

67-73 Lords Road, Leichhardt
Net Community Benefit Test

On behalf of
Lord Sixty Seven Pty Ltd
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* This document is for **discussion purposes only** unless signed and dated by the persons identified. This document has been reviewed by the Project Director.

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1 Introduction

1.1 What is a Net Community Benefit Test?

A Net Community Benefit Test (NCBT) is a tool to assess the merits of a planning proposal. A NCBT assists with demonstrating the benefits to the community of the proposed rezoning and potential future development scenario.

1.2 The Subject Site

The site has an area of approximately 10,691m² and includes two lots formally known as Lot 1 DP940543 and Lot 1 DP 550608. The site is located at 67-73 Lords Road, Leichhardt as highlighted in Figure 1 below.



Figure 1 – Subject site

The surrounding land includes residential, recreational land uses and the Inner West Light Rail Line is adjacent to the western boundary of the site. Services including schools, a shopping centre, light rail, bus and train connections are all within walking distance (300m-800m) of the site.

1.3 The Base Case: Retain Existing Zoning

The site is currently zoned IN2 – Light Industrial under the provisions of the *Leichhardt Local Environmental Plan 2013* (LLEP) (Figure 2). The site is an isolated industrial site and is located in a predominately residential area. The site was previously used for industrial purposes and is currently under utilised as it is no longer suitable for industrial purposes.

The Base Case assumes that the existing zoning is retained.





Figure 2 – Existing zoning for the site and surrounds
Source: Leichhardt Local Environmental Plan 2013

1.4 Alternative 1: Rezoning and Redevelopment

Alternative 1 proposes a zoning of R1 General Residential for the site allowing for redevelopment as follows:

- Approximately 315 dwellings including 5% (16) for affordable housing;
- 450 m² for a 60 place child care centre and coffee shop;
- 150 to 253 off-street car parking spaces and a shareway for pedestrians and vehicles;
- Increased public open space including a fitness circuit and public playground for children with seating; and
- Planting of street trees in Kegworth Street and Lords Road.



Report Structure

The structure of this report is as follows:

- Chapter 1 – Introduction: Provides a broad overview of the purpose of this report, a description of the site and the alternative considered;
- Chapter 2 – Policy Considerations: Provides an overview of the policy context and strategic drivers for the rezoning and redevelopment of the site;
- Chapter 3 – Demographic Trends Analysis: Examines the current demographic profile and trends for population, employment, housing, income, age and cultural diversity;
- Chapter 4 – Potential Impact on the Community: Examines the rezoning and redevelopment specifically in relation to the impacts on the community;
- Chapter 5 – Net Community Benefit Test: Provides a comparison between the Base Case and Alternative 1 in relation to the net community costs and benefits; and
- Chapter 6 – Conclusion: Provides a summary of the findings of the NCBT.



2 Strategic Context

2.1 State Planning Policies and Strategies

2.1.1 State Plan

NSW 2021 is a plan to make NSW number one. It is a 10-year plan based on strategies to rebuild the economy, return quality services, renovate infrastructure, strengthen local government and communities and restore accountability to government. The plan sets a number of goals and targets among which include to place downward pressure on the cost of living by improved housing affordability and availability.

2.1.2 Metropolitan Plan for Sydney 2036

The Metropolitan Plan for Sydney 2036 (Metro Plan), released in December 2010, is an update of the previous Sydney Metropolitan Strategy (Metro Strategy), which provides a framework for sustainable growth and development across Sydney to 2036.

The Metro Plan establishes targets and measures to deliver on specific strategic directions. The Metro Plan establishes targets and measures to deliver on nine strategic directions:

- A. Strengthening a City of Cities
- B. Growing and Renewing Centres
- C. Transport for a Connected City
- D. Housing Sydney's Population
- E. Growing Sydney's Economy
- F. Balancing Land Uses on the City Fringe
- G. Tackling Climate Change and Protecting Sydney's Natural Environment
- H. Achieving Equity, Liveability and Social Inclusion.

The Metro Plan increases the identified housing capacity target for the Inner West Subregion, by 35,000 new dwellings by 2036. Of relevance to the proposal is renewal in existing urban areas where there is existing infrastructure. There is also a focus on accessible areas to increase public transport mode share.

2.1.3 Draft Metropolitan Strategy for Sydney 2031

The *Draft Metropolitan Strategy for Sydney 2031* (DMS 2031) has been prepared to address Sydney's challenges for a growing city. The DMS 2031 includes six key directions:

- Balanced growth;
- A liveable city;
- Productivity and prosperity;
- Healthy and resilient environment;



- Accessibility and connectivity; and
- Subregions.

The following relevant key directions are identified in the draft Metropolitan Strategy:

- **Balanced Growth:** by providing opportunities for new housing in transport accessible areas, increasing housing including smaller dwellings and apartments in the Parramatta Road Corridor to achieve a high population density to stimulate business and retail investment.
- **Liveable city:** by delivering new housing to meet existing demand and support Sydney's growth, accommodating at least 82,000 additional homes by 2021 and 138,000 additional homes by 2031 in the Central Subregion through encouraging new housing in areas close to existing and planned infrastructure, delivering a mix of well designed housing types in line with current demand, providing a greater supply of lower-priced housing, and providing socially inclusive places to promote social, cultural and recreational opportunities;
- **Accessibility and connectivity:** by encouraging growth in transport accessible centres, encouraging greater use of public transport, walking and cycling.

2.1.4 Draft Inner West Subregional Strategy

The site is located in the Inner West Subregion near to the Leichhardt Market Place Village Centre. The Draft Inner West Subregional Strategy builds upon the aims and objectives of the *Metropolitan Strategy for Sydney* and delivers upon those aims and objectives at the sub-regional level. The Inner West subregion has seven key outcomes including:

1. Support and differentiate the role of strategic centres;
2. Protect employment lands and the working harbour;
3. Promote Parramatta Road as an enterprise corridor;
4. Improve housing choice and create liveable and sustainable communities;
5. Manage traffic growth and local travel demand;
6. Protect and promote recreational pursuits and environmental assets; and
7. Celebrate cultural diversity.

Key outcome number 4 is of relevance to the proposal to improve housing choice and create liveable and sustainable communities. There are two actions related to achieving this outcome:

- Encouraging new housing to be located in centres with good accessibility to public transport to contribute to more sustainable development; and
- Promoting public transport usage together with walking and cycling, to improve the vitality of smaller centres.



2.2 Local Planning Policies and Strategies

2.2.1 Leichhardt 2025+

Leichhardt 2025+ is the community strategic plan for the Leichhardt LGA to guide delivery of Council services over the next ten years. Leichhardt 2025+ is guided by four quadruple bottom line categories: Social, Environment, Economic and Civic Leadership. A key service area in the Environment quadruple bottom line category is a Place where we live and work. Progress indicators identified by Leichhardt Council that are relevant and consistent with the proposed development include:

- Increase the supply of housing in the vicinity of public transport services;
- Increase the residential density and employment around transport nodes; and
- Increase the supply of affordable, supported and aged housing.

2.2.2 Leichhardt Employment and Economic Development Plan

The Leichhardt Employment and Economic Development Plan is a 10 year strategic plan for economic development in the Leichhardt LGA. Key considerations relevant to the proposed development include:

- Demand for industrial land is in locations which enable large modern industrial facilities to maintain low cost operations. Land suitable for new industries is largely in western Sydney in the Western Sydney Employment Areas including areas such as Eastern Creek and Erskine Park.
- The percentage of office space versus commercial space is changing with a larger proportion of office space required than in the past.
- Recommendations for Council to respond to industrial trends are to increase the amount of office space in industrial areas and transform appropriate industrial land into affordable housing for key workers and students.
- Smaller industrial sites in the Leichhardt LGA are surrounded by residential development which increases the likelihood of opposition to new industrial uses and reduces the viability of industrial property.
- The recent extension of the inner west light rail network, in particular close to the stations, presents an opportunity to provide for mixed use developments aligned to the areas future needs.

2.3 Key Findings

At both the state and local level, government policy aims to:

- Increase the number of dwellings and increase densities particularly at locations close to public transport and essential services; and
- Increase housing affordability and diversity.

At the local level policy aims to increase the supply of aged housing and all new development in the Leichhardt LGA has a requirement for adaptable housing.



3 Demographic Trends Analysis

This chapter seeks to provide information on the current demographic profile and trends for the Leichhardt LGA and Leichhardt South suburb in which the site is located.

The data in this chapter is from the 2006 and 2011 census data produced by the Australian Bureau of Statistics (ABS).

3.1 Existing and Forecast Population

The estimated resident population of the Leichhardt Local Government Area (LGA) in 2013 was 57,266 (Australian Bureau of Statistics). There has been an increase in population since 2006 of approximately 1.6% annually in the Leichhardt LGA. The population of the Leichhardt South suburb in 2011 was 5,573.

3.2 Existing Employment Profile

In 2011 the professional, scientific and technical services industry employed 13.9% or 465 residents in the Leichhardt South suburb. The health care and social assistance industry employed 10.3% or 343 residents in the Leichhardt South suburb and the retail trade employed 8.2% or 274 residents. In total employment of these three industry groups represents 32.4% of the population of the Leichhardt South suburb.

A larger percentage of residents are employed in the professional, scientific and technical services industry sector (13.9%) when compared to Greater Sydney (9.6%). Further, the professional, scientific and technical services industry sector also experienced the second largest growth from 2006 through to 2011 (an increase of 63 residents) in the Leichhardt South suburb.

The Leichhardt South suburb employs 4.8% or 159 residents in the manufacturing industry. The number of people employed in manufacturing in the Leichhardt South Suburb has decreased by 0.6% of residents between 2006 (5.4%) to 2011 (4.8%).

In 2011, 37.7% or 1,252 residents in the Leichhardt South suburb were professionals. Management roles were held by 18% or 599 residents in the Leichhardt South suburb and the third largest occupation representing 14.4% or 479 residents were clerical and administrative workers. In total, employment in these three occupations represents 70.1% or 2,330 residents in the Leichhardt South suburb.

The Leichhardt South suburb has a larger percentage of residents employed as professionals and Managers when compared to Greater Sydney (25.5% and 13.3% respectively). Further, the professionals occupation group experienced the largest growth from 2006 through to 2011 with an increase of 0.8% or 219 residents. There has been a decline in the number of residents (34) employed as machinery operators and drivers from 2006 to 2011.

The number of technicians and trade workers as a percentage of the population in the Leichhardt South Suburb has decreased from 2006 (8.9%) to 2011 (7.9%). Similarly the number of machine operators and drivers in the Leichhardt South Suburb has decreased in actual numbers and as a percentage from 2006 (3.3% or 92 residents) to 2011 (1.7% or 58 residents).

In 2011, 3.4% of residents in the Leichhardt South suburb were unemployed. Unemployment for the Leichhardt South suburb is lower than Greater Sydney (5.7%).

Table 1 provides a summary of the information discussed in this section.



Table 1. Employment profile for the Leichhardt South Suburb			
Industries	2011	Greater Sydney	Change from 2006 to 2011
Professional, scientific and technical services	13.9% or 465 residents	9.6%	+63 residents or – 0.5%
Health care and social assistance	10.3% or 343 residents	10.9%	+ 83 residents or + 1%
Retail trade	8.2% or 274 residents	9.8%	+ 31 residents or - 0.5%
Manufacturing	4.8% or 159 residents	8.5%	+ 8 residents or - 0.6%
Occupations	2011	Greater Sydney	Change since 2006
Professionals	37.7% or 1,252 residents	25.5%	+ 219 residents or + 0.8%
Management	18% or 599 residents	13.3%	+ 137 residents or + 1.5%
Clerical and administrative workers	14.4% or 479 residents	16.2%	+ 71 residents or – 0.2%
Machinery operators and drivers	1.7% or 58 residents	5.7%	-34 residents or -1.6%
Technicians and trade workers	7.9% or 264 residents	12.2%	+ 14 residents or -1%

3.3 Households

There are 36.8% or 835 households with two people usually resident in the Leichhardt South suburb. One person households are the second largest household size in the Leichhardt South suburb with 27.0% or 613 households.

The Leichhardt South suburb has a larger proportion of two person households when compared to Greater Sydney (30.7%). Combined the Leichhardt South suburb has 63.8% of one and two person households and Greater Sydney has 53.3%.

The greatest increase in household size from 2006 to 2011 was in the one person household in relation to overall resident numbers. However, as a percentage the number of one person households remained the same. There were 535 or 27.0% households in 2006 with one person and 613 or 27% households in 2011.

In 2011, the Leichhardt South suburb had 25.6% or 611 lone person households which is slightly higher than Greater Sydney (21.5%). There were 24.1% or 575



households containing couples with children and 24.8% or 592 households containing couples without children. The greatest change in household types from 2006 to 2011 has been the growth of couples with children (114 households).

From 2006 to 2011 the number of households containing couples without children decreased as a percentage of the Leichhardt South suburb by 1.4% (26.2% to 24.8%) however there was a small net increase in the number of couples without children (31 households).

In 2011, 31.9% or 818 dwellings in the Leichhardt South suburb were separate houses compared to 58.9% in Greater Sydney. There were 66.9% medium to high density dwellings compared to Greater Sydney (40.4%).

In 2011, 53.7% of households in the Leichhardt South suburb are purchasing or fully own their home, 37.0% are renting privately and 2.9% are in social housing. The percentage of households with a mortgage is comparable to Greater Sydney. The percentage of households that are fully owned in the Leichhardt South suburb (21.0%) are slightly less than the percentage of households fully owned in Greater Sydney (29.1%).

Table 2 below includes a summary of the information discussed in this section.

Table 2. Household profile for the Leichhardt South Suburb			
Household size	2011	Greater Sydney	Change from 2006 to 2011
One person households	27.0% or 613 households	22.6%	No change in percentage or +78 households
Two person household	36.8% or 835 households	30.7%	- 2.4% or + 59 households
Household type	2011	Greater Sydney	Change since 2006
Lone person households	25.6% or 611 households	21.5%	+ 0.9% or + 82 households
Couples with children	24.1% or 575 households	34.8%	+ 2.5% or +114 households
Couples without children	24.8% or 592 households	22.6%	-1.4% or +31 households
Dwelling structure	2011	Greater Sydney	Change from 2006 to 2011
Separate house	31.9% or 818 dwellings	58.9%	- 7.8% or - 146 dwellings
Medium to high density dwellings	66.9%	40.4%	+ 7.9% or + 282 dwellings



Dwelling tenure	2011	Greater Sydney	Change from 2006 to 2011
Purchasing or fully owned dwelling	53.7%	62.3%	+ 2.5% or + 188 dwellings
Fully owned	21.0%	29.1%	- 0.6% or + 42 dwellings
Renting privately	37.0%	25.0%	+ 0.9% or + 109 dwellings
Social housing	2.9%	5.0%	+ 0.4% or + 16 dwellings

3.4 Income

In the Leichhardt South suburb, 33.9% of households earned an income of \$2,500 or more per week in 2011 and 16% were low income households. The Leichhardt South suburb has a larger percentage of high income households than Greater Sydney (23.6%) and a smaller percentage of low income households than Greater Sydney (18.3%).

In 2011, the weekly gross individual income of \$2,000 or more was 15.5% for the Leichhardt South suburb. This is nearly twice the Greater Sydney average (8.2%).

3.5 Age and Cultural Diversity

The median age of residents in the Leichhardt LGA is 37, which is similar to the median age for Greater Sydney of 36.

In the Leichhardt South suburb the largest age group is 35 to 39 year olds (12.7%). The second largest age group is the 30 to 34 age group (12.2%). The largest increase since 2006 was in the 40 to 44 age group with an increase in 135 persons or approximately 1.4% for the Leichhardt South suburb.

There are 24.7% of residents in the Leichhardt South suburb who are from non-English speaking backgrounds. This is lower than the percentage of residents in Greater Sydney from non-English speaking backgrounds (32.5%).



4 Potential Impact on the Community

4.1 Contribution to Housing Supply and Mix

There is a strategic requirement to increase the number of dwellings, increase densities and increase housing affordability and diversity, particularly in locations close to public transport and essential services in the Leichhardt LGA.

Alternative 1 would provide an additional 315 dwellings contributing to housing targets identified in the Metro Plan, DMS 2031, draft Inner West Subregional Strategy and the Leichhardt 2025+ Strategy.

The proposed development would provide a range of housing sizes including 5% of the total number of dwellings as affordable dwellings. Affordability in Leichhardt is considerably worse than metropolitan Sydney for both purchase prices and rents. An increase in affordable housing will enable key workers to live in the Leichhardt LGA.

4.2 Job Creation

Jobs would be created in the construction phase of Alternative 1 and once construction is complete jobs would be created for the operation of the day care centre and coffee shop.

The proposed 60 place child care centre as part of Alternative 1 would employ between approximately six to 15 staff during operation. This is based on the national ratios required for staff to children at different ages (see Table 3).

Table 3. Educator to child ratio based on age of children	
Age of children	Educator to child ratio
Birth to 24 months	1:4
Over 24 months and less than 36 months	1:8 until 31/12/15 then 1:5
Over 36 months and not yet attending school	1:10

Source: NSW Department of Education and Communities, 2014

In addition to jobs associated with the child care centre, once constructed Alternative 1 will result in jobs in strata management and grounds maintenance.

4.3 Sustainability

Residential development in a brownfield location with existing public transport, facilities and services reduces the requirement for new infrastructure and services for Alternative 1. The proximity to public transport and cycling routes is likely to reduce the reliance upon cars and the proximity of services and facilities will encourage a walkable neighbourhood.



New development provides an opportunity to improve the ongoing sustainability performance of a building. All new development must comply with sustainability initiatives incorporated into the Leichhardt Local Environmental Plan 2013, the Leichhardt Development Control Plan 2013 and BASIX.

4.4 Environmental Amenity

The change in land use type proposed for Alternative 1 would reduce the noise associated with heavy vehicle use as they will no longer need to access the site.

There would be an increase in landscaping surrounding the site, better integration with surrounding sites and open space and an increase in sight lines from Lords Road through to Lambert Park. The proposed design would aim to minimise overlooking and maintain solar access for existing surrounding residents.

4.5 Social Infrastructure

A Social Impact Assessment was prepared by Cred Community Planning for the site in relation to child care needs and capacity within the area. The small increase in school aged children anticipated can be accommodated in the existing nearby schools. Similarly, before and after school care places and vacation care places have capacity for the expected increase in children.

The 60 child care places proposed as part of Alternative 1 will be in excess of the number of spaces required for residents in the proposed development. Accordingly, there will be additional child care places for the local community located near to existing local schools and public transport.

A playground for children and seating is proposed for the end of Lords Road.

In addition to social infrastructure directly involved with Alternative 1, a financial contribution would be made for broader community infrastructure improvements and/or facilities as part of future Development Applications.

4.6 Loss of Industrial Lands

The DMS 2031 outlines a strategic assessment checklist to determine whether rezoning existing industrial land to other uses is appropriate. Table 4 addresses the required criteria in relation to Alternative 1.

Table 4. Checklist for rezoning of existing industrial land to other uses

Criteria	Comment
Is the proposed rezoning consistent with State and/or council strategies on the future role of industrial lands?	The State Government has identified the Broader Western Sydney Employment Area as a strategic growth area for industrial land in Sydney. At a local level this concept is recognised in the Leichhardt Employment and Economic Development Plan (LEEDP). The site has reached the end of its economic life



	and the LEEDP advocates transforming appropriate industrial land such as the Lords Road site into different land uses including affordable housing for key workers and students.
Is the site: - near or within direct access to key economic infrastructure? - Contributing to a significant industry cluster?	The site is accessed via local streets and is not located near economic freight and logistics infrastructure desirable for modern industrial uses (such as M5/M7). This site is described as a small fragmented industrial site in the LEEDP and accordingly does not contribute to a significant industry cluster in the LGA or wider region.
How would the proposed rezoning impact the industrial land stocks in the subregion or region and the ability to meet future demand for industrial land activity?	This site is described as a small fragmented industrial site in the LEEDP and represents 1% of all industrial land in the LGA. In addition, the site is currently under utilised and Alternative 1 will have a small amount of employment associated with the child care centre and coffee shop, strata management and grounds management. Taking into consideration all of these factors, the rezoning of existing industrial land is not likely to significantly change the employment levels in Leichhardt LGA. Industrial land is more attractive in the Broader Western Sydney Employment Area where the conditions are more suited to new industries and will be able to cater for the current and future demand for employment land.
How would the proposed rezoning impact on the achievement of the subregion/region and LGA employment capacity targets and employment objectives?	The proposed development will generate employment during construction and once redeveloped will result in employment in strata management, grounds maintenance and in operating the child care centre and coffee shop. This site is described as a small fragmented industrial site in the Leichhardt Employment and Economic Development Plan. In addition, the site is currently under utilised and Alternative 1 will have a small amount of employment associated with it. Taking into consideration all of these factors, the rezoning of existing industrial land is not likely to significantly



	change the employment levels in the Leichhardt LGA.
Is there a compelling argument that the industrial land cannot be used for an industrial purpose now or in the foreseeable future and what opportunities may exist to redevelop the land to support new forms of industrial land uses such as high-tech or creative industries?	The potential for new industrial buildings at this site is low given the desire for larger, contiguous industrial land with convenient transport links in more affordable areas. Further, the buildings on site are in need of replacement but investment in industrial development is not feasible for the site.
Is the site critical to meeting the need for land for an alternative purpose identified in other NSW Government or endorsed council planning strategies?	The site is not specifically identified in any other NSW Government or endorsed council planning strategies for alternative purposes. However, the location of the site is consistent with the desire to increase new dwellings in locations that are well positioned to public transport and a range of services. Alternative 1 will provide new housing and additional child care places close to public transport. This will support working families who can integrate child care drop off with commuting to work.

4.7

Traffic

There will be an increase in traffic including heavy vehicles during the construction phase. Once construction is complete, there will be a decrease in noise associated with heavy vehicles with the change in land use proposed by Alternative 1.

The Foster Street/Tebbutt Street/Lords Road intersection will have the same level of performance once Alternative 1 is constructed.



5

Net Community Benefit Test

This chapter provides a ranking system to rate the benefits and costs of Alternative 1 versus the Base Case.

Table 5 outlines the ranking system used. This is based on the Strategic Merit Test which is part of the National Guidelines for Transport System Management in Australia (2nd Edition).

Table 5. Assessment Rating Levels	
Rating level	Details
Major negative impacts	Serious potential long term effects on the physical, economic or social environment.
Moderate negative impacts	Impacts which require management actions.
Minor negative impacts	Mostly short term impacts or impacts limited to a small area which are able to be managed or mitigated.
Neutral impacts	No predicted impacts.
Minor positive impacts	Mostly short term impacts or impacts limited to a small area.
Moderate positive impacts	Positive outcomes including new opportunities, enhancements or improvements.
Major positive impacts	Substantial and long-term improvements or enhancements.

Source: Adapted from the Strategic Merit Test, National Guidelines for Transport System Management in Australia (2nd Edition)

Table 6 below compares the Net Community Benefit for the Base Case and Alternative 1.

Table 6. Assessment of Net Community Impacts				
Net Community Benefit	Base Case Scenario		Alternative 1	
Housing supply and mix	Neutral impacts	No housing is currently provided on the Subject Site.	Major positive impacts	Alternative 1 would provide an additional 315 dwellings contributing to housing targets identified in numerous strategies. The proposed



Table 6. Assessment of Net Community Impacts

Net Community Benefit	Base Case Scenario		Alternative 1	
				development would provide a range of housing sizes including 5% affordable dwellings.
Job creation	Neutral impact	No change in job creation.	Neutral impact	Jobs would be created in the construction phase of Alternative 1 and once construction is complete jobs would be created for the operation of the day care centre, coffee shop, strata management and grounds maintenance.
Sustainability	Neutral impacts	No change	Moderate positive impacts	Residential development in a brownfield location with existing public transport, facilities and services reduces the requirement for new infrastructure and services for Alternative 1. The proximity to public transport and cycling routes is likely to reduce the reliance upon cars and the proximity of services and facilities will encourage a walkable neighbourhood. New development provides an opportunity to improve the ongoing sustainability performance of a building.



Table 6. Assessment of Net Community Impacts

Net Community Benefit	Base Case Scenario		Alternative 1	
	Neutral impacts	No change	Minor negative impacts during construction Moderate positive impacts upon operation	Short-term adverse impacts on environmental amenity during the construction process, however it is assumed that appropriate mitigation measures would be taken. There will be a number of environmental amenity improvements in the longer term including: - Reduction in noise associated with heavy vehicle use due to the change in land use, - Increase in landscaping surrounding the site - Increase in sight lines from Lords Road through to Lambert Park - Minimise overlooking and maintain solar access for existing surrounding residents
Environmental Amenity				
Social Infrastructure	Neutral impacts	No change.	Minor positive impacts	There is adequate capacity in nearby schools, in before and after school care and vacation care to cater for the small increase in school aged children anticipated. The 60 child care places proposed as



Table 6. Assessment of Net Community Impacts

Net Community Benefit	Base Case Scenario		Alternative 1	
				part of Alternative 1 will be in excess of the number of spaces required for residents in the proposed development providing additional child care places for the local community. A new playground for children and seating is proposed for the end of Lords Road. In addition to social infrastructure directly involved with Alternative 1, a financial contribution would be made for infrastructure improvements as part of future Development Applications.
Loss of industrial lands	Neutral impacts	No change.	Moderate negative impacts	The site is currently under utilised and Alternative 1 will have a small amount of employment associated with the child care centre, coffee shop, strata management and grounds maintenance. The rezoning of existing industrial land is not likely to significantly change the employment level. The LEEDP recommends that appropriate industrial land be rezoned and converted into affordable housing for key workers and students.



Table 6. Assessment of Net Community Impacts

Net Community Benefit	Base Case Scenario		Alternative 1	
Traffic	Moderate negative impacts	No change	Minor negative impacts during construction Minor positive impacts upon operation	There will be an increase in heavy vehicle traffic during the construction phase. Upon operation there will be a decrease in heavy vehicles with the change in land use proposed by Alternative 1. The Foster Street/Tebbutt Street/Lords Road intersection will have the same level of performance once Alternative 1 is constructed.

The table above shows that Alternative 1 compared to the Base Case provides more net positive impacts than costs to the community. The negative impacts relate to traffic with an expected increase in heavy vehicle traffic during construction. It is also expected that there will be short-term adverse impacts on environmental amenity during the construction process, however appropriate mitigation measures would be implemented during construction. The loss of industrial lands is justified as the site is currently under utilised with a rezoning unlikely to significantly change the employment level and Alternative 1 represents an opportunity to provide affordable housing for key workers and students.



Conclusion

This NCBT has analysed the social and economic issues relating to the community and concludes that the site is suitable for the proposed development and provides positive benefits to the community. A summary of the benefits and costs is outlined below.

Potential benefits of Alternative 1 versus Base Case

- Increasing housing supply in the Leichhardt LGA by approximately 315 dwellings, including 16 affordable dwellings, which would contribute towards meeting the forecast population increase in the Leichhardt LGA. Also providing a range of housing sizes (Major Positive Impact);
- Providing an opportunity to improve the ongoing sustainability performance of a building in a brownfield location with existing public transport, facilities and services reducing the requirement for new infrastructure and services (Moderate Positive Impact).
- Improving environmental amenity in the long term including the removal of heavy vehicles with the change of land use (Moderate Positive Impact); and
- Delivering additional social infrastructure over and above the demands of future residents in the form of day care places and a new playground for children and seating (Minor Positive Impact).

Potential Costs of Alternative 1 versus Base Case

- Increase in heavy vehicle traffic during the construction phase however appropriate mitigation measures would be taken (Minor Negative Impact during construction);
- Short-term adverse impacts on environmental amenity during the construction process, however it is assumed that appropriate mitigation measures would be taken (Minor Negative Impact);
- Loss of industrial lands although the site is currently under utilised and there will be a small amount of employment with the change in land use. Further there will be an increase in accommodation for key workers and students (Moderate negative impacts).

This NCBT has been undertaken supported by consultant studies. The NCBT found the associated negative impacts of the proposal are considered to be minimal and manageable and that overall the Alternative 1 provides a net community benefit.

