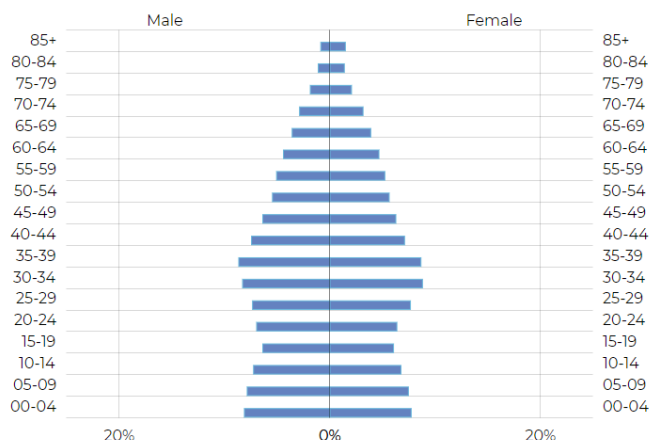


Figure 7 Age pyramid distribution projection showing males and females in 2021 (source: DPIE)

In order to determine what the social-demographic profile of residents will be to the site; it must be established what the historical and existing population and profile of residents of the SA2 area are. To do this, SA2 Australian Bureau of Statistics data is used for the Riverstone - Marsden Park area, where the site is located.

### 5.1.2. Riverstone - Marsden Park SA2 ABS Population Data

The site is located within the Riverstone - Marsden Park (R-MP) ABS SA2 population area as illustrated in Figure 8. Whilst the following data covers a much larger area, this is used indicatively for the subject site.

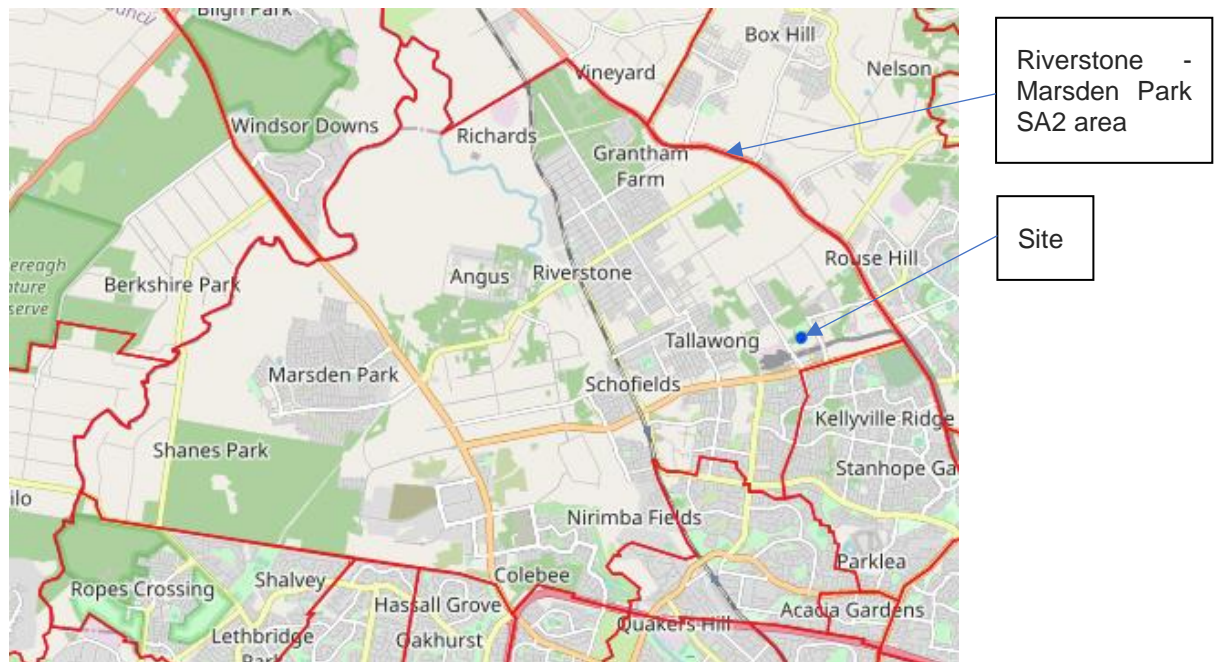
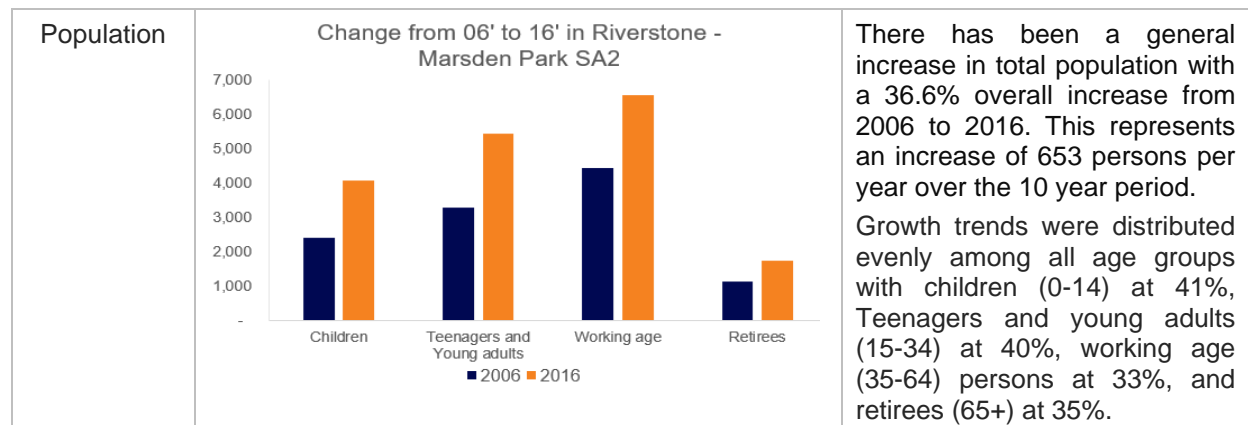



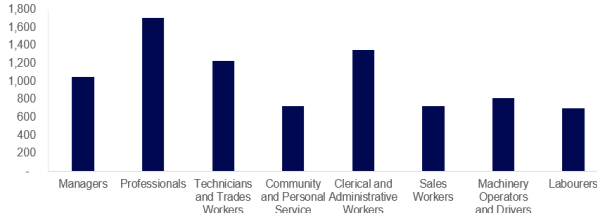
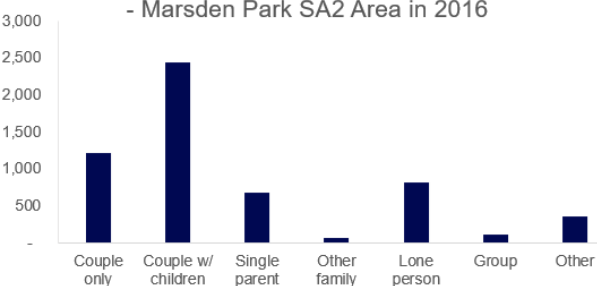
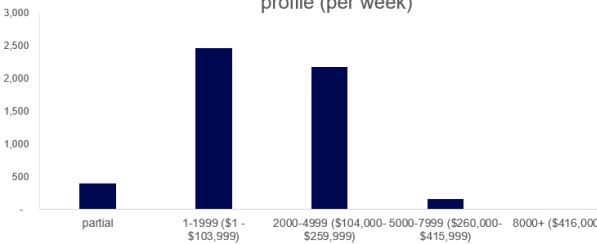
Figure 8 Location of the site in blue (source: Australian Bureau of Statistics)

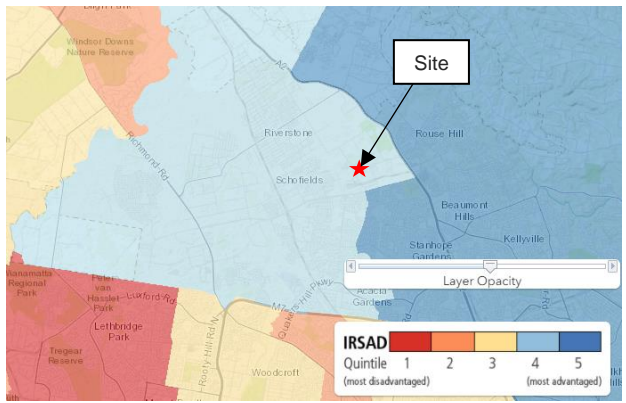
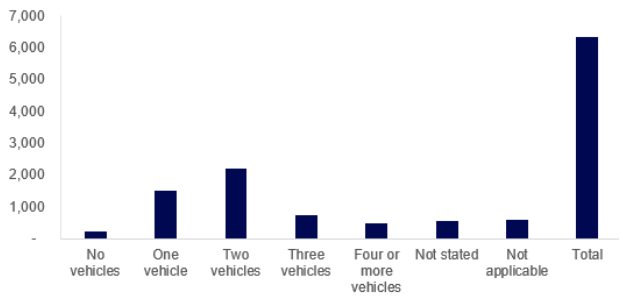
ABS census data estimates the following information from 2006 to 2016 as summarised in Table 1.

Table 1 Summary of SA2 Riverstone - Marsden Park ABS data





Educational qualifications	<p>Educational qualifications in Riverstone - Marsden Park SA2 Area in 2016</p>  <p>Source: ABS</p>	In 2016, a majority residents of the R-MP SA2 area had certificate qualifications (7,761), with bachelor (3,533) and post graduate degrees (1,470) being considerably less.
Types of employment	<p>Riverstone - Marsden Park (2016)</p>  <p>Source: ABS</p>	The highest proportion of employment currently in the SA2 area are Professionals (1,706), Clerical and Administrative Workers (1,347), and Technicians and Trades Workers (1,224). Community and Personal Service Workers were the lowest (722).
Household and family composition	<p>Distribution of household types in Riverstone - Marsden Park SA2 Area in 2016</p>  <p>Source: ABS</p>	Couples with children (2,450) comprised the largest household composition in the R-MP SA2 area, with 'Other' (69) and group living arrangements (117) being the least frequent type of composition.
Income profile	<p>Riverstone - Marsden Park (2016) household income profile (per week)</p>  <p>Source: ABS</p>	<p>The average income of residents was between \$1-\$1999 per week (\$1-\$103,999) for 47% of all residents.</p> <p>Approximately 42% of residents received between \$2000-\$4999 weekly income (\$104,000-\$259,999).</p> <p>The 2016 Greater Sydney average combined household income in 2016 was \$91,000.</p>

<p>SEIFA* index score</p>	 <p>Source: ABS</p>	<p>The R-MP SA2 area is ranked 4 on the IRSAD quintile index, being classified as advantaged on a scale of 1 (most disadvantaged) to 5 (most advantaged).</p> <p>SA2 areas to the east are generally ranked 5, SA2 areas to the south are a mixture of 1-3, while SA2 areas to the west are a mixture of ranks 1-2.</p>
<p>Number of vehicles</p>	<p>Riverstone - Marsden Park</p>  <p>Source: ABS</p>	<p>A majority of households currently have two vehicles (35%), with 24% of households having one vehicle.</p>

\*Socio-Economic Indexes for Areas (SEIFA) ranks areas in Australia according to relative socio-economic advantage and disadvantage using the Index of Relative Socio-Economic Advantage and Disadvantage (IRSAD) quintiles (1-5). Higher scores means a lower level of disadvantage (blue). A lower score means a higher level of disadvantage (red).

From the above data, it is concluded that the existing characteristics of residents in the SA2 area are:

- The majority of residents are Working Age Adults (35-64) and Teenagers and Young Adults (15-34) as of 2016.
- Residents are generally Certificate qualified, with certificates being the dominant educational qualification as of 2016.
- Most residents are employed as professionals, administrative or managerial work.
- Couples with children comprise the largest type of household.
- The majority of weekly household income of residents in 2016 is between \$1-\$103,999 which represents 47% of all residents, while 42% of residents receive \$2000-4999 per week (\$104,000-\$259,999).
- The SEIFA Index ranks the R-MP SA2 area as being 4 out of 5, being a high level of advantage.
- Residents generally have one or more vehicles to service each household.

### 5.1.3. Comparison to the Rouse Hill Town Centre

To provide an indication on the likely future socio-demographic profile of the R-MP SA2 area, the Rouse Hill - Beaumont Hills (RH-BH) SA2 area is used as a precedent. This is primarily due to the Rouse Hill Town Centre (RHTC), noting the following similar characteristics of the two centres:

- The RHTC was previously a greenfield area, comprising rural-residential uses with large lot subdivisions.
- The RHTC was constructed in 2007 and began operation in 2008. Therefore, the socio-demographic growth in residents observed in the RH-BH SA2 area in 2006, particularly for residents seeking to live in apartments, can be reasonably applied to the data of the R-MP SA2 area as a high level indication on the future socio-demographic growth trends for the Tallawong Town Centre.
- The RHTC comprises similar style shop top housing uses anchored by large-format shopping centres such as Coles and Woolworths, with residential apartments above.
- The RHTC comprises the co-location of a wide mix of activities, particularly specialty retailing, supermarkets and 1, 2 and 3 bedroom apartments.
- Both town centres will comprise high levels of walkability and amenity for residents of the apartments and the locality.
- Both town centres have proximity to major transport infrastructure, i.e. Sydney Metro West.

The Rouse Hill - Beaumont Hills SA2 area extents are as follows.

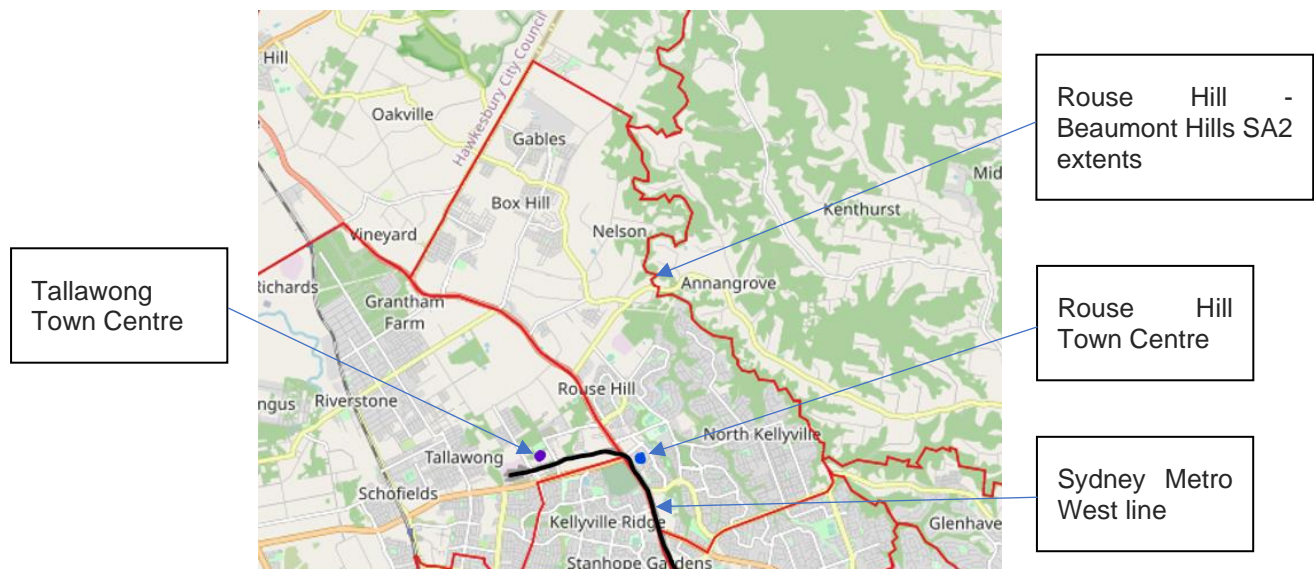
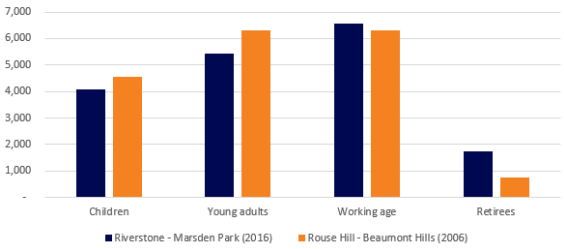
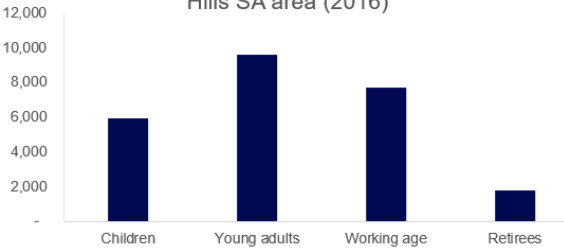
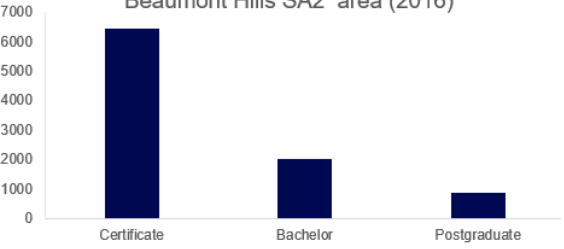
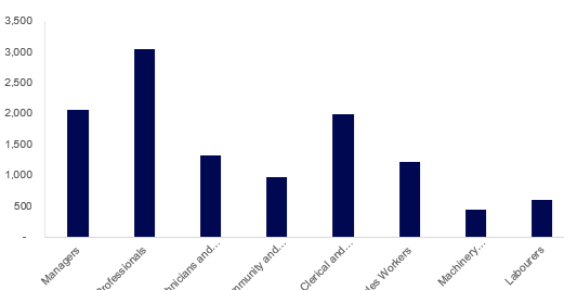


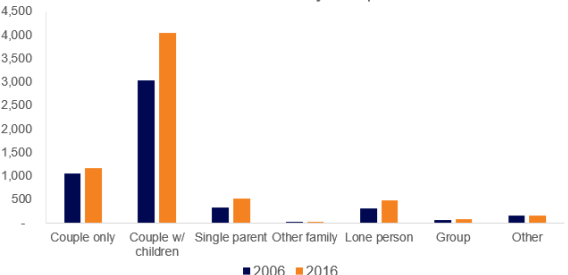
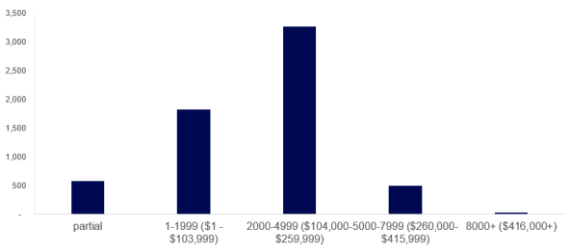
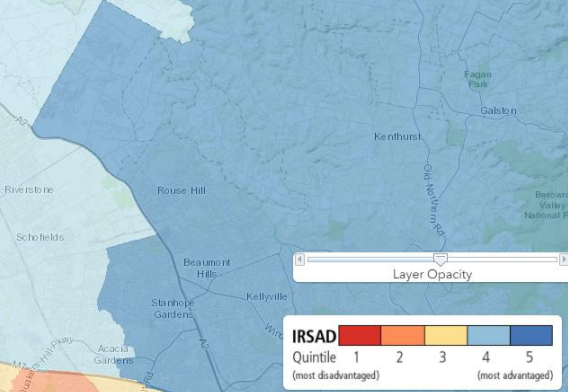
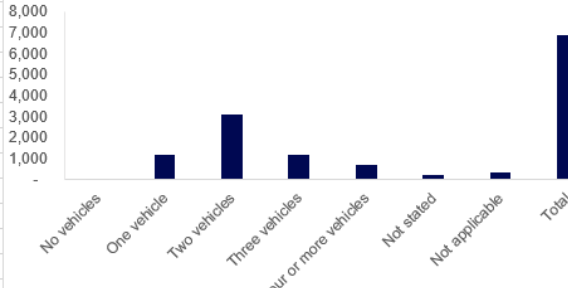
Figure 9 Rouse Hill - Beaumont Hills SA2 area (source: ABS)

While the Tallawong Local Centre will not have identical characteristics nor comprise the same level of retail floorspace or servicing expectations as the RHTC (which is classified under the strategic planning framework as a strategic centre), the following ABS data for the RH-BH SA2 area provides an indication and basis for estimation of the likely growth trends of what the Tallawong Town Centre will evolve into.

Data from the RH-BH SA2 area, particularly rates of growth for select characteristics such as educational profile, household structure, employment types, and income are used as basis to provide an estimation of what the social-demographic profile and future growth of the Tallawong Town Centre will be in the future.

Table 2 Summary of Riverstone - Marsden Park SA2 area ABS data

<p>Population comparison</p>	<p>Comparison of Population from Riverstone - Marsden Park (2016) and Rouse Hill - Beaumont Hills (2006)</p>  <p>Source: ABS</p>	<p>There is a similar population split and total number of persons in the Riverstone - Marsden Park area in 2016 (17,811) when compared to the Rouse Hill - Beaumont Hills area in 2006 (17,910).</p> <p>The RHTC was constructed in 2007 and began operation in 2008 and was the primary centre for retailing and largely the only location of apartments in the SA2 area.</p>
<p>Population by age</p>	<p>Population split in Rouse Hill - Beaumont Hills SA area (2016)</p>  <p>Source: ABS</p>	<p>Young adults (15-34) were the highest group demographic in 2016, with working age (35-64) being the second most common.</p> <p>From 2006 to 2016, Retirees were the highest rate of change (+57%), followed by Young Adults (+35%), then Children (+24%).</p>
<p>Educational qualifications</p>	<p>Educational qualifications in Rouse Hill - Beaumont Hills SA2 area (2016)</p>  <p>Source: ABS</p>	<p>Residents are generally Certificate qualified (69%), followed by Bachelors (22%), then Postgraduate (9%).</p> <p>From 2006 to 2016 however, incoming residents with Postgraduate degrees were the highest increase (+92%), followed by Bachelors (+78%), then Graduate Diplomas (+73%).</p>
<p>Types of employment</p>	<p>Rouse Hill - Beaumont Hills (2016)</p>  <p>Source: ABS</p>	<p>The predominant employment type in the Rouse Hill - Beaumont Hills SA2 area are generally office workers, being mostly professionals, managers, then clerical and administrative workers.</p>

Household structure	<p>Rouse Hill - Beaumont Hills SA2 area Household and family composition</p>  <p>Source: ABS</p>	<p>In 2006, Couples with Children were the highest type of household structure (3,043) which increased to 4,046 in 2016 (+25% increase).</p> <p>Couples Only represent the second highest structure being 1,051 in 2006 and 1,168 in 2016.</p>
Income	<p>Rouse Hill - Beaumont Hills (2016) household income profile (per week)</p>  <p>Source: ABS</p>	<p>The average income of residents was between the \$2000-\$4999 (\$104,000-\$259,999) per week in households (53%), with incomes between \$1-\$1999 per week (\$1-\$103,999) being the second most common (29%).</p> <p>The 2016 Greater Sydney average combined household income in 2016 was \$91,000.</p>
SEIFA* index score		<p>The RH-BH SA2 area has a 5 (most advantaged) SEIFA score, with SA2 areas to the west in The Hills Shire Council local government area being generally also rated 5.</p> <p>SA2 areas to the south are a mixture of rank 2-4, areas to the west are also a mixture of ranking 2-4.</p>
Number of vehicles	<p>Rouse Hill - Beaumont Hills (2016) SA2 area</p> 	<p>A majority of households currently have two vehicles (45%), with 17% of households having one or three vehicles.</p>

\*Socio-Economic Indexes for Areas (SEIFA) ranks areas in Australia according to relative socio-economic advantage and disadvantage using the Index of Relative Socio-Economic Advantage and Disadvantage (IRSAD) quintiles (1-5). Higher scores means a lower level of disadvantage (blue). A lower score means a higher level of disadvantage (red).



From the above data, it is concluded that:

- The R-MP (2016) and RH-BH (2006) populations were largely the same at the time of recording, allowing for similarities in trend comparison.
- The rates of change for RH-BH from 2006 to 2016 can be used as an indication of the likely future socio-demographic profile of future residents in the R-MP SA2 area, given its proximity, characteristics and evolution as a town centre.
- Population growth trends were highest for Retirees in the RH-BH SA2 area from 2006 to 2016. However, Retirees were the smallest total population group in the census data. Young adults (15-34) and children (0-14) were the second highest proportional increase from 2006 to 2016, representing a 24% increase in 5-9 year olds and 41% increase in 10-14 year olds, and 19% increase in 25-29 year olds and 8% increase in 35-39 year olds.
- Existing residents in RH-BH SA2 area are mostly Certificate qualified, however, growth trends from 2006-2016 suggest that Postgraduate and Bachelors degrees are rising steadily.
- Couples with children comprised the largest group in 2006 and 2016, with the highest increase (+37%) from 2006 to 2016.
- The majority of weekly household income of residents in 2016 is between \$2000-4999 per week which represents 53% of all residents, while 29% of residents receive \$1-1999 per week (\$1-\$103,999).
- The SEIFA Index ranks the RH-BH SA2 area as being 5 out of 5, being the highest level of advantage for a SA2 area.
- Residents generally have one or more vehicles to service each household.

In summary, using the RH-BH SA2 area as a comparison example and high level indication of the likely growth trends of the future Tallawong Town Centre, incoming residents are likely to be young couples with children that are generally university educated and work in relatively well paying professional or administrative office jobs. Levels of social disadvantage are likely to be low and residents are likely to have good access to services and facilities due to relatively high car ownership.

## 5.2. Needs of Incoming Residents

Given the above analysis, and particularly considering the likely incidence of young families with children, we believe the likely social needs of these incoming residents to be as follows:

### 5.2.1. Access to Essential and Discretionary Services and Facilities

Access to basic services such as health care, child care and groceries, together with entertainment facilities, food and drink establishments and the like, is needed for all future residents, but particularly for young families and children.

The proposed development, incorporating the large proportion of the future Tallawong commercial precinct at its ground level, will partially cater to essential and discretionary needs of the incoming residents by providing:

- 11,665.7m<sup>2</sup> of retail/commercial floorspace, including two major supermarkets, and
- Medical and health facilities such as a pharmacy and suites for medical and dental practitioners, and
- Specialty premises including a gymnasium, food and beverage stores, cafes hairdressers and the like.

A broader array of these essential and other services and facilities is also readily accessible by walking, cycling and convenient public transport on the Sydney Metro rail line (with Tallawong Station directly adjoining the subject site) and bus services which regularly service the site. These include:

- Proximity to large floorplate retail shops and places of public worship such as IKEA, Lindt Chocolate Factory, JB-HiFi, Costco, variety of gymnasiums, the Baitul Huda Mosque, and specialty retail in the Marsden Park Industrial precinct within 20 minutes of the Town Centre site by public transport.
- Access to Hillsong Church, children's early learning centres, children's play and activity centres in Castle Hill and Norwest, which is accessible by Metro rail 30 minutes from Tallawong Station.
- The Blacktown Leisure Centre located in Stanhope Gardens approximately 25 minutes away from the site by public transport.
- Proximity to local bistro establishments along Old Windsor Road, and entertainment facilities such as cinemas in the Castle Hill Town Centre, accessible by Metro rail within 20 minutes of the site (Figure 10).

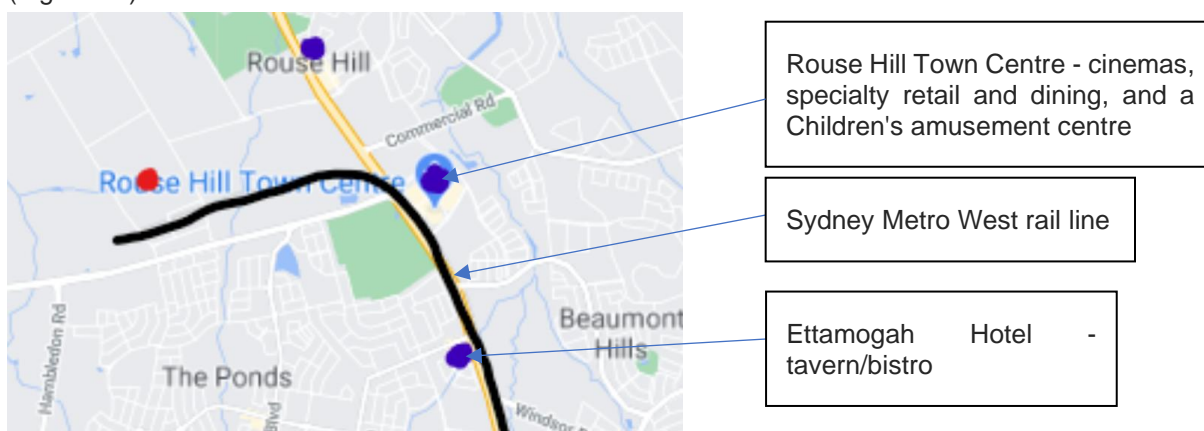


Figure 10 Proximity of the site to basic entertainment facilities (source: Google Maps)

Other facilities planned to be delivered by Council to address the needs of the incoming local community, including future residents of the subject site, are described in Blacktown Contributions Plan (CP) No. 20 and No. 24 and include:

- A future Community Resource Hub in the Schofields Precinct, approximately 15 minutes from the site by public transport (CP20).
- Land for a future Aquatic Facility in the Marsden Park Precinct, approximately 25 minutes from the site by public transport (CP24).

### 5.2.2. Access to Educational Facilities

As the above analysis in Section 5.1 demonstrates, future incoming residents will likely include a large proportion of young families and their young children, which will require the provision of adequate early and primary school educational establishments.

The proposed development does not incorporate any educational facilities within the town centre site. However, there are several existing primary and secondary schools to cater for children in close proximity to the site (Figure 11). Further, there are three schools which have been approved by the DPIE and are to be built in close proximity to and accessible from the site, being approximately 15-25 minutes at the furthest extent.

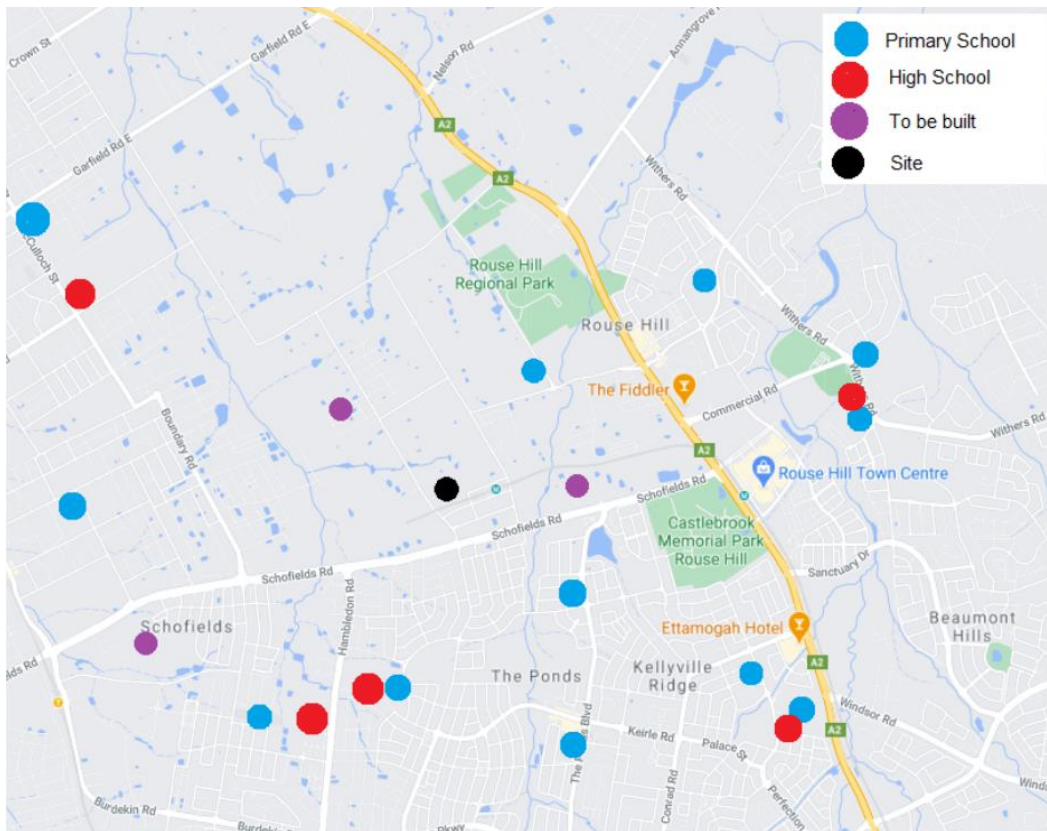


Figure 11 Location of nearby existing primary schools (blue), high schools (red) and schools to be built (purple) (source: Google Maps, DPIE Major Projects List)

### 5.2.3. Access to 'White-collar' Jobs

The current highest proportion of the population is Certificate qualified, and the highest proportion is working in administrative, professional or managerial roles. Analysis of the RH-BH SA2 growth trends suggests that incoming residents may trend towards being more university educated. Therefore, residents will continue to require access to office and other professional jobs.

Each building within the proposed development is anchored by a large-format supermarket and ancillary retail uses, which form the entirety of the ground floor floorplate. Therefore, it is not expected that, apart from medical suites and the like, there will not be any significant office space on the site to address the demand generated for office and professional spaces.

Notwithstanding, these needs are likely to be addressed by services and facilities accessible by convenient public transport along the Sydney Metro rail line and established bus routes that will connect the site to regional commercial office hubs along the Sydney Metro line such as Bella Vista and Norwest, and major commercial office hubs such as Macquarie Park and Chatswood CBD. Higher educational facilities such as Western Sydney University Nirimba campus are accessible by public transport and approximately 36 minutes away from the site.

Generally, the provision of managerial, office and administrative jobs are market driven. Therefore, there is not anticipated to be substantial provision of white-collar jobs provided by Council or public authorities. It is noted that office jobs are located at The Hills Shire Council offices are located 20 minutes away from the site by public transport, and the Blacktown City Council offices located 35 minutes away from the site

by public transport. As discussed in Section 5.1, car ownership is high with a majority of residents having one or two private vehicles per household. This will assist in commuting to areas that are not easily accessible by public transport.

#### **5.2.4. Access to Open Space**

Access to open space areas such as sporting fields and parks is needed, particularly to allow for young children to play and for adolescent children, group activities such as casual or organised sports.

The proposed development comprises generous levels of communal open space atop the podium level and on roof top and within the town centre site.

It also includes the partial construction of two planned public Village Squares for residents and general users of the future Town Centre.

Access to other open space is readily available from the site by walking, cycling or convenient public transport such as the Sydney Metro West rail line by:

- Walking: there are three (3) parks which are located within a 10 minute, 800 metre walking distance from the site. These parks are Tanunda Park, Greenview Park, and Kalina Reserve Park. Rouse Hill Regional Park is located approximately 20 minutes walking distance from the site.
- Cycling: there are a total of eleven (11) parks and playing field locations located within a 10 minute cycle ride. These are Second Ponds Playground, Riverbank Park, Silverleaf Park, Peel Reserve, Plaza Park, Braemont Park, Glenheath Park, Edenbridge Park, Lake Edges Park, the Jonas Bradley Oval, and the Castlebrook Memorial Park.
- Public Transport: there are a total of seven (7) large open space parks or sporting facilities within 30 minutes public transport from the site. These are Poppy's dog park, Binyang Park, Connor Greasby Park, Caddies Creek Reserve, The Hills Centenary Park, Quakers Hill Park, and Kellyville Netball Courts.

### **5.3. Gaps in services and facilities**

This section will identify any of the gaps in adequately addressing the social and wellbeing needs of the incoming residents identified above and if so, if the proposed development should and is capable of fulfilling any such gaps. As discussed above, the needs and potential gaps will comprise:

#### **Access to essential and discretionary facilities and services**

- Given that the development involves the delivery of the majority of the planned town centre for this locality, incorporating large areas to be occupied by shopping, health care and other basic facilities, future residents on the site have excellent access to such facilities literally 'at their doorstep.'
- Larger facilities such as hospitals, libraries baby health centres, entertainment facilities, such as bowling alleys, cinemas or theatres are not proposed for the site. However, given the availability of hospital, community, entertainment and recreation facilities in close proximity and accessible via public transport from the site as identified above, it is considered that the needs of future residents of the site will be satisfied by existing and planned (by Council and Government) facilities.
- Any consent granted to be subject development will be subject to developer contributions in accordance with the Council's Contribution Plan, apportioned to satisfy the additional demands generated by its residents in relation to Council provided community facilities.

### **Access to educational facilities**

- Educational facilities such as schools are identified as a need for future residents of the proposed development.
- The analysis in Section 5.1 demonstrates that there are several public schools and high schools that are established within close proximity of the site, and three (3) schools that have been approved for construction by the DPIE.
- Even in the event of any potential shortfall of primary, secondary, or tertiary education places to meet the demands of residents of this development, it is beyond the scope of this development (the number of dwellings of which have already been granted consent), to address such shortfalls.

### **Access to 'white-collar' jobs**

- It is identified that access to white-collar, or professional, administrative jobs is a need for incoming residents given that a high proportion of the new residents will be university educated.
- Expectations for the site, further to the approved Concept Plan, are to deliver essential retailing needs for future residents that are typical of a local centre adjacent to major transport infrastructure in a newly created centre. The inclusion of office and administrative jobs would not be essential on the site, noting that these uses are typical concentrated in business centres and areas that are specifically designated for office floorspace agglomeration.
- The development itself, through its substantial amount of retail floorspace, represents a major employment generator for a range of professional and less skilled workers.
- The proximity of the site to public transport providing excellent access to established commercial office hubs such as the Norwest Business Park and Macquarie Park, ensures that future residents will have suitable access to employment.

### **Access to open space**

- Access to open space for outdoor recreation and sporting is essential for the health and wellbeing of future residents of the proposed development.
- The proposed development includes a podium comprising approximately 7,800m<sup>2</sup> of communal open space with deep soil and shallow planting that assists in providing open space for residents of the building. Partial provision of Village Squares for the Town Centre forms part of the application.
- The analysis in Section 5.1 demonstrates that there are several open space parks or sporting fields located within walking distance, cycling distance or available by public transport.
- There is no need for the proposed development to provide any additional open space.
- Notwithstanding, any consent granted to this application will be subject to developer contributions in accordance with the Council's Section 7.11 Contribution Plan, apportioned to satisfy the additional demands generated by its residents in relation to Council provided open space and recreation facilities.



## 6. CONCLUSION

This SIC has undertaken a desktop review of the proposed Stage 2 development at 43-53 Cudgegong Road comprising shop top housing development and associated landscaping, to identify the likely incoming residents and specifically their liveability and wellbeing needs.

The proposed development constitutes the major component of the planned Tallawong Town Centre and comprises approximately 11,500m<sup>2</sup> of ground floor retail and commercial floorspace and approximately 450 residential apartments, with generous public and communal open spaces.

As a result of being a mixed used residential and commercial centre, future residents of the site have exceptional access to a wide range of essential basic and convenience services, jobs, open space and recreational facilities at their doorstep.

The site is adjacent to the Tallawong Metro Station on the Sydney Metro line and is serviced by various public buses.

Consequently, for any services not available on the site itself, such as hospitals, educational, large entertainment and recreational facilities, excellent access via public transport ensures that all such needs of the future residents of the site can be readily met. A similar situation applies to satisfy the employment needs of the residents.

We note that NSW SIC Determinations and Council's Contribution Plans applicable to the overall site and area, identify public regional and local facilities designed to address the needs of the future population of the area, including on the subject site.

Any current shortfall of such facilities can reasonably be expected to be overcome once these planned facilities are delivered through these mechanisms.

In this regard, any consent granted to the proposed development will be subject to Council's developer contributions.

This SIC concludes that the approved Concept Consent of which the subject DA forms a second stage, will deliver significant social benefits in the form of a planned town centre to serve a growing local community, providing essential and convenience services and facilities, including health and recreation services, private and public open spaces, and substantial employment opportunities.

It has high accessibility to a wide range of off-site services and facilities to serve the needs of its residents not otherwise provided on the site. As such, subject to suitable detailed design of facilities such as the village squares, adoption of the recommendations of the CPTED report accompanying the application, equitable access standards, maintenance of the high quality architectural and civil design principles embodied in the application and payment of applicable developer contributions to augment Council delivered community facilities for the future residents of the development, we identify no adverse social impacts associated with the proposed development.

On balance therefore, the development will have an overwhelmingly positive social impact.