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Job Number: 16NL050-T3

Date: 04th April 2016

Traffic Management Report for **47-49 South Street & 14-16 Burbang Crescent,** **Rydalmere, NSW**

Prepared by

LOKA CONSULTING ENGINEERS

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1. Introduction

Loka Consulting Engineers Pty Ltd has been engaged by Architex to provide a Traffic Management Plan for the site at 47-49 South Street & 14-16 Burbang Crescent, Rydalmere, NSW (refer to Figure 1-1 and Figure 1-2).

A Traffic Management Plan and Report is required for the proposed development to identify the impacts of the proposal on the local street network; and mitigation measures required to ameliorate any impacts. These include:

- A description of the site and details of the development proposal;
- A review of the road network in the vicinity of the site, and traffic conditions on that road network;
- A review of the geometric design features of the proposed car parking facilities for compliance with the relevant codes and standards; and
- An assessment of the adequacy and suitability of the quantum of off-street car parking provided on site.



Figure 1-1 The Subject Site (from SIX maps)



Figure 1-2 Site location (from SIX maps)

2. Proposed Development

2.1.Site location

The proposed development will facilitate the construction of a residential development with a site area of 278.49 m².

The development is divided into two blocks A and B, the development consists of 1 basement levels, with a primary function of a car park, whilst the whole proposed facility will be a ground floor and two levels of residential flat units, totalling 32 units.

The proposed development is bounded by No. 41 - 45 South Street and No. 12 Burbang Crescent to the West, Burbang Crescent to the North, No. 20 Burbang Crescent and No. 51 South Street to the East and South Street to the South.

3. Off Street Car Parking Provision

3.1. Car parking

According to the latest architectural plan, the development consists of 32 residential flat units as following:- 4 one-bedroom units; 25 two-bedroom units and 3 three-bedroom units. There are 8 affordable units from A01 to A08 as following:- 2 one-bedroom units; 5 two-bedroom units and 1 three-bedroom units.

The 8 affordable units are mainly use public transportation, consequently the number of unit require parking spaces will decrease from 32 units to 24 units.

Table 3-1 shows the minimum spacing required for off-street parking space rates, according to the Parramatta Development Control Plan (2011).

The proposed development is not within 400 metres walking distance of public transportation,

Table 3-1 Off-street parking space rates

Use	Measure	Minimum spaces required
Residential flat buildings	Studio	0.6
	1 Bedroom per dwelling	1.0
	2 bedroom	1.25
	3 bedroom	1.5
	4+bedroom	2.0
	Visitor/dwelling	0.25
Car washing bay	Which may also be a visitor space	1

Therefore, the car parking spaces required for the proposed development is shown in Table 3.2.

Table 3-2 Minimum number of off-street parking spaces

Type	Total number of units		Affordable units	The Unit required parking	Rate	Parking required	Total
Residential parking	1 BED	4	2	2	1.0	2	30
	2 BED	25	5	20	1.25	25	
	3 BED	3	1	2	1.5	3	
Visitor parking / Car washing bay		32	8	24	0.25	6	6
MINIMUM PARKING							36

The total number of car parking spaces is 37. This consists of 35 residential car parking spaces (including 4 disabled car parking spaces); and 6 visitor car parking spaces (including 1 disabled

car parking spaces), and a carwash bay. Thus, the design satisfies the parking requirements in accordance with Parramatta Council's DCP guide.

The architectural plans of the basement floor of the proposed development have been prepared by Architex and are attached in Appendix A.

3.2. Bicycle parking

According to the Parramatta Council Development Control Plans (2011), bicycling parking rates apply and are provided in Table 3-3 below:

Table 3-3 Minimum number of bicycle parking spaces required

Type	No. of unit		Rate	Parking required	Total
Residential parking	1 BED	4	0.5	2	16
	2 BED	25	0.5	12.5	
	3 BED	3	0.5	1.5	
MINIMUM PARKING					16

As show in Table 3-3, a total number of 16 bicycle parking/ storage spaces are provided in the basement floor. This complies with the Parramatta Council's DCP guide.

4. Car Park and Driveway Layout

4.1. Driveway and Ramp Design

The design of the driveway; internal roadways & ramps; and car parking spaces comply with Australian Standards. Details are shown in the ground floor architectural plan. Gradients and dimension are provided for long sections as shown in both the ground floor architectural plan and the basement floor architectural plan. Table 4-1 illustrates that the driveway and ramp, as per architectural plans, complies with Australian Standards.

Table 4-1 Driveway Design Standard

FEATURE	STANDARD (AS 2890.1:2004)	DETAILS AS PER ARCHITECTURAL PLAN	COMPLIANCE
Driveway width	<ul style="list-style-type: none"> 3.0 to 5.5m for Category 1 6.0 to 9.0m for Category 2 Note: driveways are normally combined, but if separated, both entry and exit widths should be at least 3.0m	6.15 for two-way Category 1	Yes
Ramp grade	<ul style="list-style-type: none"> For Straight ramps: <ul style="list-style-type: none"> Longer than 20m – 1 in 5 maximum Up to 20m long – 1 in 4 	<ul style="list-style-type: none"> Ramp 1 between ground floor and basement Transition ramp of 	Yes

	<p>maximum</p> <ul style="list-style-type: none"> For curved ramps: <ul style="list-style-type: none"> Same as straight ramps plus: First 6m – 1 in 20 maximum (when going up to the footpath) First 6m – 1 in 8 (when going down the footpath) <p>Changer of grade 1 in 8</p>	<p>2.5m gradient 1:8.</p> <ul style="list-style-type: none"> 5.0m Long ramp with gradient maximum 1:5 Transition ramp of 2m gradient 1:8. Ramp 2 between block A basement and block B basement <ul style="list-style-type: none"> Transition ramp of 2.4m gradient 1:8. 8.6m Long ramp with gradient maximum 1:4 Transition ramp of 2m gradient 1:8. 	
Ramp width	<ul style="list-style-type: none"> One-way road or ramps (3.0m min between kerbs) & Two-way roadway or ramp (5.5m min between kerbs) Note: 300mm clearance on both sides when there is a high kerb or barrier on both sides. One-way curved road or ramps Domestic property at Turn radius 7.6m to 11.9m min. ROADWAY WIDTHS is 3.6 	<ul style="list-style-type: none"> 1st ramp 5.67m two way with two kerbs 300mm each 2nd ramp 6.1m two way with two kerbs 300mm each 	Yes
Headroom	<ul style="list-style-type: none"> 2.2m min between the floor and an overhead obstruction. Headroom above each dedicated space and adjacent shared area should be a minimum of 2.5m. Headroom for service truck (MRV) 4.5m clearance height 	<ul style="list-style-type: none"> *Block A Basement the headroom clearance is 2.8m, it is acceptable for both disabled parking space and for normal parking spaces *Block B basement the headroom clearance is 2.8m, it is acceptable for both disabled parking space and for normal parking spaces 	Yes

*the ducting and piping will be designed around the accessible car bays and pathway to allow for 2.5m height clearance. There is no blanket service cavity

The ramp & driveway designs complies with Australian Standard AS2890.1 (2004).

The architectural plans of the ground floor of the proposed development have been prepared by Architex and is attached in Appendix B.

4.2. Dimensions of Parking Spaces

Table 4.2 illustrates the dimensions of parking spaces and their respective compliance.

Table 4-2 Dimensions of parking spaces

FEATURE	AS/NZS 2890.1;2890.3&2890.6	Architectural Plan	Compliance
Car Parking Space	5.4m x 2.4m car space. Additional 300mm when adjacent a wall	5.4m x 2.4m car space. Additional 300mm when adjacent a wall	Yes
Aisle Widths	5.8m minimum	5.8m	Yes
Parking for people with disability	5.4m x 2.4m with a shared zone of 5.4mx2.4m	5.4m x 2.4m with a shared zone of 5.4mx2.4m	Yes

As required in AS 2890.1:2004, a triangular area with 2.5m (face to driveway) by 2.0m (face to street) will be kept clear of obstructions to visibility (referring to Figure 7-1).

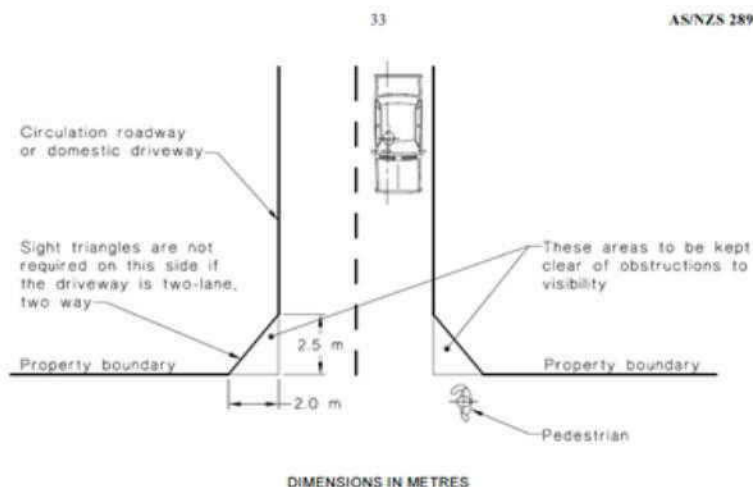


Figure 4-1 AS 2890.1:2004 Requirement

In accordant to AS 2890.1:2004 requirements, sight triangle is hatched in red and shown in the following (referring to Figure 4-2) as well as in the ground floor architectural plan.

The proposed driveway is at least 1 meter away from any structure including power poles, street lightings, signs, road furniture etc. and 3 meter away any from street trees.

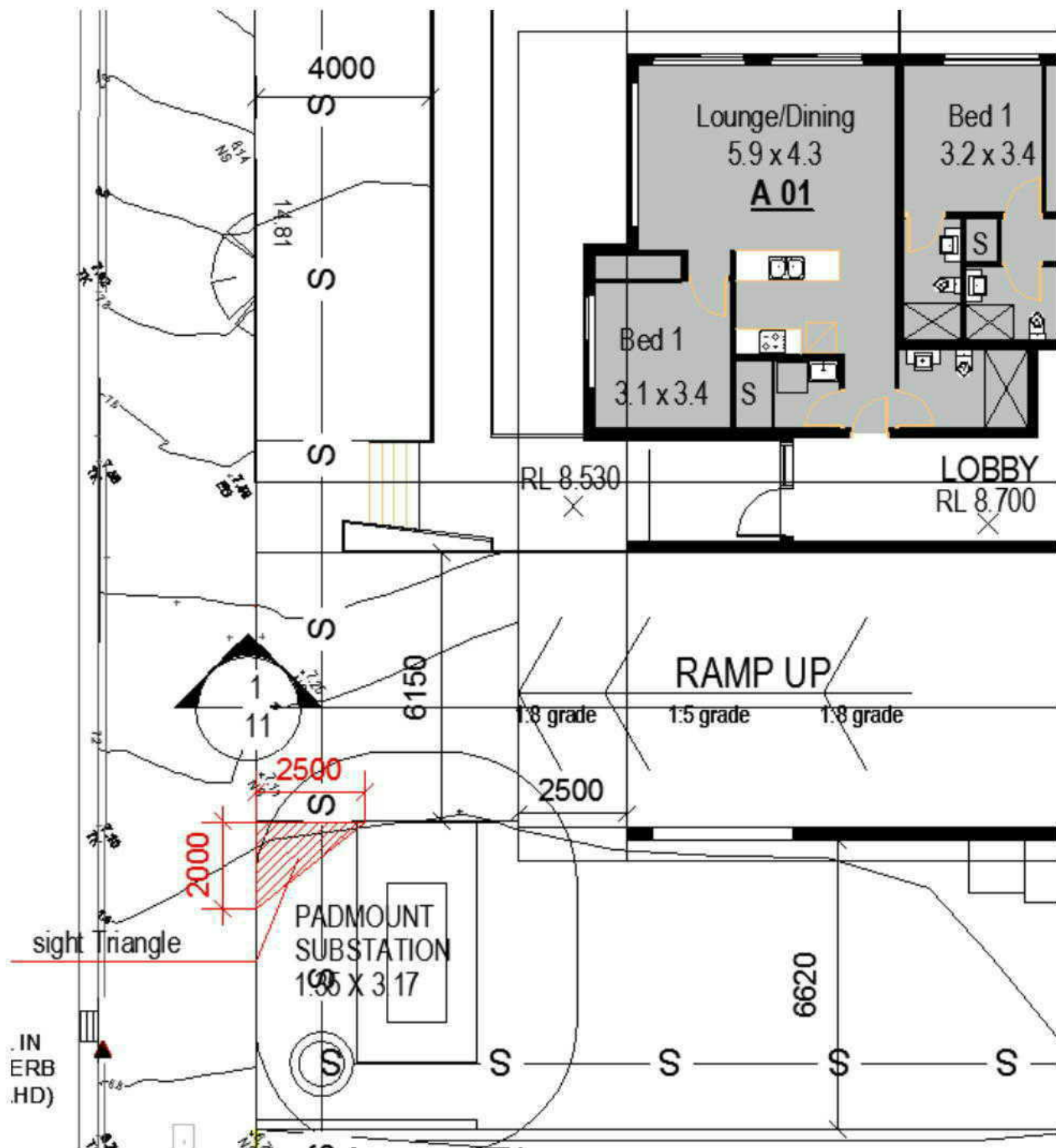


Figure 4-2 Sight Triangle

It is our opinion that car spaces provided in the architectural plan complies with Australian Standards.

5. Traffic Generation

An indication of the traffic generation potential of the development proposal is provided in accordance with Roads and Maritime Services (RMS) publication 'Guide to Traffic Generating Developments 2002'.

RMS guidelines are based on an extensive survey of a wide range of land uses. The subject site is identified as a high density residential flat building.

Rates.

Metropolitan Regional (CBD) Centres.

Daily vehicle trips = not available

Peak Hour Vehicle Trips = 0.24 trips per unit.

For the subject site, there are 32 units in total with 8 affordable units, which are mainly use public transportation, as a result there are 24 units only having parking spaces and using vehicles for daily trips. Therefore, there is a traffic generation potential of approximately 5.76 vehicles per hour during peak periods. This value should be discounted by the expected existing volume of traffic, to determine the net increase (or decrease) in future expected traffic.

The existing site contains 3 single houses. Based on RMS guidelines, the existing site is identified as 3 dwellings. Hence, the following is expected:

- Daily vehicle trips = 9.0 per dwelling; and
- Weekday peak hour vehicle trips = 0.85 per dwelling.

For the existing site which contains 3 dwellings, there is a traffic generation potential of approximately 2.55 vehicles per hour during peak periods. This is shown in Table 5-1 below.

Table 5-1 Project Net Increase in Peak Hour Traffic Generation Potential.

Traffic Generation Potential	Vehicle Trips
Future	6
Existing	3
Net	3

According to the Table above, it is likely that the proposed development will result in an increase in the traffic generated, by approximately 3 vehicle trips during peak hour.

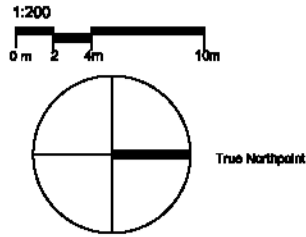
It is our opinion that this increase in traffic activity is manageable and will not have any unacceptable traffic implications in terms of road network capacity.

6. Swept Path Analysis

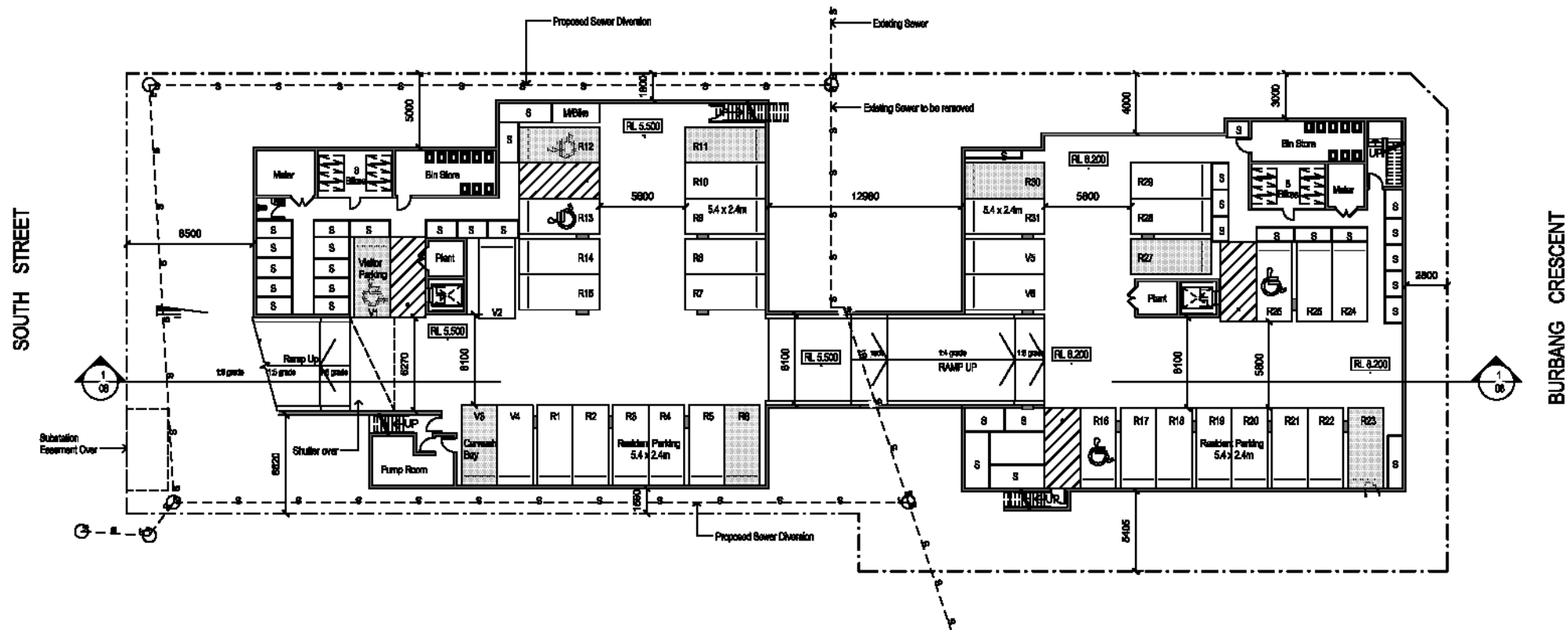
To ensure all vehicles enter and exit the site in a forward direction, a swept path analysis has been conducted. (See Appendix C).

It is our opinion that the proposed driveway and basement complies with Australia Standards.

Appendix A Basement Plan



Do not scale, check and verify all dimensions before commencing work, ground levels may vary due to site conditions.



Notes:

Issue	Issue description	Date
P3	Issue To Consultants	24-04-16
P2	Issue To Consultants	24-03-16
P1	Issue To Client	22-03-16

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PRELIMINARY

Project
Proposed Residential Units

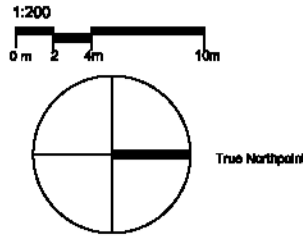
Project Address
14-16 Burbang Cres & 47-49 South St
Rydalmere

Client
Strong Property Development

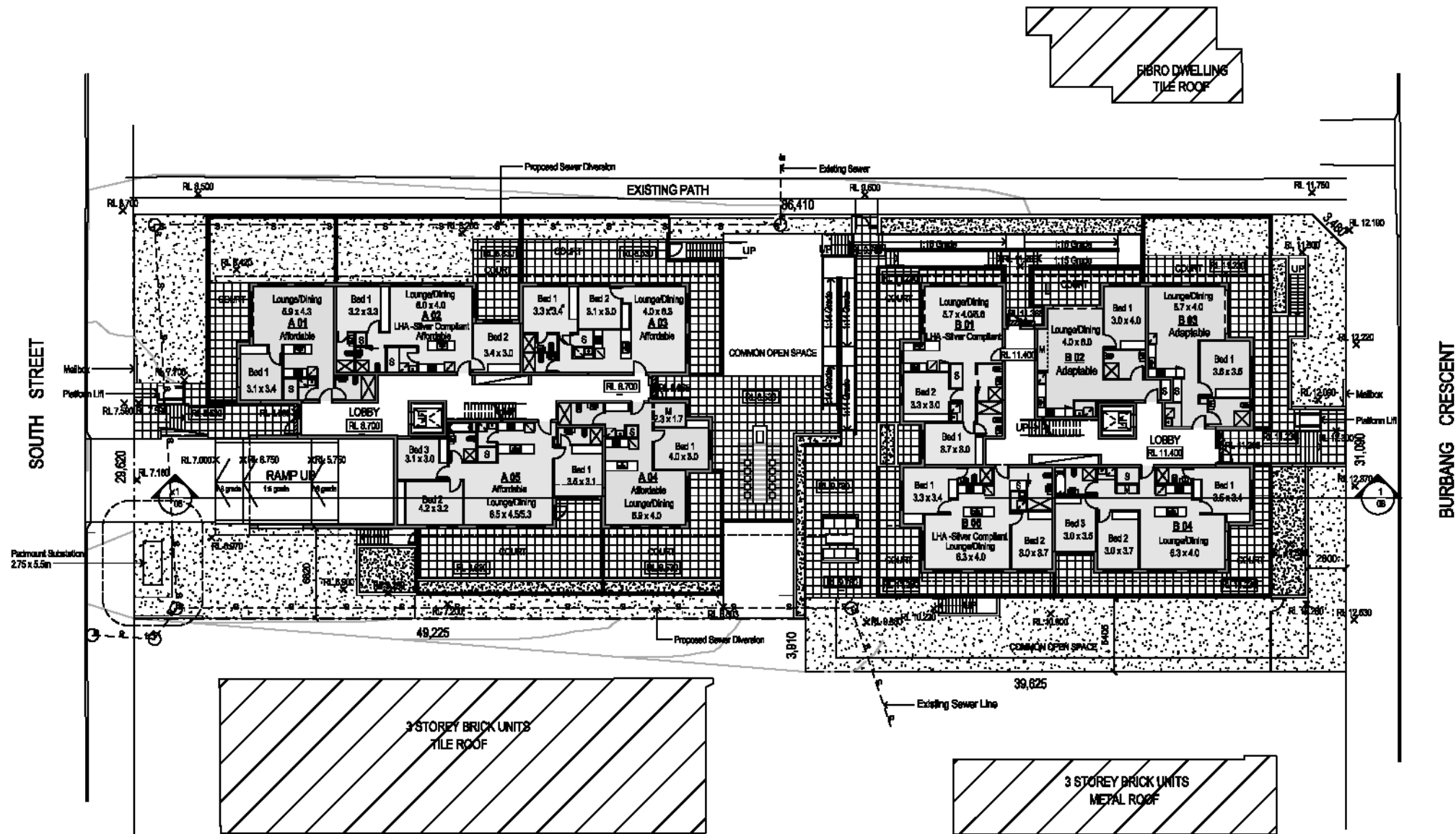
Title
Basement Level

Drawn JYK	Scale 1 : 200	Checked
Job No 2281	Drawing No. 03	Issue P3

Appendix B Ground Floor Plan



Do not scale, check and verify all dimensions before commencing construction, ground levels may vary due to site conditions.



Notes:

Issue	Issue description	Date
P1	Issue To Client	24-08-16
P2	Issue To Client	24-08-16
P3	Issue To Client	24-08-16

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PRELIMINARY

Project
Proposed Residential Units

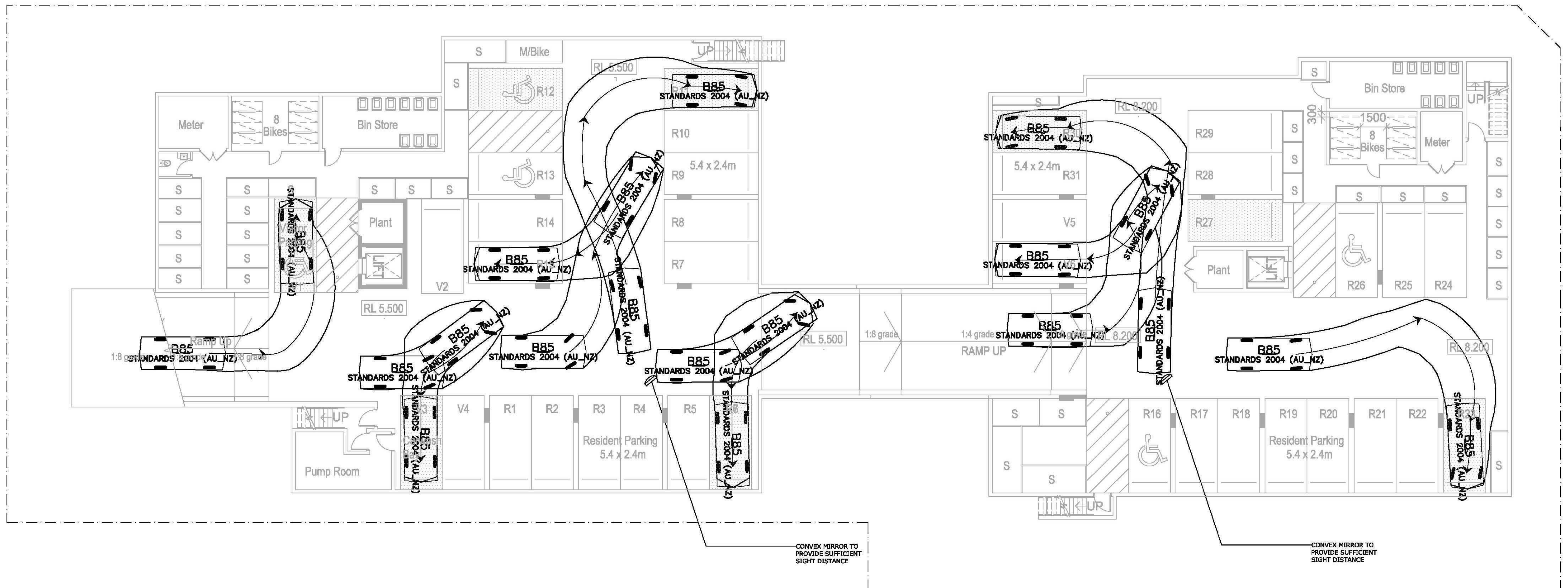
Project Address
14-16 Burbang Cres & 47-49 South St
Rydalmere

Client
Strong Property Development

Title
Ground Floor Level

Drawn JYK	Scale 1:200	Checked
Job No 2281	Drawing No. 04	Issue P3

Appendix C Swept Path Analysis



NOT FOR CONSTRUCTION

SWEPT PATH ANALYSIS FOR BASEMENT CAR PARKING ENTRY 1

SCALE: 1:120

A1		9		1		2		3		4		5		6		7		8		9		10	
C	FOR D.A. APPROVAL			N.L.	A.E.	05-04-16																	
B	FOR D.A. APPROVAL			N.L.	A.E.	31-03-16																	
A	FOR D.A. APPROVAL			N.L.	A.E.	22-03-16																	
No	AMENDMENT			ENG	DRAFT	DATE	No	AMENDMENT				ENG	DRAFT	DATE	No	AMENDMENT				ENG	DRAFT	DATE	

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	SHEET SUBJECT
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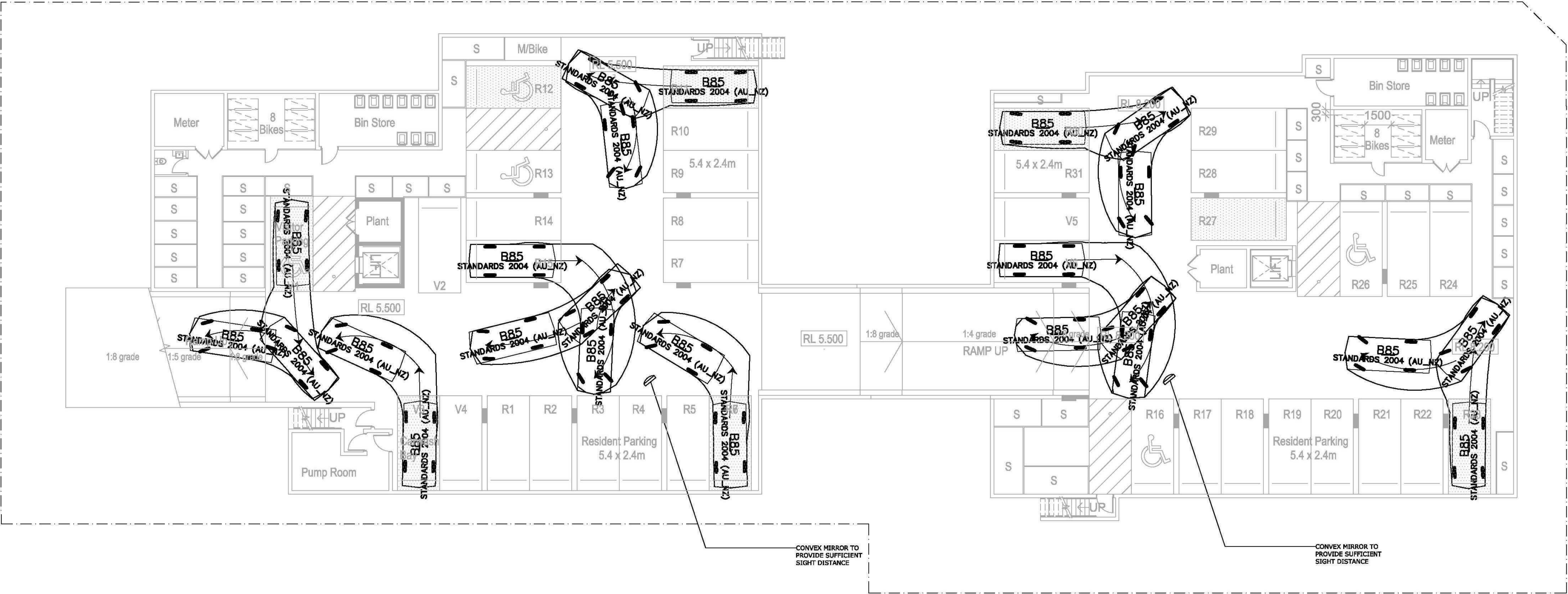
SWEPT PATH ANALYSIS

BASEMENT ENTRY 1

PROJECT 47,49 SOUTH STREET14,16 BURBANG CRESCENT, RYDALMERE

DATE MAR 16	DRAWN A.E.	DESIGNED N.L.	CHECKED N.L.
SCALE @ A1 1 : 120 U.N.O.		JOB No 16NL064	
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Appendix C Swept Path Analysis



SWEPT PATH ANALYSIS FOR BASEMENT CAR PARKING EXIT 1
SCALE: 1:120

NOT FOR CONSTRUCTION									
A1	1	2	3	4	5	6	7	8	9
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B	FOR D.A. APPROVAL	N.L.	A.E.	31-03-16					
A	FOR D.A. APPROVAL	N.L.	A.E.	22-03-16					
No	AMENDMENT	ENG	DRAFT	DATE	No	AMENDMENT	ENG	DRAFT	DATE

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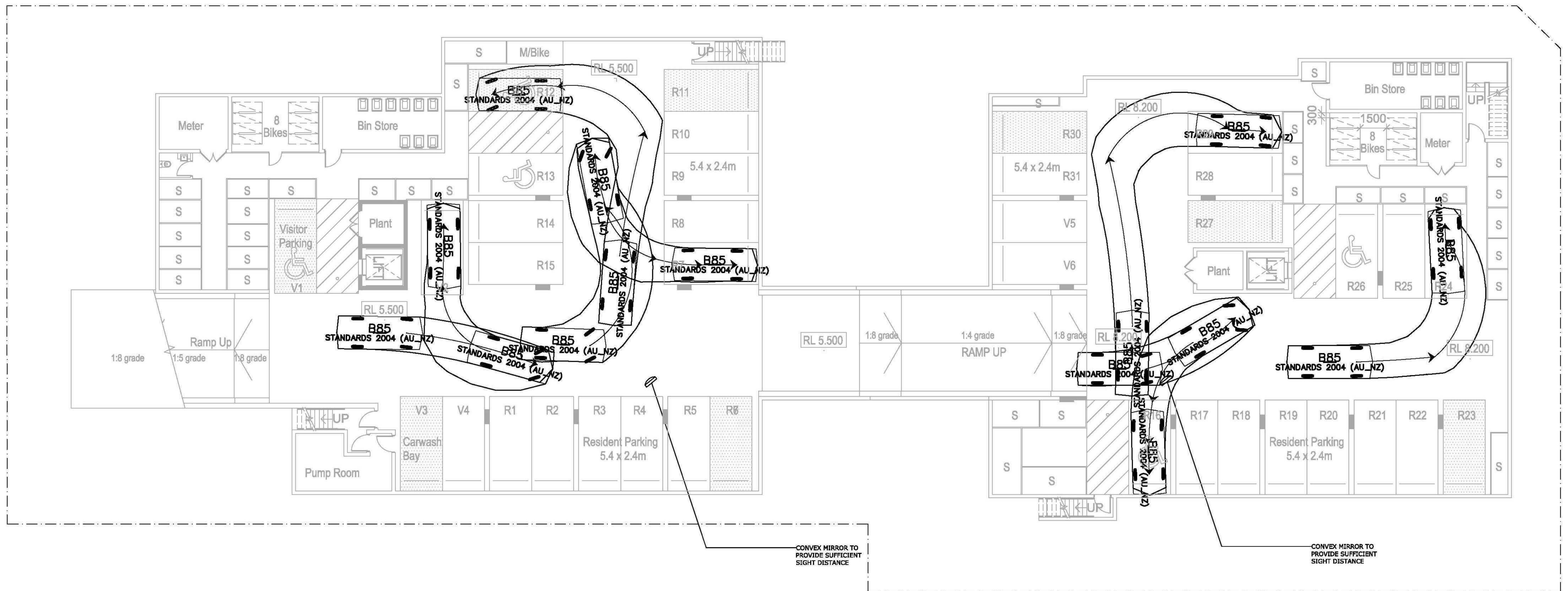
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DATE MAR 16	DRAWN A.E.	DESIGNED N.L.	CHECKED N.L.		
SCALE @ A1 1 : 120	U.N.O.	JOB No 16NL064			
AUTHORISED NERMEIN LOKA	ENG No T02	REV C			

Appendix C Swept Path Analysis



NOT FOR CONSTRUCTION

SWEPT PATH ANALYSIS FOR BASEMENT CAR PARKING ENTRY 2

SCALE: 1:120

A1 0 1 2 3 4 5 6 7 8 9 10

[illegible]

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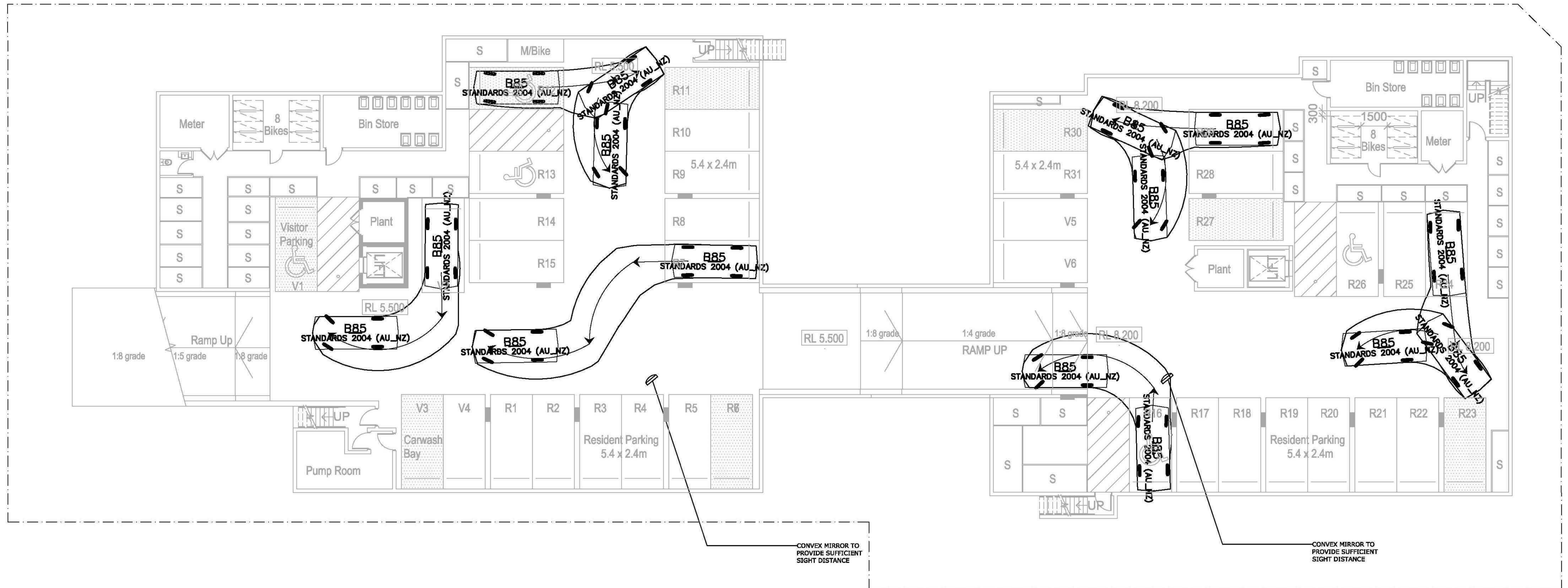
SHEET SUBJECT

SWEPT PATH ANALYSIS

BASEMENT ENTRY 2

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SCALE # A1 1 : 120 U.N.O.		JOB No 16NL064	
AUTHOR(S) NERMEIN LOKA		DWG No T03	REV C

Appendix C Swept Path Analysis



SWEPT PATH ANALYSIS FOR BASEMENT CAR PARKING EXIT 2

SCALE: 1:120

NOT FOR CONSTRUCTION

A1

[illegible]

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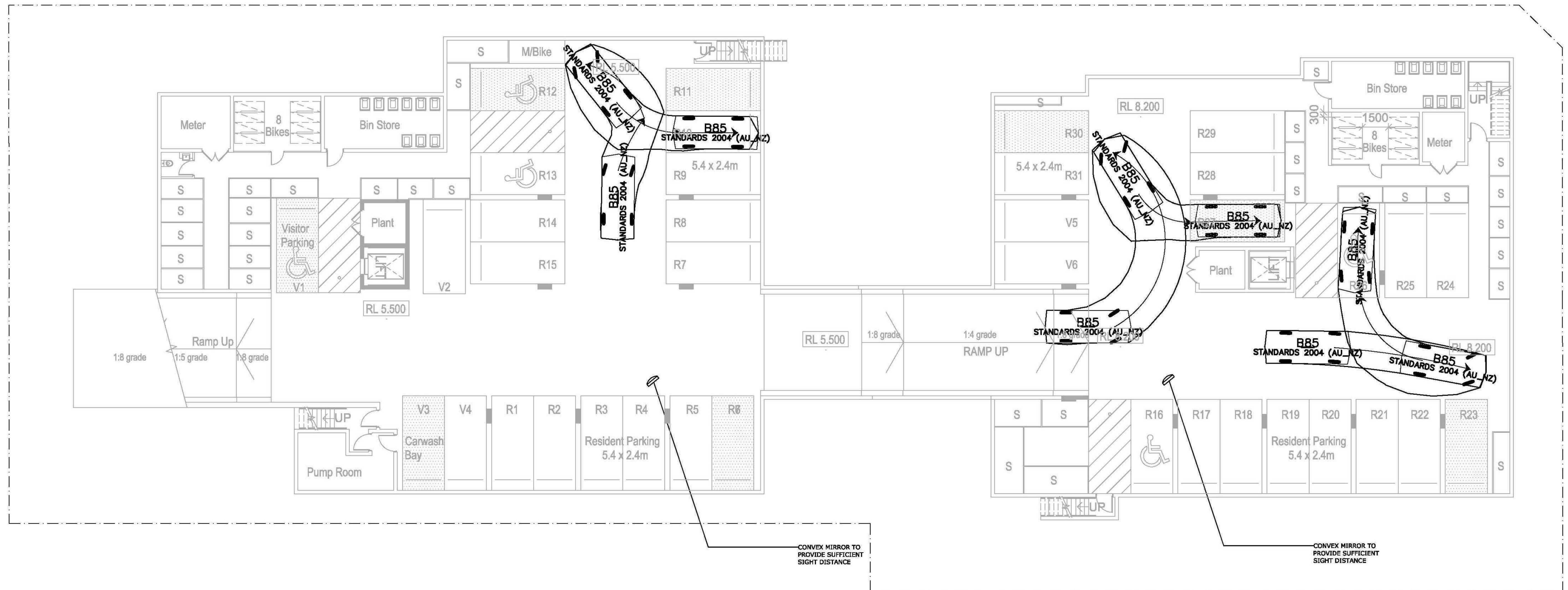
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SWEPT PATH ANALYSIS

BASEMENT EXIT 2

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Appendix C Swept Path Analysis



SWEPT PATH ANALYSIS FOR BASEMENT CAR PARKING ENTRY 3

SCALE: 1:120

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[illegible]

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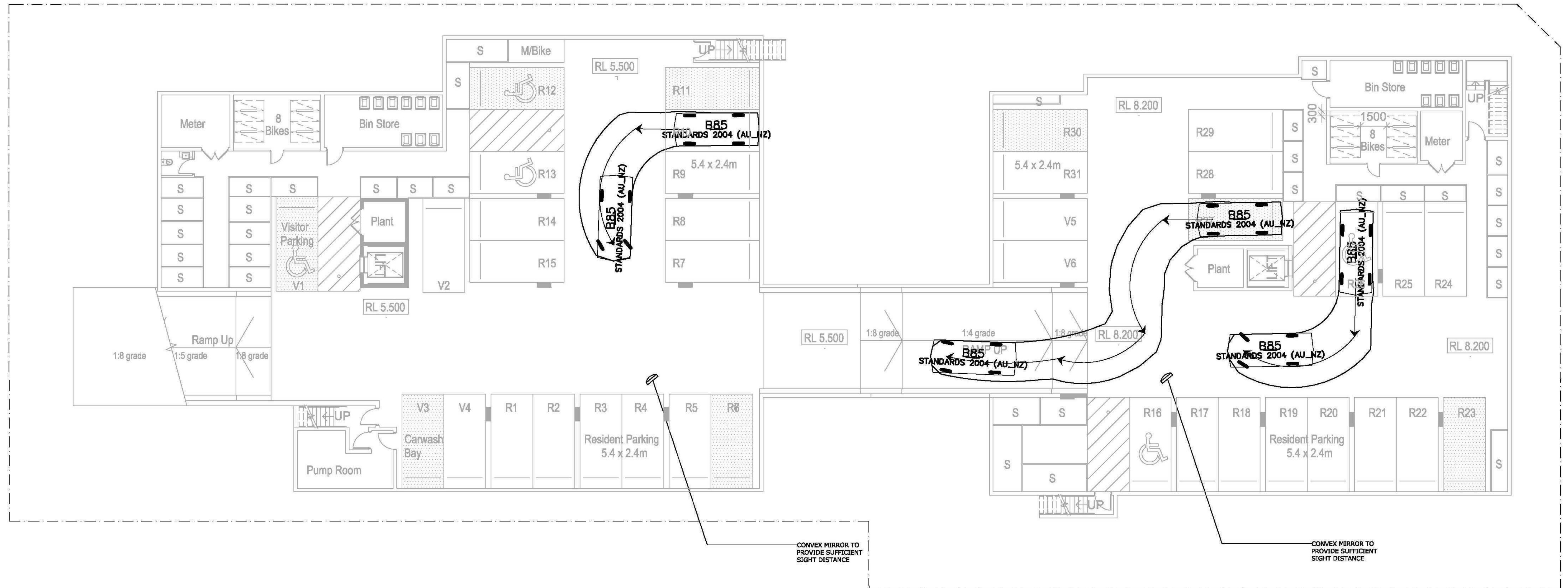
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47-49 SOUTH STREET AND 14-16 BURBANG
CRESCENT, RYDALMERE, NSW

SHEET SUBJECT
SWEPT PATH ANALYSIS
BASEMENT ENTRY 3

PROJECT 47,49 SOUTH STREET 14,16 BURBANG CRESCENT, RYDALMERE			
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Appendix C Swept Path Analysis



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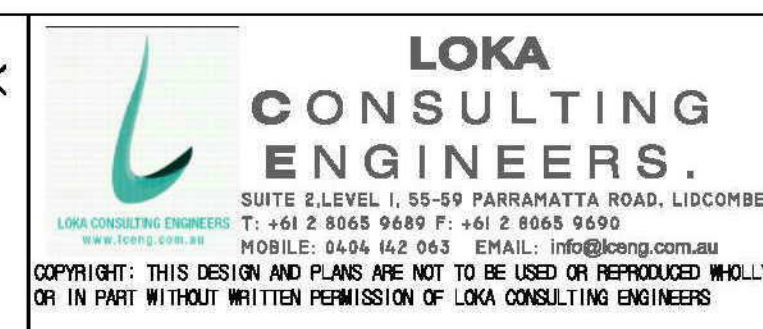
SWEPT PATH ANALYSIS FOR BASEMENT CAR PARKING EXIT 3

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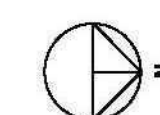
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A	FOR D.A. APPROVAL			N.L.	A.E.	22-03-16			
No	AMENDMENT			ENG	DRAFT	DATE	No		

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ARCHITECT/CLIENT



PROJECT
PROPOSED RESIDENTIAL UNITS
47-49 SOUTH STREET AND 14-16 BURBANG
CRESCENT, RYDALMERE, NSW



SHEET	SUBJECT
	SWEPT PATH ANALYSIS
	BASEMENT EXIT 3

PROJECT 47,49 SOUTH STREET14,16 BURBANG CRESCENT, RYDALMERE			
DATE MAR 16	DRAWN A.E.	DESIGNED N.L.	CHECKED N.L.
SCALE # A1 1 : 120 U.N.O.		JOB No 16NL064	
AUTHORISED NERMEIN LOKA		DWG No T06	REV C

**Social Impact Assessment:
Affordable Housing Development: 32 Units
14-15 Burbang Crescent & 47-49 South Street,
RYDALMERE**



***Prepared by: Think Planners
Document Date: 6 April 2016
Consent Authority: Parramatta City Council***

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Executive Summary

This Social Impact Assessment (SIA) has been prepared to support a Development Application proposing a 32 unit residential flat building at 14-15 Burbang Crescent & 47-49 South Street, Rydalmere. The proposed development will utilise 22% of the gross floor area or 8 units for 'affordable housing' that will be managed by a social housing provider for a period of not less than 10 years.

The proposed development will address the shortage in affordable rental housing within close proximity to a regional commercial centre (Parramatta City Centre), industrial estates and a small local centre which includes an ALDI supermarket. The proposal will provide residential accommodation for people who would otherwise not have had the opportunity to enter the Rydalmere rental market, particularly within a new residential flat building given the market rental price.

The proposed residential flat building will also contribute towards increasing housing stock and housing choices within the locality. The development will be supported by the provision of high quality social infrastructure services and facilities, including a local neighbourhood shop, public transport and those services and facilities that exist within Rydalmere Shopping Precinct and within Parramatta City Centre.

The proposed residential flat building incorporating adaptable and affordable housing will cater for a variety of socio-economic groups. This will ensure that Rydalmere maintains its existing social diversity and increase housing choice, affordability and social mix. The development will be supported by the provision of high quality social infrastructure services and facilities, including public transport such as bus stops with services to Parramatta, Sydney CBD, West Ryde and Burwood and a Ferry Stop with services to the city and Parramatta.

This Social Impact Assessment reviews the demand for affordable housing and concludes that the proposal will not generate negative social impacts, rather will contribute to meeting a social need, consistent with State and Local policies and planning controls.

Site Description – Study Area

Rydalmere is located 21 kilometres north-west of Sydney and is located within the Local Government Area (LGA) of Parramatta. Rydalmere is bounded by the suburb of Dundas to the north, the suburb of Ermington to the east, the suburb of Camellia-Rosehill to the south and the suburb of Parramatta to the west.

The name of the suburb originated from a village in Westmoreland, England, with settlements going back as far as early 1800s. Population within the suburb stayed minimal until the late 1800s, where industrial growth spurred on rapid residential growth in the early 1900s. Like most Sydney suburbs, Rydalmere experienced rapid growth during post-war years and from the 1990s, experienced a gradual growth. Situated within an established residential area that is nestled in-between Victoria Road to the north and South Street to the South, development to the north of Eltona Street is dominated by older style medium density dwellings of mixed age and architectural styles whilst development to the south of Eltona Street is predominantly single storey residential dwellings. It is noted that built form stock within Burbang Crescent is currently undergoing a transformation towards higher residential densities. This is illustrated by an aerial map below.

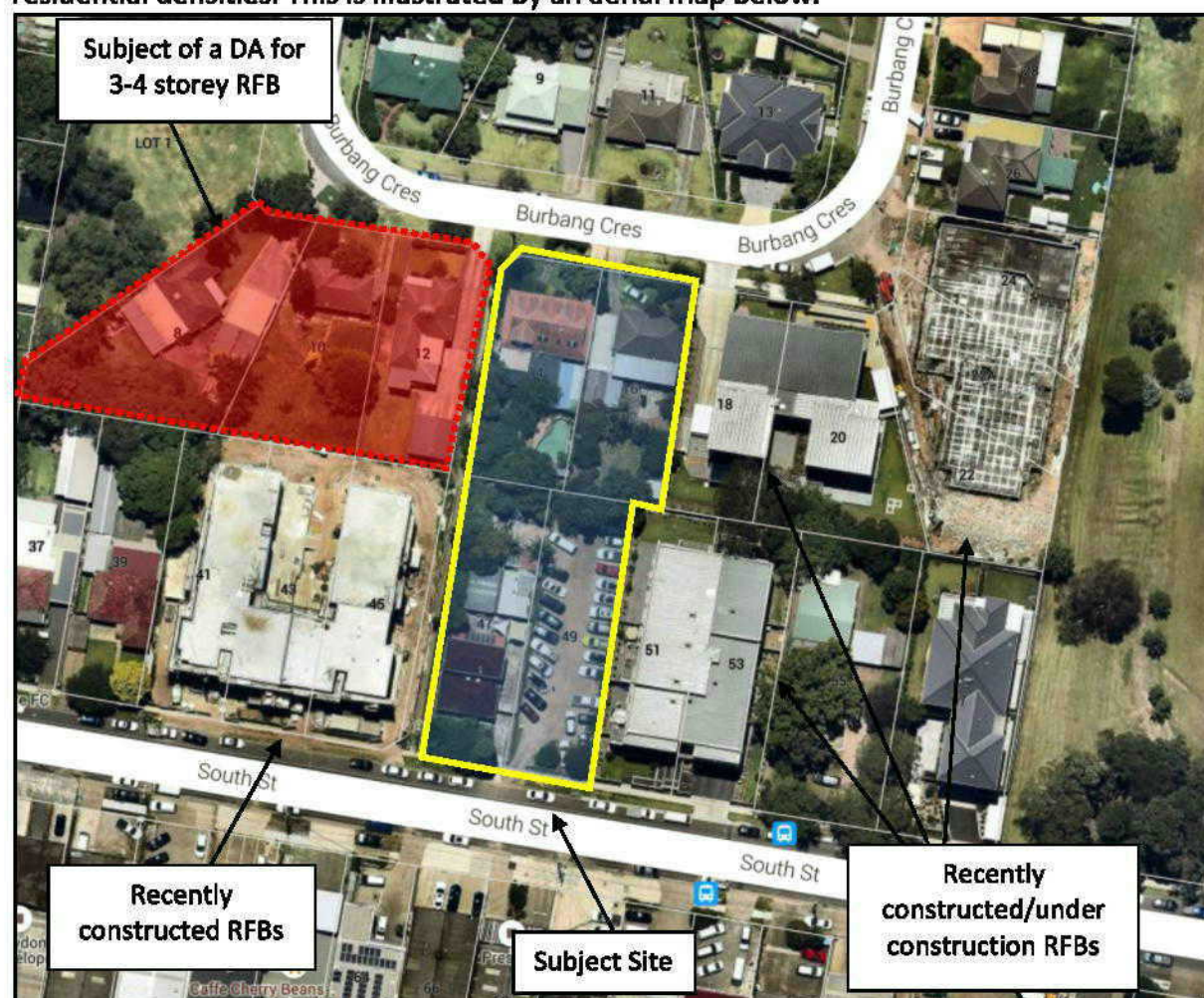


Figure 1: Aerial Photograph of the Subject Site and Surrounds (Source: Nearmap 2016)

Residing within close proximity to Parramatta City Centre and residing near a key arterial road network providing access to the city from Western Sydney, the subject site is also within close proximity to Rydalmere Shopping Precinct, large industrial precinct, local schools, local parks and within walking distance to a cluster of neighbourhood shops including an ALDI supermarket. Bus stops with extensive services from Parramatta to City (520 & M52), Parramatta to West Ryde (523 & 524), Parramatta to Burwood (525) is within a 400m walking radius of the subject site. It is also noted that the site is situated within 650m north west from Rydalmere Wharf that provides ferry services between Parramatta and Sydney.

Rydalmere Shopping Precinct includes a variety of services including a post office, chemist, local hotel, food outlets and a range of convenience stores, with the local neighbourhood shop comprises of smaller retailers, food outlets, a hotel and an ALDI supermarket.

The proposed development is not expected to create substantial demand for new community infrastructure. It is expected that residents will rely on existing infrastructure and public transport to access their everyday needs. An aerial photograph that demonstrates the sites location in the broader locality is provided below:

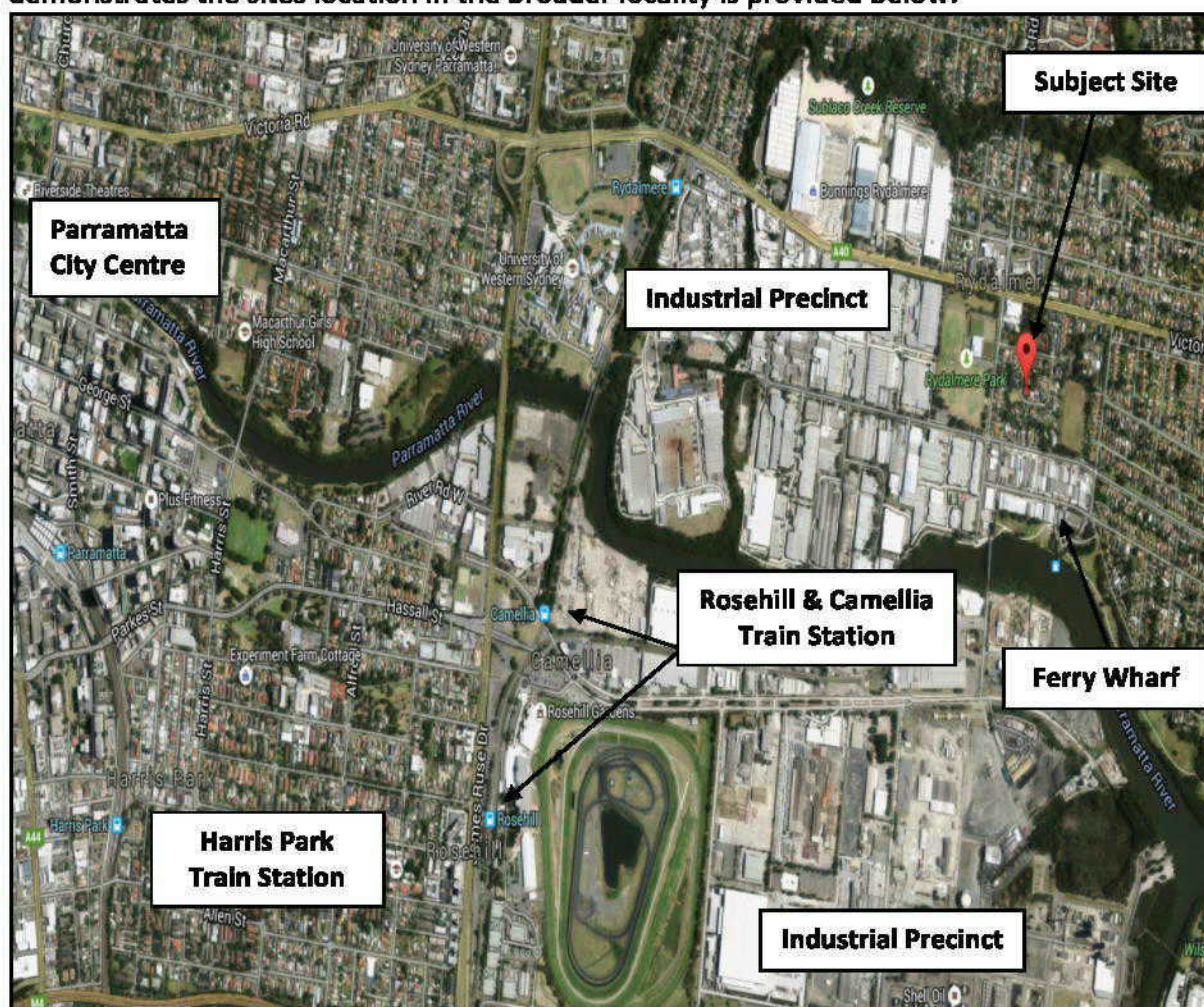


Figure 2: Broad Aerial Map of Subject Area (Source: Nearmap)

Proposed Changes

The development proposes 2 x 3 storey residential flat buildings containing 32 dwellings, including 22% of gross floor area or 8 units to be allocated for affordable housing units, with an aim to provide low cost flexible rental accommodation to a wide range of tenants. The development proposal incorporates the following aspects:

- 32 units. Apartments contain a courtyard/balcony, living areas, kitchen, and bedrooms;
- Basement parking providing a total of 37 parking spaces (including 4 accessible parking spaces and allocated residential storage areas;
- Four (4) adaptable housing units, meaning units designed under the principle of universal and accessible design for people with disabilities.
- Communal Waste Storage area; and
- Landscape Embellishment works.

The proposal adopts a contemporary building form that relates well to the site context and is consistent with the future vision envisioned by Council. The proposal is located within close proximity to bus stops with service from Parramatta to Sydney CBD (520 & M52), Parramatta to West Ryde (523), Parramatta to Burwood (525). A 300m walking radius map below shows that the site is within walking distance to public transport including a Ferry Wharf.

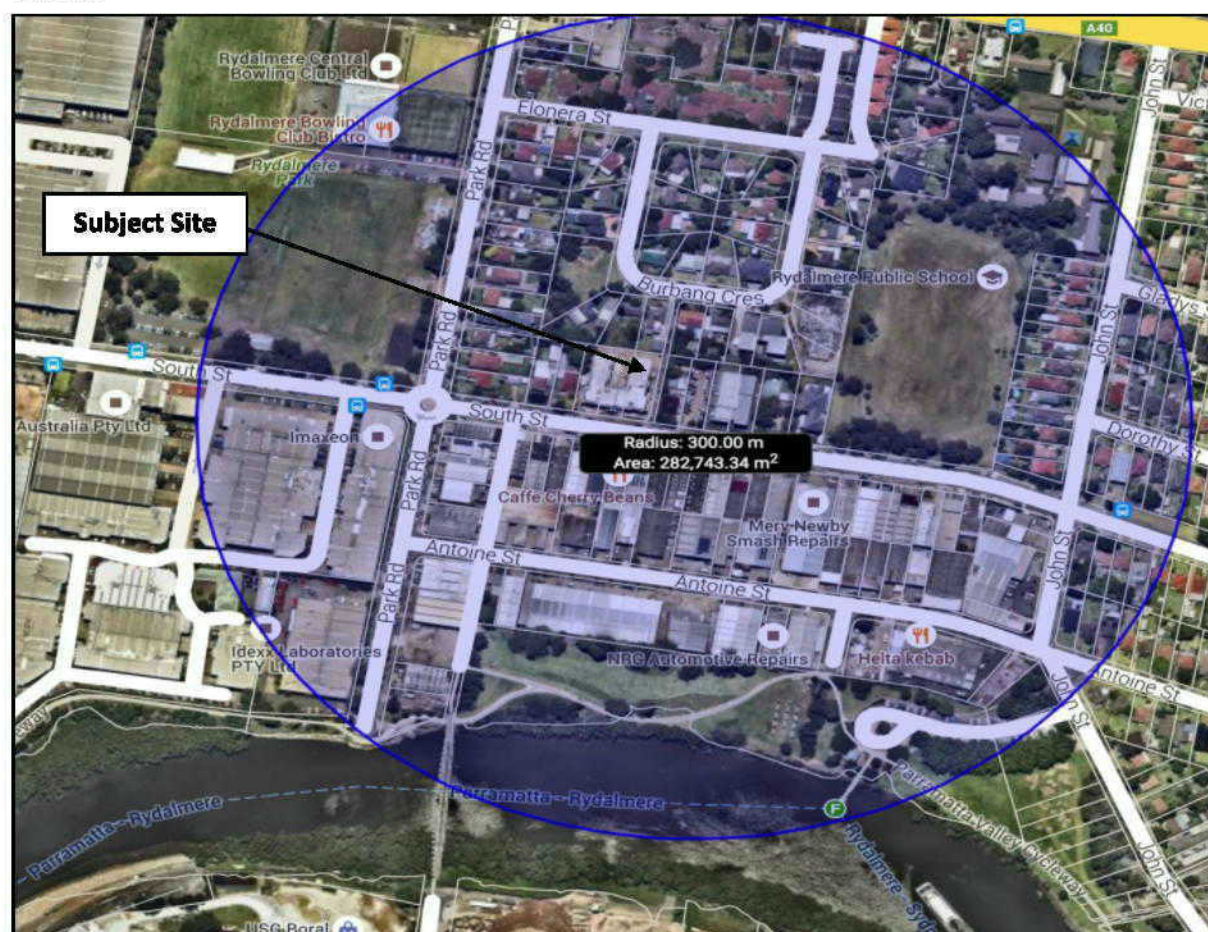


Figure 3: 300m Walking Radius Map (Source: Nearmap)

Study Area

The Western Sydney suburb of Rydalmere is located within the Local Government Areas (LGA) of Parramatta. Rydalmere is situated approximately 21 kilometres from Sydney CBD covers an area of 357 hectares and was home to 6,402 residents at the time of the 2011 Census. The suburb bound by the suburbs of Dundas to the north, the suburb of Ermington to the east, the suburb of Parramatta to the west and the suburb of Rosehill-Camellia to the south.

The subject area and its relationship to neighbouring suburbs are illustrated below.

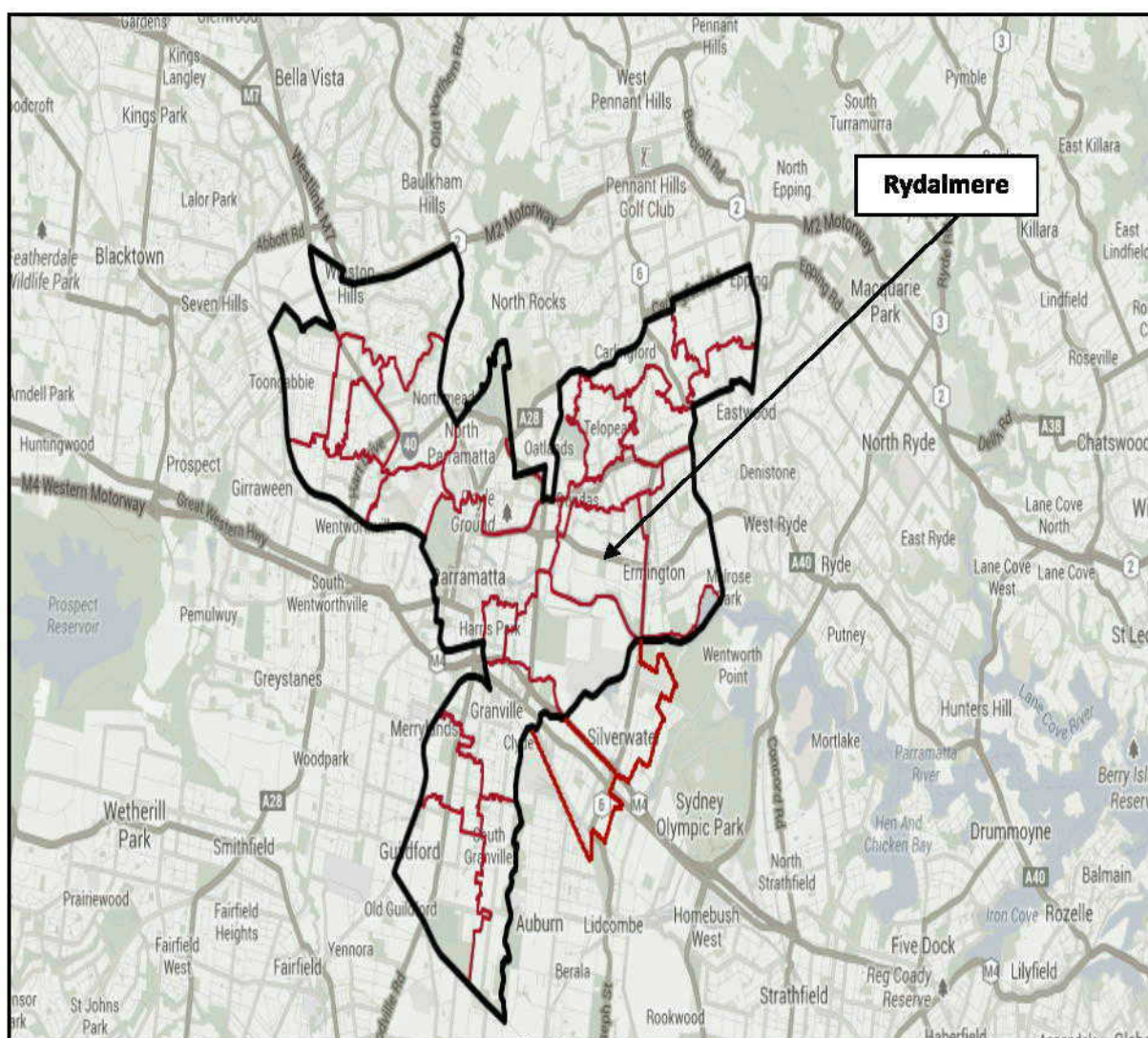


Figure 4: Study Area Map (Source: Forecast I.D)

Identification of Individual/Groups Likely to be Affected by the Proposal

The subject area has been identified by Council to accommodate higher density housing by virtue of its R4 High Residential Density Zoning. This is illustrated by Councils zoning map extract below.

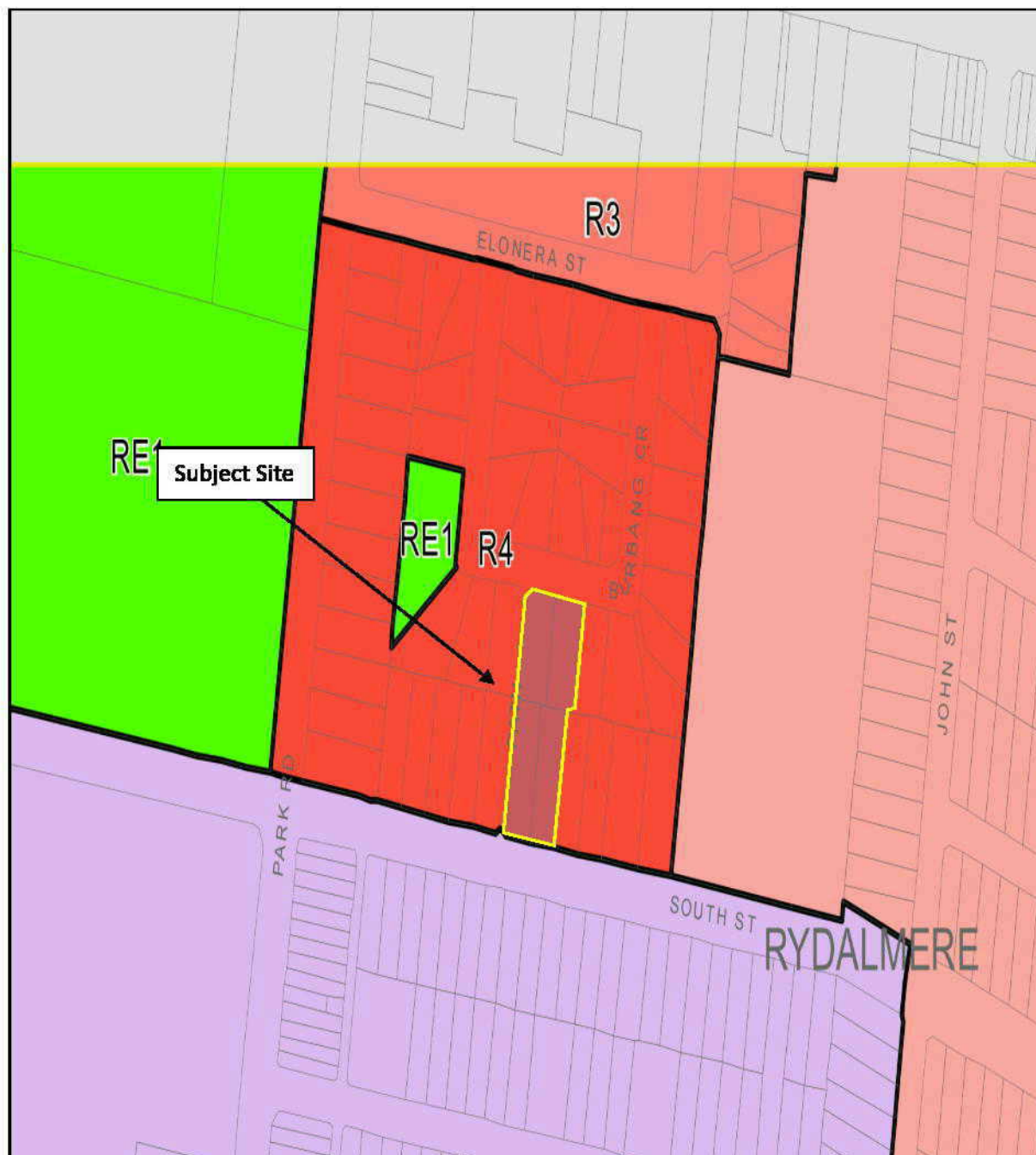


Figure 5: Zoning Map Sheet LZN_015 Extract (Source: Parramatta LEP 2011)

The building will be created from the demolition of three existing older style one and two storey residential dwellings on the site that will be lost to the market. This is not considered significant in the context of the overall population of Rydalmere when considering the high density zoning of the site that renders the existing dwelling an undercapitalisation of the land. Furthermore, the proposal will be consistent with the objective of the R4 Zone in accommodating high density housing. The marginal displacement of 3 residential dwellings will contribute towards alleviating Sydney's housing shortage by an additional 32 residential units that more than offsets the loss of the three dwelling houses.

Surrounding neighbouring properties will also be affected by the proposal in terms of noise and traffic. However, it is noted that the site as it current exists as a single storey residential dwellings are inconsistent with the future vision envisioned for the area by Council by virtue of its R4 zoning and is also inconsistent with the existing higher density built form character within the subject area. The development aims to construct an attractive RFB that not only permits the site to its full zoning potential and take advantage of its proximity to Parramatta and Rydalmere and will be consistent with the evolving higher residential density built form character within the locality whilst providing additional residential accommodation opportunities including provision of affordable housing within Rydalmere.

Demographics, Housing and Economic Profiles

Baseline Demographic Profile – Population

The statistical analysis provided here allows a basic understanding of the socio-demographic context of Rydalmere. In order to gain an understanding of the performance of Rydalmere it will be benchmarked against the City of Parramatta and also compared with its adjoining suburbs, and they include:

- Suburb of Dundas;
- Suburb of Rosehill-Camellia;
- Suburb of Ermington-Melrose Park; and
- Suburb of Parramatta.

The following indicators are included in the demographic analysis:

Population;
Age profile;
Ethnic composition;
Household Type;
Weekly individual income; and
Weekly household income.

Population

In 2011, there were 6,402 people living within Rydalmere. Overall, the population of Rydalmere grew by an additional 439 residents between 2006 and 2011, a growth of 7.36%.

The majority of Rydalmere residents are Australian Citizens (83.6%) and have a higher percentage of Australian Citizens when compared to the City of Parramatta (75.8%).

Table 1. Population

Rydalmere	2011			2006			Change
Population	Number	%	City of Parramatta %	Number	%	City of Parramatta %	2006 to 2011
Population (excluding O/S visitors)	6,402	100.0	100.0	5,963	100.0	100.0	+439
• Males	3,210	50.1	50.1	2,953	49.5	50.1	+257
• Females	3,192	49.9	49.9	3,010	50.5	49.9	+182
Australian citizens	5,351	83.6	75.8	4,963	83.2	78.2	+388
Eligible voters (citizens aged 18+)	3,962	61.9	57.3	3,630	60.9	59.3	+332
Overseas visitors	--	--	--	--	--	--	--

Source: Australian Bureau of Statistics, Census of Population and Housing 2006 and 2011. Compiled and presented in profile.id by id, the population experts.

The population growth rate for Rydalmere was lower than the population levels recorded for the City of Parramatta (10.5%). This still indicates that the subject area has experienced a rapid growth in its population levels and this could be attributed to the proliferation of high density development within the suburb over the past five years. With the State Government encouraging higher density development along major transport nodes and centres and with Parramatta Council zoning land within Rydalmere as High Density Residential, it can be assumed that the increase in population is going to continue over the next 5-10 years at similar rates, with the majority of new growth to be concentrated near major transport nodes such as along Victoria Road.

Compared to its neighbouring suburbs, Rydalmere's growth rate was lower than all its surrounding suburb including Dundas (16.7%), Ermington – Melrose Park (10.6%), Parramatta (18.0%) and Rosehill - Camellia's (30.5%).

Age Structure

Analysis of the age structure of Rydalmere indicates that the subject area has a high proportion of children (under 15) and also a low proportion of people within retirement age (65+).

Table 2. Age Structure - 5 Age Groups (Years)

Rydalmere - Total persons (Usual residence)		2011			2006			Change
Five year age groups (years)	Number	%	City of Parramatta %	Number	%	City of Parramatta %	2006 to 2011	
0 to 4	478	7.5	7.5	447	7.5	6.9	+30	
5 to 9	409	6.4	5.9	492	8.3	6.2	-83	
10 to 14	433	6.8	5.5	392	6.6	6.0	+41	
15 to 19	370	5.8	5.7	341	5.7	6.3	+28	
20 to 24	386	6.0	7.6	328	5.5	8.1	+58	
25 to 29	429	6.7	10.4	334	5.6	8.9	+95	
30 to 34	394	6.2	9.4	455	7.6	8.4	-61	
35 to 39	505	7.9	7.7	542	9.1	7.8	-38	
40 to 44	533	8.3	6.7	571	9.6	7.5	-38	
45 to 49	554	8.7	6.4	489	8.2	6.7	+65	
50 to 54	493	7.7	5.9	354	5.9	5.8	+139	
55 to 59	380	5.9	5.1	307	5.1	5.1	+73	
60 to 64	280	4.4	4.3	225	3.8	4.0	+55	
65 to 69	221	3.5	3.3	184	3.1	3.3	+37	
70 to 74	151	2.4	2.6	165	2.8	2.8	-15	
75 to 79	173	2.7	2.2	173	2.9	2.5	0	
80 to 84	145	2.3	1.8	118	2.0	2.0	+27	
85 and over	69	1.1	1.8	45	0.8	1.7	+24	
Total	6,402	100.0	100.0	5,963	100.0	100.0	+439	

Source: Australian Bureau of Statistics, [Census of Population and Housing](#) 2006 and 2011. Compiled and presented in profile id by [id](#), the population experts.

Overall, 20.6% of the population was aged between 0 and 15, and 11.8% were aged 65 years and over, compared with 18.9% and 11.8% respectively for the City of Parramatta.

The largest age grouping for the subject area occurred in the 45 to 49 age cohort (8.7%) followed by the 40 to 44 age cohort (8.3%).

Ethnic Composition

The dominant non-English speaking country of birth in Rydalmere was from China (9.7% of the population), followed by South Korea (4.5% of the population) and the UK (2.6% of the population).

Rydalmere is a very diverse and multicultural suburb with over 37.0% of its population born overseas, with 32.6% were from a non-English speaking background, compared with 44.8% and 40.3% respectively for City of Parramatta.

Table 3. Birthplace - Ranked by Size

Rydalmere	2011			2006			Change
Birthplace	Number	%	City of Parramatta %	Number	%	City of Parramatta %	2006 to 2011
a China	619	9.7	6.8	474	7.9	5.6	+145
South Korea	289	4.5	2.1	194	3.3	1.8	+95
United Kingdom	167	2.6	2.0	172	2.9	2.5	-5
Hong Kong	137	2.1	1.3	152	2.6	1.3	-16
a India	113	1.8	8.2	88	1.5	4.8	+25
Philippines	108	1.7	1.6	82	1.4	1.5	+26
New Zealand	69	1.1	1.6	94	1.6	1.8	-26
Lebanon	66	1.0	3.8	62	1.0	4.2	+4
Iran	65	1.0	0.9	62	1.0	0.8	+3
Indonesia	58	0.9	0.5	43	0.7	0.4	+15

Rydalmere	2011			2006			Change
Birthplace	Number	%	City of Parramatta %	Number	%	City of Parramatta %	2006 to 2011
a Total Overseas born	2,368	37.0	44.8	2,095	35.1	40.2	+273
a Non-English speaking backgrounds	2,084	32.6	40.3	1,784	29.9	35.0	+300
Main English speaking countries	283	4.4	4.5	311	5.2	5.2	-27
Australia	3,715	58.0	48.6	3,436	57.5	51.7	+280
Not Stated	319	5.0	6.5	439	7.4	8.1	-120
Total Population	6,402	100.0	100.0	5,970	100.0	100.0	+432

Source: Australian Bureau of Statistics, Census of Population and Housing 2006 and 2011. Compiled and presented in profile.id by id. the population experts.

Furthermore, Rydalmere has a greater proportion of the population born overseas when compared to the suburb of Ermington – Melrose Park (35.3) but has a lower proportion of people born overseas when compared to the suburb of Dundas (39.1%), the suburb of Parramatta (63.3%) and the suburb of Rosehill – Camellia (48.7%).

Household Types

Rydalmere has a high proportion of couples with children as well as a higher proportion of one-parent families. Overall 38.7% of total families were couple family with children, with 13.4% were one-parent families compared to City of Parramatta (35.2% and 10.6% respectively).

The predominant household types within Rydalmere is couple with children (38.7%) followed by couples without children (20.7%). This is an indication that the subject area is attractive for young people within and without children.

Table 4. Household Types

Rydalmere		2011		2006		Change	
Households by type	Number	%	City of Parramatta %	Number	%	City of Parramatta %	2006 to 2011
a Couples with children	859	38.7	35.2	815	38.3	33.5	+44
a Couples without children	460	20.7	21.4	436	20.5	20.7	+24
a One parent families	298	13.4	10.6	276	13.0	10.8	+22
Other families	29	1.3	1.6	23	1.1	1.7	+6
a Group household	65	2.9	4.0	53	2.5	4.1	+12
a Lone person	441	19.9	22.0	445	20.9	23.2	-4
Other not classifiable household	57	2.6	4.2	72	3.4	5.2	-15
Visitor only households	8	0.4	0.9	8	0.4	0.8	0
Total households	2,216	100.0	100.0	2,127	100.0	100.0	+89

Source: Australian Bureau of Statistics, Census of Population and Housing 2006 and 2011. Compiled and presented in profile.id by .id, the population experts.

Weekly Individual Gross Income

Compared to Parramatta City, the subject site has similar proportion of persons earning a high income (those earning %1,500 per week or more) and a lower proportion of low income persons (those earning less than \$400 per week).

Table 5. Weekly Individual Gross Income

Rydalmere - Total persons (Usual residence)		2011		
Weekly gross income		Number	%	City of Parramatta %
Negative Income/ Nil income		508	10.1	11.1
\$1-\$199		398	7.9	7.6
\$200-\$299		489	9.7	10.3
\$300-\$399		455	9.0	9.2
\$400-\$599		649	12.9	10.3
\$600-\$799		499	9.9	9.9
\$800-\$999		456	9.1	8.3
\$1000-\$1249		428	8.5	7.9
\$1250-\$1499		280	5.6	5.7
\$1500-\$1999		342	6.8	6.5
\$2000 or more		231	4.6	4.5
Not stated		305	6.0	8.8
Total persons aged 15+		5,041	100.0	100.0

Source: Australian Bureau of Statistics, Census of Population and Housing 2011. Compiled and presented in profile.id by .id, the population experts.

Overall, 11.4% of the population earned a high income, and 36.7% earned a low income, compared with 11.0% and 38.2% respectively for the City of Parramatta. This indicates that the locality still contains a number of persons who are less well-off than the broader population of Parramatta. The provision of Affordable Rental Housing in such a locality is appropriate to give these persons access to quality accommodation that remains more affordable than traditional market rent

Weekly Household Income

Household income is a function of labour force participation rates, individual incomes and household composition. The household income profile of Rydalmere when compared to the City of Parramatta indicates that there was a similar proportion of high income households (those earning \$2,500 per week or more) as well as a lower proportion of low income households (those earning less than \$600 per week).

Overall, 18.0% of the households earned a high income, and 20.2% were low income households, compared with 17.9% and 20.5% respectively for the City of Parramatta.

Table 6. Weekly Household Income

Rydalmere		2011		
Weekly income	Number	%	City of Parramatta %	
Negative Income/Nil Income	38	1.8	1.7	
\$1-\$199	37	1.7	1.9	
\$200-\$299	79	3.7	3.2	
\$300-\$399	120	5.5	5.7	
\$400-\$599	165	7.6	8.0	
\$600-\$799	193	8.9	7.9	
\$800-\$999	169	7.8	7.5	
\$1000-\$1249	167	7.7	8.2	
\$1250-\$1499	142	6.5	7.6	
\$1500-\$1999	247	11.4	12.0	
\$2000-\$2499	223	10.3	8.6	
\$2500-\$2999	168	7.7	7.7	
\$3000-\$3499	95	4.4	4.7	
\$3500-\$3999	53	2.4	2.2	
\$4000-\$4999	54	2.5	1.9	
\$5000 or more	23	1.1	1.3	
Not stated	199	9.2	9.9	
Total households	2,173	100.0	100.0	

Source: Australian Bureau of Statistics, [Census of Population and Housing](#) 2011. Compiled and presented in profile.id by [id](#), the population experts.

Baseline Demographic Profile – Housing Profile

The housing profile provided here allows a basic understanding of the housing context of Rydalmere. In order to gain an understanding of the performance of Rydalmere, it will be benchmarked against the City of Parramatta and also compared with its adjoining suburbs, and they include:

- Suburb of Dundas;
- Suburb of Rosehill-Camellia;
- Suburb of Ermington-Melrose Park; and
- Suburb of Parramatta.

The following indicators are included in the housing analysis:

Housing Type;
Housing Tenure;
Housing Loan Repayment; and
Housing Rent Repayment.

Housing Type

In 2011, there were a total of 2,347 dwellings located within the suburb of Rydalmere, with separate house being the dominant dwelling structure within the locality (62.6%). However, it is noted that the subject area has experienced a decline of its separate housing stock, with the suburb of Rydalmere lost 32 separate dwellings between 2006 and 2011. It is expected that the locality will continue to experience an increase in its low density housing stock with both the State Government via the Metropolitan Plan and Parramatta Council via recently gazetted Local Environment Plan 2011 encouraging higher density housing, especially near major transport nodes.

When compared to the LGA as a whole, Rydalmere has a higher percentage of separate and medium density dwelling types. Rydalmere experienced an increase in total dwelling stock with 79 additional dwelling being constructed between 2006 and 2011, with medium density housing being the most dominant (78 dwellings).

Overall, 62.6% of the total housing type within Rydalmere are separate houses, 32.4% are medium density housing and 4.7% are high density housing, compared with City of Parramatta (51.3%, 24.4% and 23.9% respectively).

Table 7. Dwelling Structure

Rydalmere	2011			2006			Change
Dwelling type	Number	%	City of Parramatta %	Number	%	City of Parramatta %	2006 to 2011
Separate house	1,470	62.6	51.3	1,502	66.2	55.3	-32
a Medium density	761	32.4	24.4	684	30.1	21.8	+78
a High density	109	4.7	23.9	79	3.5	22.2	+30
Caravans, cabin, houseboat	0	0.0	0.0	0	0.0	0.0	0
Other	4	0.2	0.3	3	0.1	0.4	+1
Not stated	3	0.1	0.2	0	0.0	0.3	+3
Total Private Dwellings	2,347	100.0	100.0	2,268	100.0	100.0	+79






Source: Australian Bureau of Statistics, Census of Population and Housing 2006 and 2011. Compiled and presented in profile.id by .id, the population experts.

With the Sydney Metropolitan Plan encouraging higher density housing along major transport nodes and urban centres and with Parramatta Local Environment Plan 2011 zoning within section within Rydalmere to higher density, it can be presumed that the percentage of high density housing is going to increase within the next 5 years. This has already occurred within the subject area with the proliferation of 3 storey RFB along the southern side of Burbang Crescent and along South Street. The development provides 2 x 3 storey RFB that is consistent with the evolving higher residential built form character within the subject area.

Housing Tenure

62.9% of Rydalmere residents are purchasing or fully own their own property. The data indicates that the suburb has a high percentage of home ownership and a high proportion of people renting, when combined with social housing renters and private renters.

Table 8. Housing Tenure

Rydalmere	2011			2006			Change
Tenure type	Number	%	City of Parramatta %	Number	%	City of Parramatta %	2006 to 2011
 Fully owned	561	25.3	23.9	566	26.6	26.4	-4
 Mortgage	836	37.6	30.4	720	33.9	27.3	+116
Renting	708	31.8	37.7	695	32.7	36.6	+13
 Renting - Social housing	291	13.1	8.7	291	13.7	8.5	0
 Renting - Private	407	18.3	28.5	385	18.1	27.3	+21
 Renting - Not stated	10	0.5	0.5	19	0.9	0.7	-8
Other tenure type	17	0.8	1.0	3	0.1	1.1	+14
Not stated	101	4.5	7.0	143	6.7	8.7	-42
Total households	2,223	100.0	100.0	2,127	100.0	100.0	+96

Source: Australian Bureau of Statistics, [Census of Population and Housing 2006 and 2011](#). Compiled and presented in profile.id by [.id](#), the population experts.

In 2011, 31.8% of households in Rydalmere were renting, with most of them undertaking private renting arrangements. The number of households renting increased by 1.87% between 2006 and 2011. This could be attributed to the lack of rental stock within the locality, noting that the percentage of household renting within the subject area is lower than City of Parramatta (37.7%).

Rydalmere has a greater proportion of households renting when compared to Dundas (29.6%) and Ermington - Melrose Place but lower when compared to Parramatta (58.0%) and Rosehill - Camellia (44.6%).

The total number of households in Rydalmere has increased by 96 between 2006 and 2011. This number is expected to increase with more high density housing to be built over the next 5 years.

Housing Loan Repayments

Table 9. House Loan Repayments

Rydalmere	2011		
Monthly repayment amount	Number	%	City of Parramatta %
Nil repayments	21	2.6	1.9
\$1-\$149	6	0.7	1.0
\$150-\$299	11	1.4	0.8
\$300-\$449	6	0.7	1.5
\$450-\$599	9	1.1	1.2
\$600-\$799	26	3.1	2.3
\$800-\$999	20	2.4	3.2
\$1000-\$1199	42	5.1	4.4
\$1200-\$1399	39	4.8	5.7
\$1400-\$1599	33	4.1	6.2
\$1600-\$1799	54	6.6	8.1
\$1800-\$1999	61	7.5	6.4
\$2000-\$2199	77	9.3	11.5
\$2200-\$2399	35	4.3	6.0
\$2400-\$2599	37	4.5	5.2
\$2600-\$2999	112	13.7	10.4
\$3000-\$3999	159	19.4	13.7
\$4000-\$4999	36	4.4	3.8
\$5000 and over	7	0.9	2.2
Not stated	27	3.3	4.5
Total households with a mortgage	819	100.0	100.0

Source: Australian Bureau of Statistics, [Census of Population and Housing 2011](#). Compiled and presented in profile.id by [.id](#), the population experts.

The analysis of the monthly housing loan repayments indicates that households in Rydalmere compared to the City of Parramatta shows that there was a larger proportion of household paying high mortgage repayments (\$2,600 per month or more), and a similar proportion of households with low mortgage repayments (less than \$1,000 per month).

Overall, 38.4% of households were paying high mortgage repayments, and 12.0% were paying low repayments, compared with 30.23% and 11.9% respectively in the City of Parramatta.

Housing Rent Repayments

Table 10. Monthly Housing Rental Payments

Rydalmere		2011		
Weekly rental amount	Number	%	City of Parramatta	%
Nil	10	1.4	1.8	
\$1 - \$74	33	4.6	3.0	
\$75 - \$99	107	15.0	6.4	
\$100 - \$124	25	3.5	2.4	
\$125 - \$149	37	5.1	3.3	
\$150 - \$174	26	3.6	2.7	
\$175 - \$199	10	1.4	2.0	
\$200 - \$224	10	1.4	2.7	
\$225 - \$249	19	2.6	1.8	
\$250 - \$274	17	2.4	3.8	
\$275 - \$299	17	2.3	4.0	
\$300 - \$324	32	4.5	9.2	
\$325 - \$349	24	3.4	6.6	
\$350 - \$374	42	5.8	11.8	
\$375 - \$399	69	9.7	7.0	
\$400 - \$424	84	11.7	10.1	
\$425 - \$449	40	5.6	3.7	
\$450 - \$549	79	11.1	9.8	
\$550 - \$649	6	0.8	2.4	
\$650 - \$749	3	0.4	0.7	
\$750 - \$849	0	0.0	0.4	
\$850 - \$949	0	0.0	0.1	
\$950+	3	0.4	0.4	
Rent not stated	22	3.1	3.9	
Total households renting	714	100.0	100.0	

Source: Australian Bureau of Statistics, Census of Population and Housing 2011. Compiled and presented in profile.id by id, the population experts.

Analysis of the weekly housing rental payments of households in Rydalmere compared to the City of Parramatta shows that there was a large proportion of households paying high rental payments (\$400 per week or more), as well as a large proportion of households with low rental payments (less than \$150 per week).

Overall, 30.1% of households were paying high rental payments, and 29.6% were paying low payments, compared with 27.5% and 16.9% respectively in the City of Parramatta.

Baseline Demographic Profile – Employment Profile

The development proposal is likely to attract working age tenants who are in receipt of a market based income. The proximity to good train and bus connections will assist in access to employment.

Furthermore the proposal will provide additional employment opportunities within the locality both during the construction phase with an increase of 20 residential units in the locality will provide additional patronage and will contribute towards boosting the local economy of Rydalmere. The size of Rydalmere labour force in 2011 was 3,070 persons; of which 866 were employed part-time and 1,936 were full time workers.

Table 11. Employment Status

Rydalmere - Total persons (Usual residence)	2011			2006			Change
Employment status	Number	%	City of Parramatta %	Number	%	City of Parramatta %	2006 to 2011
Employed	2,861	93.2	93.0	2,578	94.6	93.3	+283
• Employed full-time	1,936	63.1	62.6	1,775	65.1	62.9	+161
• Employed part-time	866	28.2	28.1	757	27.8	27.4	+109
• Hours worked not stated	62	2.0	2.3	46	1.7	3.0	+16
a Unemployed (Unemployment rate)	209	6.8	7.0	148	5.4	6.7	+61
• Looking for full-time work	109	3.6	4.3	100	3.7	4.2	+9
• Looking for part-time work	101	3.3	2.6	47	1.7	2.5	+54
Total Labour Force	3,070	100.0	100.0	2,726	100.0	100.0	+344

Rydalmere - Total persons (Usual residence)	2011			2006			Change
Labour force status	Number	%	City of Parramatta %	Number	%	City of Parramatta %	2006 to 2011
a Total labour force (Participation rate)	3,069	60.9	58.9	2,726	59.0	57.4	+344
Not in the labour force	1,762	34.9	34.6	1,604	34.7	34.8	+157
Labour force status not stated	209	4.2	6.5	288	6.2	7.8	-79
Total persons aged 15+	5,040	100.0	100.0	4,618	100.0	100.0	+422

Source: Australian Bureau of Statistics, [Census of Population and Housing 2006 and 2011](#). Compiled and presented in profile.id by [.id](#), the population experts.

Analysis of the employment status of the population in Rydalmere in 2011 compared to City of Parramatta shows that there was a similar proportion in employment, as well as a similar portion unemployed. Overall, 93.2% of the labour force was employed and 6.8% unemployed compared with 93.0% and 7.0% respectively for City of Parramatta.

Between 2006 and 2011, the number of people employed in Rydalmere showed an increase of 283 persons and the number unemployed showed an increase of 61 persons.

The labour force participation rate refers to the proportion of the population over 15 years of age that was employed or actively looking for work. "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 Bureau of Statistics, Australian Social Trends 1995).

Analysis of the labour force participation rate of the population in Rydalmere in 2011 shows that there was a higher proportion in the labour force (60.9%) when compared with City of Parramatta (58.5%).

Summary of Key Demographic Profile

Key demographic characteristics which distinguish Rydalmere include the following:

- Population of 7,402 people in 2011, and between 2006 and 2011, experienced a population growth of 10.5%, which was lower than that of Parramatta City (12.5%);
- Diverse and multicultural suburb with over 37.0% of its population born overseas;
- High concentration of couples with children (38.7% and couples without children (20.7%);
- Separate housing being the dominant housing type with 62.65% of all housing stock within Rydalmere being high density, however it is noted that between 2006-2011, the suburb lost 32 single dwellings whilst gaining 78 medium density dwellings, indicating the suburb is experience a shift towards higher density housing which is likely to have accelerated between 2011 and the present time given the rezoning of land in the suburb for medium and high density housing; and
- High home ownership with 62.9% of Rydalmere residents purchasing or fully owning a home and a low proportion of residents renting (31.8%), indicating a shortage of rental stock within the suburb.

Rydalmere has experienced a steady population growth between 2006 and 2011. This could be attributed to the lack of redevelopment within the suburb. However, with Parramatta LEP 2011 rezoning land for medium and higher densities, and combined with the current demand for housing within Sydney, it is expected that the suburb will experience a rapid growth of its population. The proposal will contribute towards providing 32 additional dwellings within the Rydalmere housing market, including affordable housing.

Local Community Profile

Transport

Bus stops with extensive services from Parramatta to City (520 & M52), Parramatta to West Ryde (523 & 524), Parramatta to Burwood (525) is within a 400m walking radius of the subject site. It is also noted that Rydalmere Wharf is situated within 650m from the subject site. The subject site is also within close proximity to a key arterial road into Parramatta CBD, including Victoria Road and Silverwater Road.

Commercial Precincts

Ermington Shopping Precinct

The subject site is located approximately 1.4km west of Ermington Shopping Precinct, which provides a range of local retail and services including a supermarket, pharmacy, professional service and food outlets.

Local Neighbourhood Shops

A local neighbourhood shop is within walking distance to the subject site and comprise of a small range of services, including an ALDI supermarket. Affordable housing tenants are unlikely to own cars and rely on shopping and other neighbourhood level services that are available in close proximity. This adjacency is critical to low-income tenants who are reliant on public transport. Tenants can be expected to support the local economy because they have a high marginal propensity to consume most of their income.

Religious Institutes

3 religious institutes can be found within the subject area. It is noted that religious institutes can play a valuable role in provide help to poor and vulnerable individual in the community via various programs and services. Religious institutes that are located in close proximity to the subject site include the following:

- Catholic Church (35 Wigram Street, Harris Park)
- Greek Orthodox Archdiocese of Australia (11 Hassall Street, Parramatta)
- Pentecostal Churches United (Police Citizens Youth Centre Hassall Street, Parramatta)

Community Services

A range of community related services can be found within close proximity to the subject site and they include the following:

Ermington Library

Located at River Road, Ermington, the public library is open 7 days per week and provides opportunities for learning and Internet access.

Ermington Community Centre

Located at 8 River Road, Ermington and adjoining Ermington Shopping Precinct, the community centre has meeting rooms available to rent and hosts a number of local community groups.

Educational Institutes

2 educational institutes are located within Rydalmere. It is noted that some people affordable housing tenants may be recently divorced people with families living in the local area. Educational institutes located within close proximity to the subject site include the following:

- Rydalmere Public School (397 Victoria Lane, Rydalmere); and
- St Marys Rydalmere (1 Myrtle Street, Rydalmere).

Child Care Centres

2 local childcare centres are located within Rydalmere. It is noted that some people affordable housing tenants may be recently divorced people with families living in the local area. Child care centres located within close proximity to the subject site include the following:

- Scribbles & Giggles Child Care Centre (7 Myrtle Street, Rydalmere); and
- KU Rydalmere Preschool (89-91 Park Road, Rydalmere).

Probable Target Group for the Proposed Development

Stakeholders involved in the delivery of affordable rental housing are finding that there is often a lack of understanding in the local communities of the people likely to be accommodated in affordable rental housing. Local opposition has been most acute for low-rise infill housing in low-density residential areas. This is frequently based on a misunderstanding of the nature of the people that qualify to occupy the affordable rental housing. This can lead to local resident opposition to new affordable housing proposals as they object to “social housing” occupants in their area, because of perceived social issues and potential for impacts on property values.

The demand for residential flat buildings which contain affordable housing are driven from a much wider potential resident group than that typically associated with low-rise infill affordable housing. This includes single women, students, couples and young working people at the start of their careers in the process of saving for a house. Developers have indicated that reasonable rents and accessible locations are typically the main housing priorities for people seeking this type of accommodation.

A range of groups have been affected by the acute shortage of affordable accommodation in Sydney and specifically within Parramatta including:

- Key workers and low to medium income earners including those in the retail, commercial and industrial sectors, noting this can also extend to teachers, firefighters, nurses, and police based on the definition of the eligibility to be accommodated in affordable rental housing- which is reflected in the image below that is taken from the NSW Department of Housing website.
- Older persons; and
- Young workers and students.

Key workers, and young workers and young couples are the target groups for the proposed development.

Household median incomes 2015-16

The following tables are to be used by tenancy managers to determine income eligibility of individuals and households. Where dwellings receive Government financial assistance under the National Rental Affordability Scheme, the eligibility of tenants will be determined against the set income limits applied by the Australian Government's Department of Social Services (DSS). The NRAS income limits for households can be found on the [DSS webpage](#).

Table 1: median household income levels by income band

INCOME BANDS	% OF MEDIAN INCOME	ANNUAL INCOME RANGE (SYDNEY) 2015-16	ANNUAL INCOME RANGE (NSW) 2015-16
Very Low	50% median	\$40,600	\$34,700
Low	50% - 80% median	\$64,900	\$55,500
Moderate	80% - 120% median	\$97,400	\$83,200

Relevant trends and social issues

Diversity

Sydney is currently experience a housing shortage that is resulting in creating pressure in the housing and rental market, driving prices and ensuring Sydney remains the least affordable capital city in Sydney. The most vulnerable groups that are affected by the acute shortage of affordable accommodation in Sydney and specifically within Rydalmere including:

- Key workers and low income earners including those in the retail, commercial and industrial sectors as well as an increasing number of frontline public sector workers such as nurses, teachers, police, and firefighters.
- Older persons; and
- Young workers and students.

Affordable housing opportunities, particularly quality affordable rental housing opportunities, are disappearing in suburbs like Rydalmere as they become gentrified over time. This has resulted in low-income singles, including students and key workers being excluded from the Parramatta and Rydalmere housing markets, resulting in the suburb to lose its diversity with those in the lower socio-economic background slowly being pushed out of the area.

Belonging

The sites proximity to a suburban rail lines, town/commercial centre and its close proximity to the Parramatta CBD are key factors in the suburbs desirability for both renters and homeowners. The preceding housing data demonstrates that low-income singles, key workers are being excluded from the Parramatta housing markets. Affordable housing opportunities are disappearing in suburbs like Rydalmere as they become gentrified over time.

The proposed residential flat building that is incorporating affordable housing will provide opportunities for existing local residents to remain living in Rydalmere without the need to move further afield to more remote locations that are distance from shops, jobs and public transport.

The location of the development will provide opportunities for new residents to be part of the community of Rydalmere and utilise local facilities. Local Parks and other local amenities provide opportunities for people who may become socially isolated in other more remote locations.

Housing Affordability

The National Housing Supply Council's projections over the 20-year period to 2028 demonstrated that levels of dwelling production based on recent trends were likely to be insufficient to meet Australia's emerging housing needs.

It projected that underlying demand for dwellings would grow by around 3 million over the period 2008 to 2028, with a net increase of 2.7 million dwellings projected during that period (medium underlying demand and supply scenarios).

The housing shortfall in 2008 was estimated at around 85,000 dwellings. This estimate was based on the incidence of homelessness and the low level of vacancy rates in the private rental markets. Assuming medium growth in underlying demand and supply (including levels of construction), the shortfall was projected to rise to 431,000 by 2028. The annual additional shortfall was projected to be 23,000 dwellings in 2009-2010.

Housing affordability for first homebuyers and private renters declined over the decade to 2008. In 2005 - 06, there were 280,000 homebuyers in so-called 'housing stress' (i.e. paying more than 30 per cent of their income). Of these households, 131,000 had housing costs that exceeded 50 per cent of their income. In 2006, there was a shortfall of more than 250,000 affordable and available dwellings for lower income private renters (i.e. those in the bottom 40 per cent of the income distribution).

Figure 1 -Housing Affordability and Land Regulation Larger Metropolitan Markets

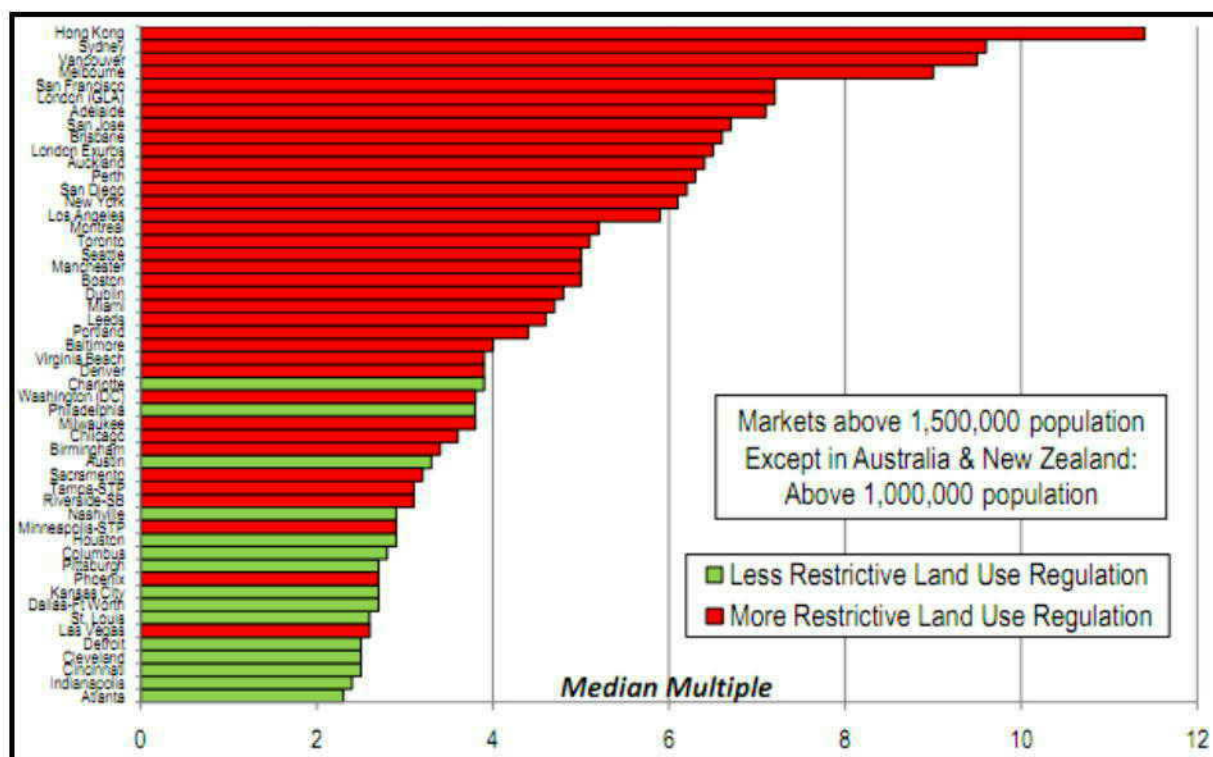


Figure 6: Housing Affordability and Land Regulation Larger Metropolitan Markets (Source: 7th Annual Demographia International Housing Affordability Survey 2011 Ratings for Metropolitan Markets)

According to Parramatta City Councils “Affordable Housing Policy” released in 2009 over 7,140 households (14%) were in housing stress in Parramatta in 2006. This is higher than the Sydney and WSROC average, and has grown from 8.8% in 2001.

The most effected by housing stress in Parramatta were low to moderate income earners who are renting, mainly couple households with young children (under 150, older one per households (65 yrs +) and middle aged one person households (45-64 yrs).

Under the Affordable Housing Policy, Parramatta City Council has set an inspirational affordable housing target of 6018 dwellings by 2025. The proposal will contribute towards achieving the set target by increasing the stock of affordable housing within the Parramatta LGA by approximately 8 affordable housing units.

The table below shows the distribution of housing stress, noting a increase from 2006 (14%) to 2011 (15.4%), with housing stress in Rydalmere increasing from 14.5% to 15.6%.

Figure 20 - Housing Stress Summary – Parramatta City Suburbs, 2006 & 2011

Suburb	2011			2006			Change 2006-2011
	Housing Stress	% Housing Stress	% Marginal Housing Stress	Housing Stress	% Housing Stress	% Marginal Housing Stress	
Parramatta City	8,716	15.4%	5.0%	7,149	14.0%	4.4%	1,567
Carlingford	285	14.2%	4.0%	166	10.8%	3.5%	119
Constitution Hill	186	13.6%	5.3%	179	9.2%	4.1%	7
Dundas	177	13.6%	5.6%	73	8.6%	5.0%	104
Dundas Valley	239	14.1%	5.2%	235	15.1%	4.2%	4
Eastwood	109	11.9%	4.4%	54	7.6%	2.8%	55
Epping	296	11.4%	3.8%	270	10.8%	3.3%	26
Ermington - Melrose Park	434	13.6%	4.9%	366	12.9%	4.2%	68
Granville - Clyde	678	20.1%	4.1%	579	18.2%	3.7%	99
Guildford	880	24.0%	2.9%	652	20.8%	2.9%	228
Harris Park	390	22.4%	5.6%	326	20.6%	4.5%	64
Merrylands	410	20.0%	5.1%	273	14.4%	4.5%	137
North Parramatta	702	15.6%	5.5%	589	14.8%	5.8%	113
Northmead	283	10.8%	4.6%	115	8.2%	5.1%	168
Old Toongabbie - Pendle Hill	71	7.1%	4.4%	121	9.2%	3.7%	-50
Parramatta	1,322	19.2%	7.7%	1,113	18.2%	6.3%	209
Rosehill - Camellia	163	18.4%	8.7%	113	14.2%	4.9%	50
Rydalmere	335	15.6%	5.2%	323	14.5%	3.7%	12
South Granville - Chester Hill	388	23.3%	2.6%	397	23.6%	3.4%	-9
Telopea - Oatlands	326	13.4%	4.1%	375	13.9%	4.5%	-49
Toongabbie	225	9.6%	4.9%	175	7.8%	5.4%	50
Wentworthville	182	11.4%	4.5%	118	10.9%	4.0%	64
Westmead	431	15.5%	6.3%	290	14.1%	4.7%	141
Winston Hills	205	5.3%	4.4%	198	5.2%	3.5%	7

Figure 7: Housing Stress Summary Table (Source: Parramatta City Council Housing Street Summary)

Probable Impacts

The proportion of properties in the private rental market in Parramatta that are theoretically affordable to households on 80% of median income declined from 68.4% in December 2005 to 40.7% at June 2007. At June 2007 the average proportion of affordable rental housing in the GMR was 52.2%, so Parramatta is less affordable than the average for the GMR. Parramatta had proportionately less affordable private rental than Auburn (43.8% at June 2007) and Holroyd (65.5%), with other middle ring LGA varying from 6.8% in Manly to 60.9% in Canterbury) and outer ring metropolitan LGA varying from 6.4% in Ku-ring-gai to 76.5% in Blue Mountains.

Using 2006 Centrelink data Housing NSW has calculated what proportion of people on low incomes in the private rental market and in receipt of Commonwealth Rent Assistance are paying more than 30% of their income and therefore will be in housing stress. Parramatta has 7,259 residents in the private rental market and in receipt of Commonwealth Rent Assistance (CRA) and around 46% are in housing stress. Single person households comprise the majority of those in stress, with 52%, followed by couples with children comprising 19%. This indicates that the private rental market is not catering well to the needs of single person households. There may not be sufficient affordable private rental dwellings with one or two bedrooms to meet demand.

From the 2006 Census, Parramatta had 50% of all low and moderate income households in the private rental market in housing stress. This is an increase of over 660 households from the 2001 Census and compares with 49% in Holroyd and 60% in Auburn. The average in Sydney Statistical Division is 56%, so the proportion of low and moderate income earners in housing stress in Parramatta is below the Sydney average. It is also worth noting that there are more low and moderate income renters in housing stress in Parramatta than purchasers in stress and this is true at a national level as well.

(source: information on the Parramatta Housing Market, Housing NSW)

Housing Affordability

The Council of Australian Governments (COAG) published the Housing Supply and Affordability Report in August 2012. That report outlined:

All things being equal, more efficient supply should put downward pressure on house prices. However, addressing supply-side impediments may not cause house prices to fall or rents to ease significantly. It is possible for high house prices to exist even in a relatively efficient market. This is because other structural and cyclical factors — such as population growth and interest and unemployment rates — also play a major role in determining the level and growth of house prices and rents.

As such, reducing the supply-side constraints will not necessarily be sufficient to address the housing affordability problems faced by lower-income households. The issue of (un)affordable home ownership may be largely confined to a lack of means for some segments of the population to purchase or rent a dwelling, rather than a physical lack of supply of dwellings.

That said, reforms that remove impediments to housing supply will remove unwarranted pressure on house prices and ensure that the quantity, location and type of housing stock meets the community's needs over time. Improving the responsiveness of the housing supply chain can also enhance other factors that contribute to community wellbeing, such as by increasing labour mobility.

The proposal will contribute, to a degree, towards alleviating Sydney's housing affordability by contributing towards the provision of an additional 32 residential units within the Rydalmere housing market. As noted by COAG increasing supply is one way of putting downward pressure on housing prices and the delivery of 32 residential units in a timely manner as part of the ongoing redevelopment of the locality will be a positive force in terms of tackling the issue of housing affordability. Whilst the proposal may not have a direct impact on house prices it will assist in delivery a range of housing forms that cater for a range of household types on a range of household incomes.

In addition the proposal will expand the availability of affordable rental housing by approximately 8 dwellings which is a positive outcome and contributes towards Parramatta Councils Affordable Rental Housing Targets.

Safety

This section provides a preliminary review of crime and safety issues identified in the Parramatta LGA, derived from the NSW Bureau of Crime Statistics and Research (BOCSAR).

It is important to point out that the crime figures discussed in this section of the report relate to those crimes that have been recorded by BOCSAR i.e. Recorded Incidents (RI), not necessarily all crimes committed in the Parramatta LGA. Levels of crime are sensitive to the willingness or ability of people to report crime, levels and nature of police activity and actual levels of criminal activity.

In addition, it is pointed out that crime data must be interpreted with caution as many factors may influence apparent trends. Police “crackdowns”, for example, on particular types of offences may push up recorded crime rates for those categories of offences. The increase in figures therefore does not necessarily translate to an increase in that type of crime, but rather an increase in convictions for that type of crime.

The table below in the following page shows crime trends within the Parramatta LGA between April 2013 to March 2015. These figures are not disaggregated to the suburb level. They show that most recorded crimes were stable with break and entry of dwellings falling.

Crime Statistics Table 1: Crime Trends in the Parramatta LGA

Recorded incidents of selected offences in the Parramatta Local Government Area Annual totals and 24 month trend from April 2013 to March 2015			
Offence	Apr 2013 to Mar 2014	Apr 2014 to Mar 2015	24 month trend
Assault - domestic violence related	786	763	Stable
Assault - non-domestic violence related	885	850	Stable
Break and enter - dwelling	1222	1038	Down
Break and enter - non-dwelling	294	292	Stable
Motor vehicle theft	432	385	Down
Steal from motor vehicle	1179	1146	Down
Steal from dwelling	566	632	Stable
Steal from person	285	262	Stable

Figure 8: Crime Statistics Table 1: Crime Trends in the Parramatta LGA (Source: NSW BOCSAR)

Crime hotspot maps that are included below show that most property crimes occur in dense urban locations. Some crimes like steal from shop or steal motor vehicle are more likely to occur around large commuter hubs like Parramatta CBD, rail stations and major shopping centres. Rydalmere shows low crime rates for some categories like non domestic and steal from person. It can be ascertained from the data that Rydalmere is generally not a crime hotspot; although consistent with other small local centres some crimes (e.g. domestic violence, steal from motor vehicle and break and entry dwelling) are slightly higher around the periphery of the centre when compared to the more suburban and low density parts of the suburb.

It is to be noted that the proposed residential flat building incorporating affordable housing will be designed in a manner that will permit the safe and efficient use of the site. The proposal has incorporated CPTED principles where relevant including the provision of appropriate landscaping and access to the basement will be security controlled. There will be a number of opportunities for surveillance by the future residents of the proposed building. In particular the design of the development provides for passive surveillance of the street frontage and of the communal areas. The proposed residential flat building incorporating affordable housing is not expected to have any noticeable impacts on the safety of the Rydalmere local Area- noting the area is not a 'hotspot' for any particular crimes as outlined below other than 'steal from person'.

Figure 9: Crime Hotspot Map: Assault non-domestic violence related (Source: NSW BOCSAR)

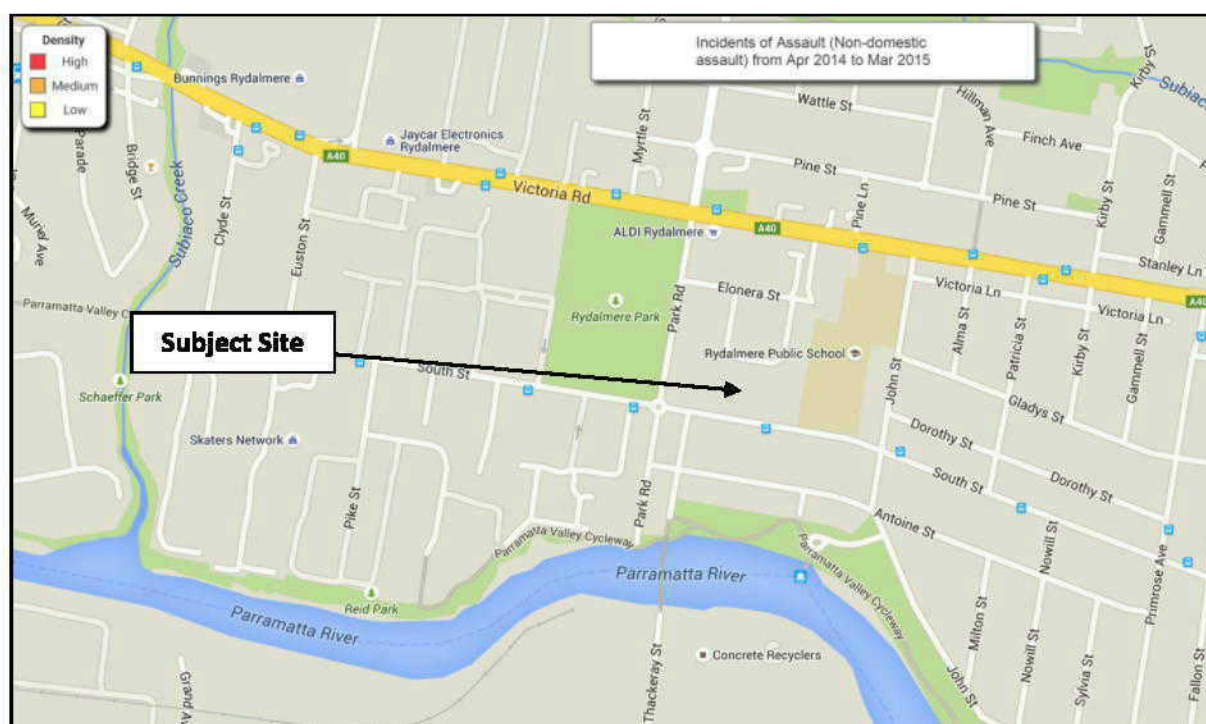


Figure 10: Crime Hotspot Map: Assault domestic violence related (Source: NSW BOCSAR)

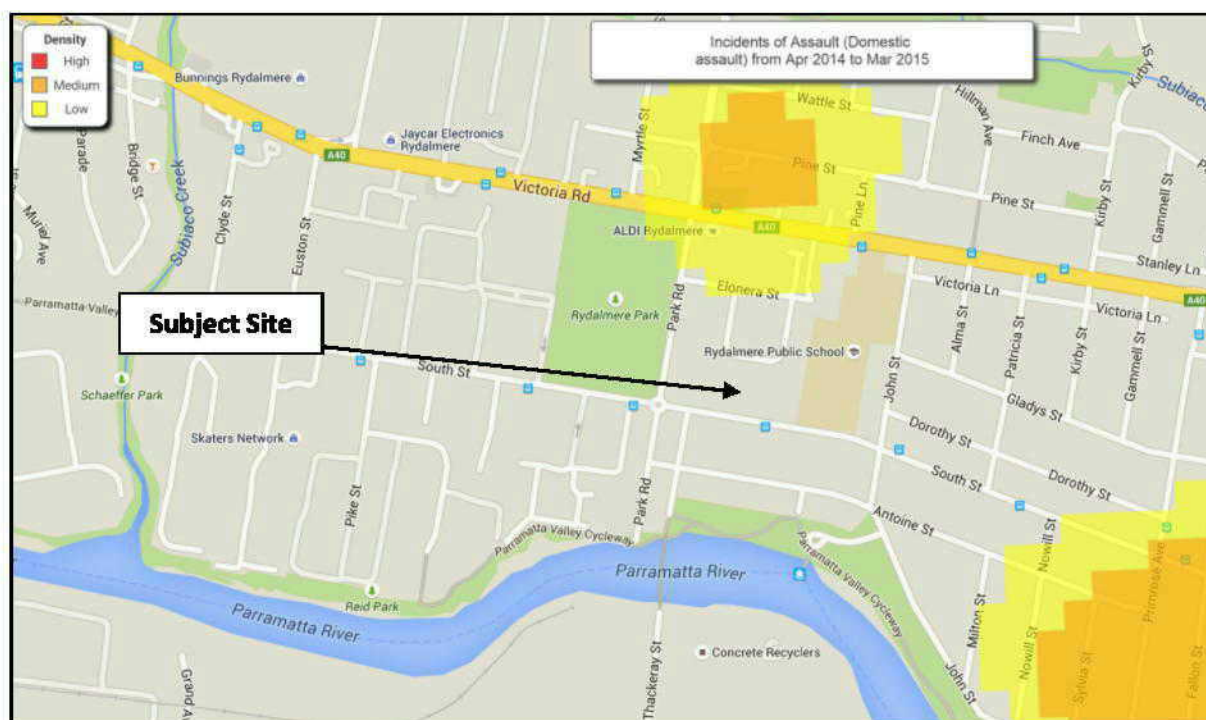
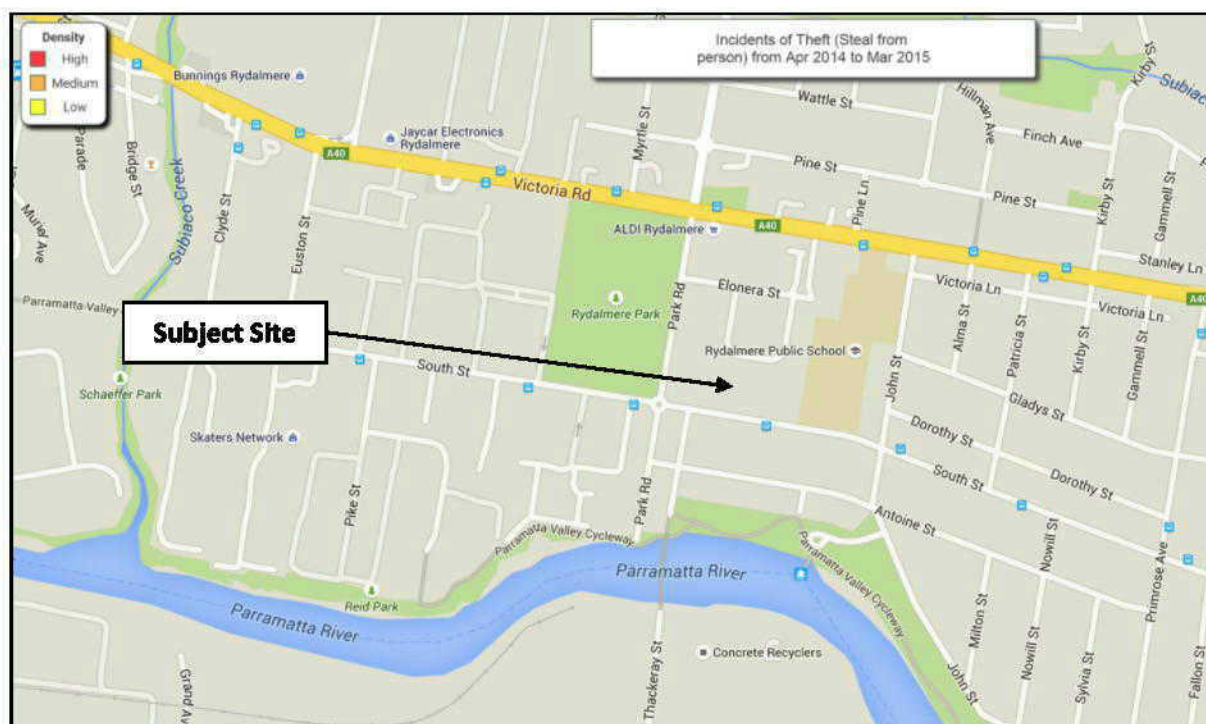


Figure 11: Crime Hotspot Map: Motor Vehicle Theft (Source: NSW BOCSAR)



This map displays the density of theft incidents (break and enter dwellings) in Rydalmere from April 2014 to March 2015. The density is categorized into three levels: High (red), Medium (orange), and Low (yellow). The map also shows the location of the 'Subject Site' (indicated by a black arrow pointing to a specific area) and the 'Parramatta River'. Other features include streets like Victoria Rd, Wattle St, and Pine St, and landmarks such as Rydalmere Park and Rydalmere Public School. A legend in the top left corner defines the density categories.

Density

- High
- Medium
- Low

Incidents of Theft (Break & enter dwelling) from Apr 2014 to Mar 2015

Subject Site

Parramatta River

Concrete Recyclers

Conclusion

Having regard to the above analysis it is clear that residents of Parramatta LGA are experiencing housing stress. With the decline of public housing, and an overall increase in house prices; there is a significant demand for accommodation that meets the needs of people who are on low income, single, and key workers.

Such accommodation needs can be partially met through the proposed development. The location is ideal for the target group in terms of its proximity to public transport, community facilities and services.

The proposal will contribute towards alleviating the current affordable housing crisis by allocating 22% of gross floor area of the proposed residential development for affordable housing (8 units). Furthermore, the proposed residential flat building will also contribute towards fulfilling Parramatta Council's target of increasing its housing stock by 32 dwellings.

The proposed residential flat building incorporating adaptable and affordable housing will cater for a variety of socio-economic groups. This will ensure that Rydalmere maintains its existing social diversity and increase housing choice, affordability and social mix. The development will be supported by the provision of high quality social infrastructure services and facilities, including public transport such as bus stops with extensive services from Parramatta to City (520 & M52), Parramatta to West Ryde (523 & 524), Parramatta to Burwood (525) is within a 4000m walking radius of the subject site. It is also noted that Rydalmere Wharf is situated approximately 650m from the subject site.

Data from the NSW Bureau of Crime Statistics and Research indicates that major crime within the Parramatta LGA is steady or declining. The proposal will be designed in a manner that will permit the safe and efficient use of the site. The proposal has incorporated CPTED principles where relevant including the provision of appropriate landscaping and access to the basement will be security controlled. There will be a number of opportunities for surveillance by the future residents of the proposed building. In particular the design of the development provides for passive surveillance of the street frontage and of the communal areas.

This Social Impact Assessment reviews the demand for affordable housing and concludes that the proposal will not generate negative social impacts, rather will contribute to meeting a social need, consistent with State and Local policies and planning controls.