

16 Land use and property

Chapter 16 provides an assessment of the potential land use and property impacts associated with the construction and operation of the Proposal. The existing land uses, zoning and property ownership details of the railway corridor and study area are outlined and the potential impacts on land use and property acquisition during the construction and operation of the Proposal assessed.

16.1 Local characteristics

16.1.1 Existing land use

A site visit and aerial photography were used to determine the broad categories of land uses located within the study area, adjacent to the railway corridor. Land use descriptions are divided into the relevant local government areas and shown in **Figures 16.1a to 16.1g**.

Land use along and adjacent to the rail corridor includes a mix of mainly residential, commercial and public open space/recreation, interspersed with pockets of industrial land and special uses such as schools and social clubs of various kinds. Local shops and car parks are clustered around the railway stations.

Hurstville LGA

Hurstville LGA is one of the fastest growing regions in the Sydney metropolitan area. It contains several major residential, shopping and commercial centres. Residential land uses dominate the study area adjacent to the rail corridor, although special uses and open space are located throughout. The Southside Montessori School is located within the railway corridor near Salt Pan Creek. The school is one of the predominant sensitive land uses within the study area due to its proximity to the rail line.

Belmore Road runs perpendicular to the rail corridor at Riverwood Station, with commercial uses located on both sides. St. Joseph's School and Church is located adjacent to Riverwood Station on Thurlow Street. Another major sensitive use within the study area is Beverly Hills Girls High School, adjacent to Beverly Hills Station and King Georges Road.

Canterbury LGA

Narwee Station is the only one in the corridor located in Canterbury LGA. Narwee town centre is located in both Hurstville and Canterbury LGAs. Narwee is included in Canterbury City Council's Town Centres and Economic Development Program, aimed at revitalising the centres through the support of business, retail and commercial networks. Narwee is a well established residential area; with major features of the area including Narwee Public School and several recreational reserves. The school is located adjacent to the railway corridor, on Broad Arrow Road.

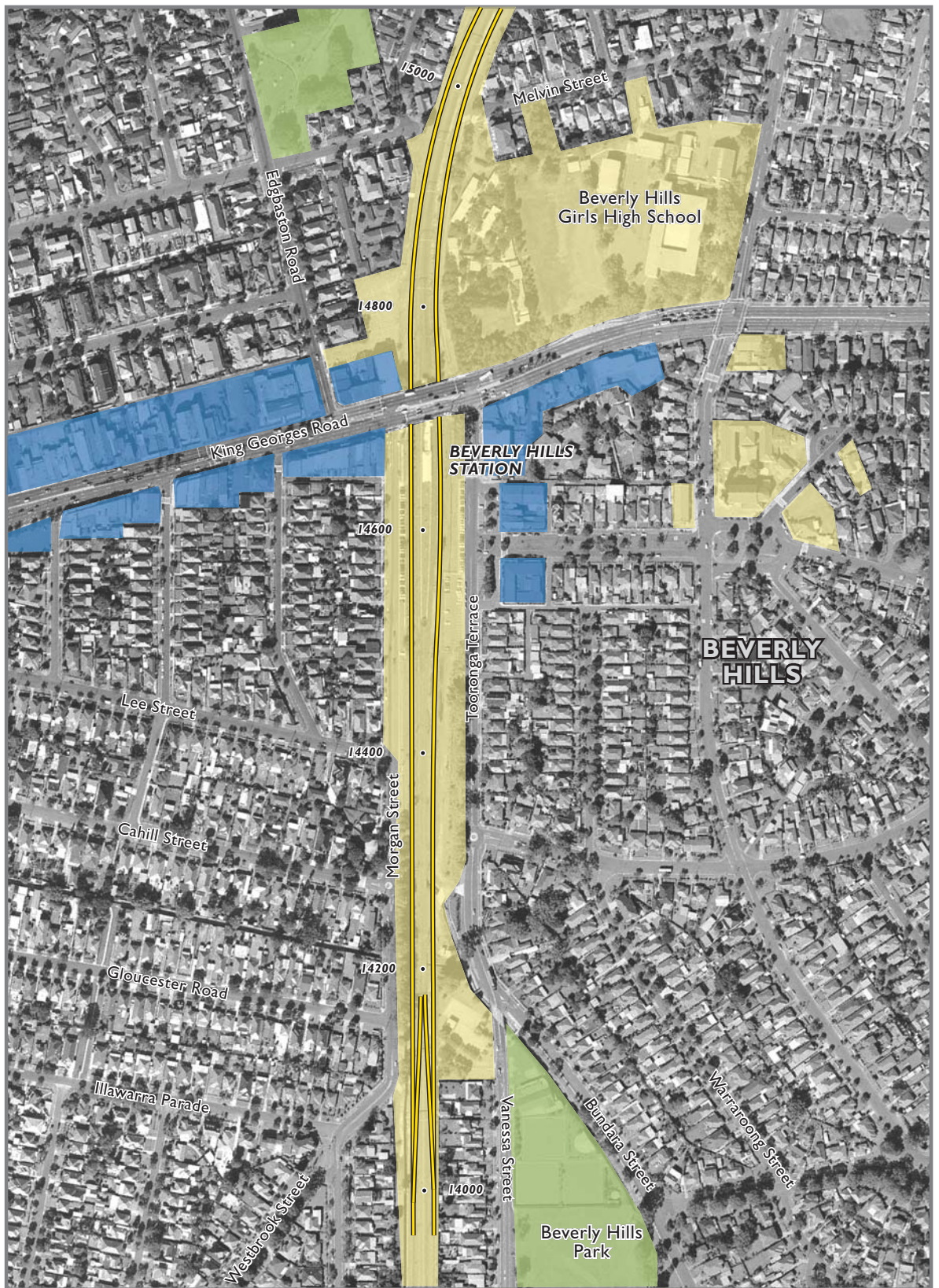
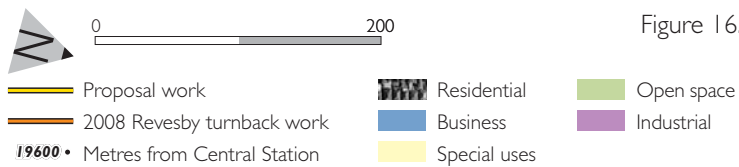


Figure I6.1a Land use adjacent to the rail corridor



Indicative and subject to detailed design

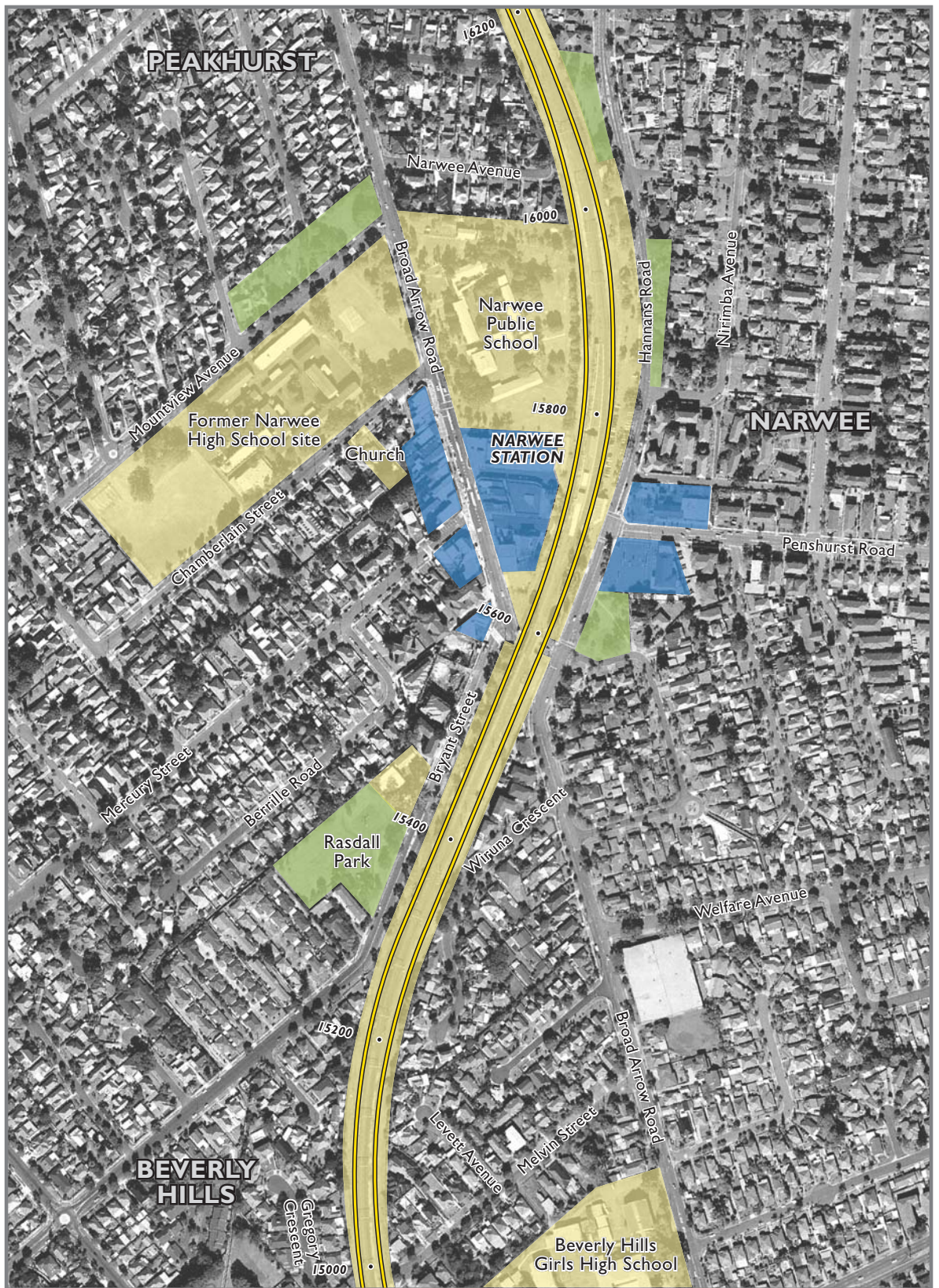
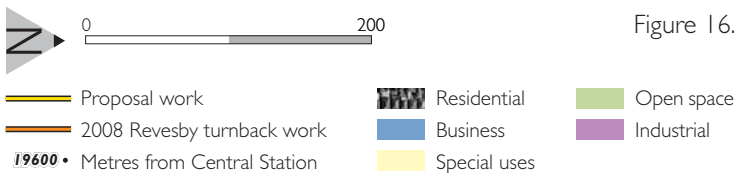
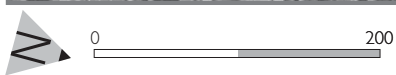


Figure 16.1b Land use adjacent to the rail corridor



Indicative and subject to detailed design



- | | | |
|-------------------------------------|--------------|------------|
| Proposal work | Residential | Open space |
| 2008 Revesby turnback work | Business | Industrial |
| 19600 • Metres from Central Station | Special uses | |

Indicative and subject to detailed design

Figure I6.1c Land use adjacent to the rail corridor



- | | | |
|-------------------------------------|--------------|------------|
| Proposal work | Residential | Open space |
| 2008 Revesby turnback work | Business | Industrial |
| 19600 • Metres from Central Station | Special uses | |

Indicative and subject to detailed design

Figure I6.1d Land use adjacent to the rail corridor

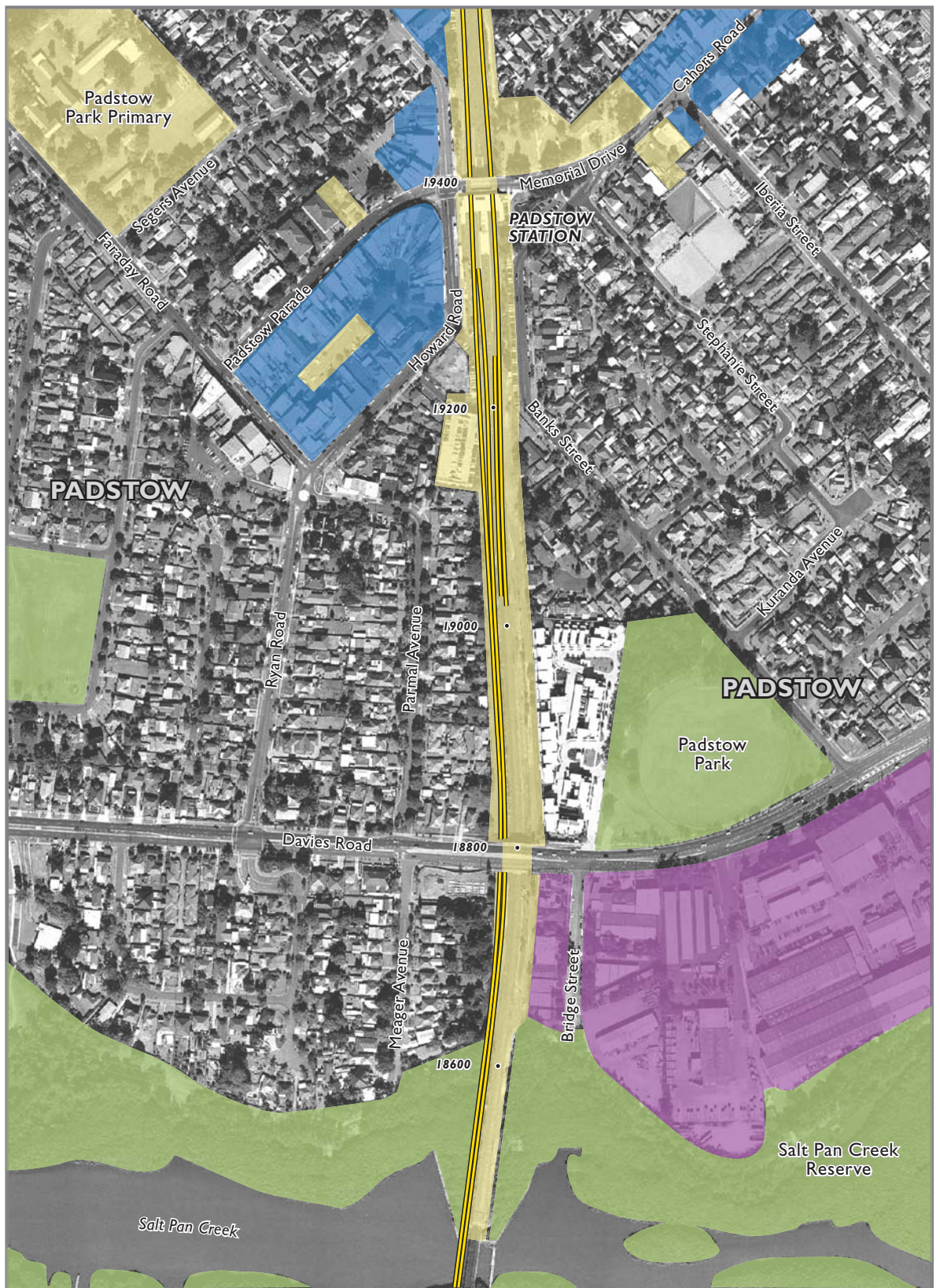
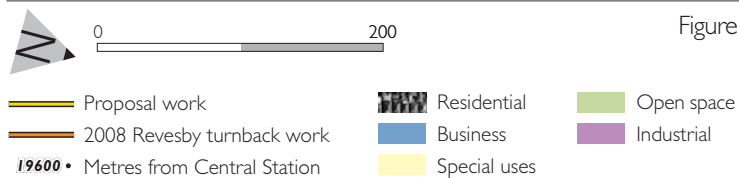
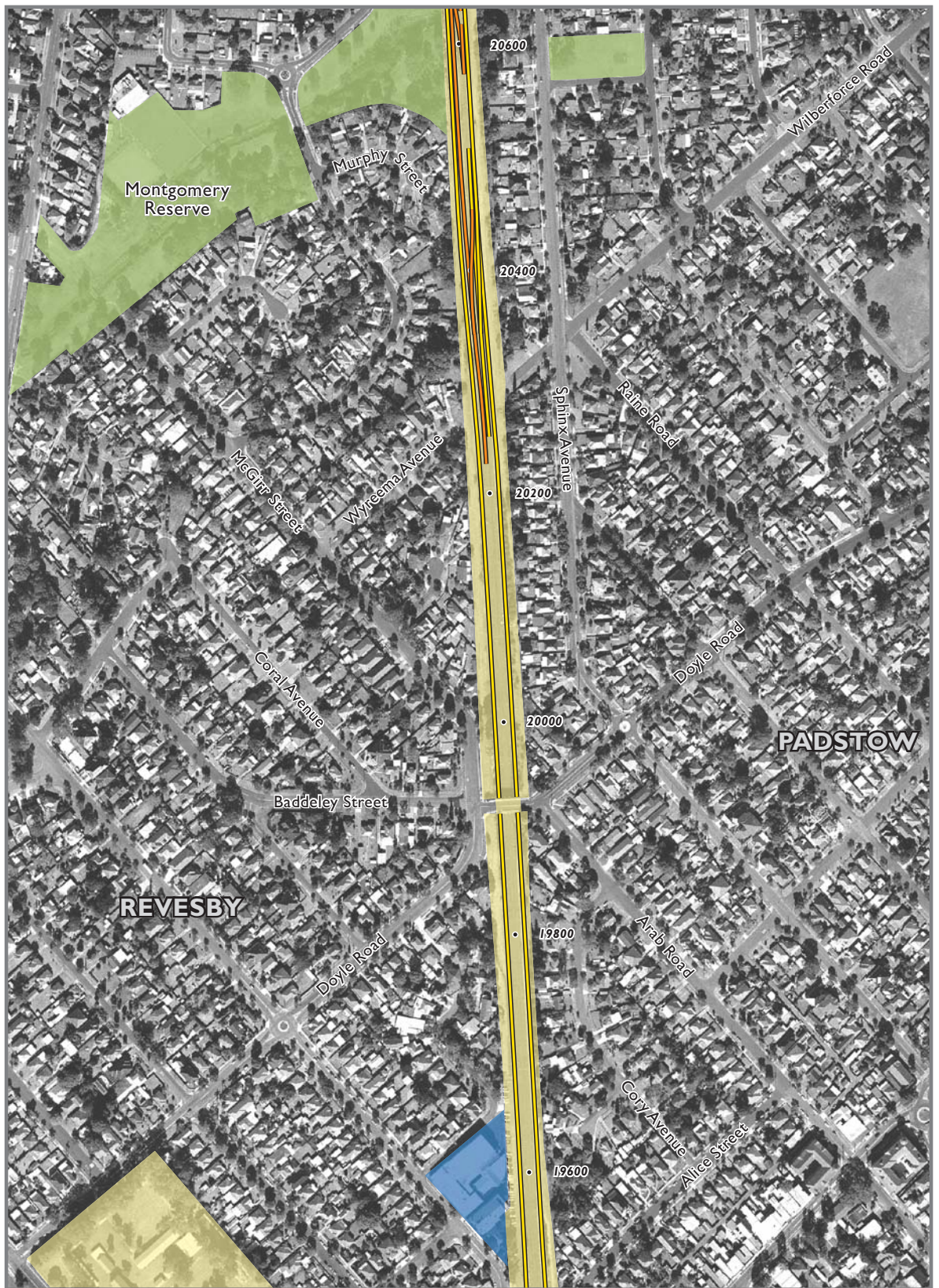


Figure 16.1e Land use adjacent to the rail corridor



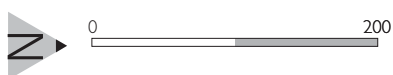
Indicative and subject to detailed design



- | | | |
|-------------------------------------|--------------|------------|
| Proposal work | Residential | Open space |
| 2008 Revesby turnback work | Business | Industrial |
| 19600 • Metres from Central Station | Special uses | |

Indicative and subject to detailed design

Figure 16.1f Land use adjacent to the rail corridor



- | | | |
|-------------------------------------|--------------|------------|
| Proposal work | Residential | Open space |
| 2008 Revesby turnback work | Business | Industrial |
| 19600 • Metres from Central Station | Special uses | |

Indicative and subject to detailed design

Figure 16.1g Land use adjacent to the rail corridor

Bankstown LGA

Bankstown LGA in the vicinity of the East Hills Line is dominated by significant residential land uses on both sides of the corridor, with open space, commercial and industrial sites also located throughout. Bankstown is also a principal concentration of manufacturing jobs in the metropolitan Sydney region, home to retail and wholesale sectors. Padstow and Revesby–Milperra are two of the six well-established industrial precincts located within the Bankstown LGA.

Revesby Station is surrounded by commercial land uses on both the Up and Down side of the corridor, including Revesby Workers Club on the Down side. Revesby Village is the focus of a Bankstown City Council Masterplan, with an aim of increasing residential densities and promoting commercial development. Commercial land uses are also located in the vicinity of Padstow Station, particularly on the Down side. Open spaces and recreational areas are located along the rail corridor.

16.1.2 Zoning

Hurstville LGA

Land use zoning information was derived from the *Hurstville Local Environment Plan 1994*. The rail corridor within this LGA is zoned *5(b) Railways Special Uses Zone*. The majority of the study area is zoned *2 Residential Zone* in common with the other LGAs in the region. The areas surrounding Beverly Hills and Riverwood Stations are primarily zoned *3(a) Business Centre Zone*, which aims to maintain a commercial and retail focus, especially for larger scale commercial precincts. St Josephs School and Church and Beverly Hills Girls High School are zoned *5(a) General Special Uses Zone*. Areas zoned *6(a) Open Space Zone* are located throughout the study area and including Beverly Hills Park, Vanessa Street Reserve and Smith Reserve at Beverly Hills and Lillian Road Reserve at Riverwood.

Canterbury LGA

Land use zoning information was derived from the *Canterbury Planning Scheme Ordinance*, with the railway corridor zoned *5(b) Special Uses – Railways*. Within the Canterbury LGA, the primary residential areas located within the study area are zoned *2(a)* and *2(c4)*. Narwee Public School is zoned *5(a) – Special Uses* and the land in the vicinity of Narwee Railway Station is zoned *3(a) General Business* and *3(c) Neighbourhood Business Zone*. Frappell Reserve on the Up side of the rail corridor is zoned *6(a) Public Open Space*.

Bankstown LGA

Land use zoning information was derived from the *Bankstown Local Environment Plan 2001*. The rail corridor is zoned *5 Special Uses*. The majority of Bankstown LGA within the study area is zoned *2(a) Residential A*, which is low density residential development. The railway corridor at Padstow and Revesby town centres is surrounded largely by land zoned *3(b) Business – Other Centres* on both sides of the corridor. There is zoned *6(a) Open Space* along the corridor, primarily at Montgomery Reserve, Little Reserve and Padstow Park at Padstow and Abel Reserve at Revesby. A light industrial area zoned *4(b)* is located on the Up side of the rail corridor, bounded by Davies Road and Salt Pan Creek.

The Proposal is located within the existing rail corridor and would satisfy the objectives of the zoning in each of the three LGAs.

16.1.3 Existing property

The railway corridor, in which the Proposal would be constructed, is owned by RailCorp. Some of the currently vacant land within the rail corridor is leased by RailCorp, including land for the purposes of the Southside Montessori School and car parking facilities at a number of locations. The land outside the rail corridor is owned by a variety of public and private land owners. The adjacent main roads are owned by the RTA with local roads owned by the relevant council.

16.1.4 Future development

The Revesby Workers Club is currently developing a proposal to expand the existing club facilities to include a retail shopping centre (with access via Blamey Street), a hotel, fitness centre and child care facilities in addition to an upgrade of the existing club/gaming facilities. It is expected that a development application will be lodged with Bankstown City Council towards the end of 2007 with construction expected to start in early 2009 depending on development approval.

A transport strategy for Revesby Centre is also being formulated by the Ministry of Transport as part of the Urban Transport Strategy. This will address, among other things, the integration of transport facilities and future development, parking provision, pedestrian movement and improvements to the public domain. The outcomes of the strategy will determine the way in which the improvements at Revesby Station and the related parking provision are integrated into the commercial centre.

16.2 Changes to land use and property

16.2.1 Impacts during construction

It is intended to construct the works generally within the existing rail corridor on land owned by RailCorp although several adjustments to land and property would be required as a result of the Proposal including:

- acquisition of areas of land outside the rail corridor mainly to allow for modification of levels, footings for structures or minor works beyond the corridor;
- modification of land within the corridor which is either used for rail related uses but is now required for the proposed works (mainly within car parks inside the corridor) or has been leased by RailCorp to other users; and
- temporary use of land outside the corridor for constructional purposes, mainly council-owned land adjacent to the rail corridor. If suitable land is not available in these locations, other land at a greater distance may need to be considered.

The land required includes an area of council land and a small commercial building adjacent to Narwee Station and a small area of land on Blamey Street in Revesby necessary for the completion of the station works included in the current Proposal. However, confirmation of land requirements is subject to detailed field survey.

Apart from the need to protect noise sensitive land uses from construction and operational noise, there are few other constraints to the Proposal in relation to existing uses along the corridor. Some uses on areas of leased land within the corridor would not be able to continue when construction of the Proposal starts. The Southside Montessori School at Riverwood is located on land within the rail corridor leased from RailCorp. There is sufficient space for the school to remain with the Proposal in operation.

A number of commercial properties rely on land either adjoining or inside the rail corridor for vehicular access including the multi level car park at Padstow, parking adjacent to Padstow RSL and the entry to the car park between King Georges Road and Melvin Street at Beverly Hills. An existing retail area at Narwee is located within the rail corridor and would be affected by the works. This area of land would be acquired for the Proposal.

Each bridge construction site is potentially constrained either by limitations on the availability of space and/or by the topography of existing embankments and cuttings. The Salt Pan Creek bridge site, which could require several access points, is highly constrained on the western side. Some land would be acquired outside the rail corridor for a temporary construction access and/or for construction compounds (Lillian and Webb Streets). Construction compound locations have been sited to minimise impacts on surrounding areas. Any land acquisition would be carried out under the provisions of the *Land Acquisition (Just Terms Compensation) Act 1991*.

A number of formal and informal areas of open space are located adjacent to the rail corridor between Kingsgrove and Revesby. Several of the informal open space areas incorporate RailCorp land, parts of which are accessible to the public. Some of this land would be required for the Proposal resulting in a reduction in the area available locally for recreational use. Some of this land would be required only during the construction phase resulting only in a temporary loss.

Strips of informal open space land along the rail corridor may be required at:

- Narwee, adjacent to Mercury Street (Down side) and adjacent to Hannans Road/Penshurst Street (Up side) relating to the extension of the pedestrian underpass;
- Riverwood, end of Webb Street at Salt Pan Creek for construction site (Down side);
- Riverwood, end of Lillian Road at Salt Pan Creek for construction site (Up side);
- Riverwood, Bonds Road (Up side) for temporary construction access;
- Padstow, Doyle Street/McGirr Street (Down side) for temporary construction access;
- Padstow, Memorial Drive/Padstow Parade (Up side) for temporary construction access;

Several of these areas have public access and mostly consist of grassed areas adjacent to the road/rail corridor. The Riverwood (Lillian Road and Webb Street) sites provide access to the boardwalks along Salt Pan Creek.

The area of informal open space lost along the rail corridor would be small. Any land used for construction purposes only as part of the Project would be reinstated on completion of

the works to at least pre-construction condition. Where suitable and/or appropriate, surplus land within the rail corridor currently used for open space/public access would be retained after construction.

The Proposal may also require the clearance of established street trees in several locations. These are shown on **Figures 14.1a to 14.1g**.

- Morgan Street, east of Beverly Hills Station;
- Bryant Street, east of Narwee Station; and
- William Road at Riverwood Station.

The use of these areas for the Proposal would be confirmed during detailed design.

Land requirements related to the Proposal including modifications to existing leases are summarised in **Table 16.1**. Residential property boundaries fronting the rail corridor would be affected by the demolition of existing fences and replacement with new noise barriers. No loss of private land is expected for these works which would be undertaken following consultation with local residents. The rail corridor and site boundaries would be accurately determined following survey undertaken during the detailed design phase of the Proposal.

In circumstances where property fences are located on or within the boundary of the rail corridor, there may be instances where they would need to be replaced by a retaining wall and/or a noise barrier. These locations would be identified during detailed design and residents notified prior to any works occurring. Notification would include details of the timing of construction and the process to be used to assess impacts including the need for any rehabilitation works.

Table 16.1 Land requirements for construction

Location	Land requirements
Beverly Hills Station (Hurstville)	Modification to existing car parking area in Tooronga Terrace (Up side) and Morgan Street (Down side) east of King Georges Road. Part of existing car park area is within rail corridor Station access on western side of King George's Road- minor areas of Council land affected and requires modification
Narwee Station (Hurstville and Canterbury)	Narwee Station underpass, Down side – Council land may be affected outside of the rail corridor. The Mercury Street turning circle and road access to Lot 10 DP 875415 is likely to require modification Narwee Station underpass, Up side – Council land is affected outside of the rail corridor. Lot 1 DP 802086 (commercial building) would require acquisition then demolition to allow a new retaining wall to be constructed

Location	Land requirements
	Modifications to existing car parking area (Up side) west of underpass. Existing car park area affected within rail corridor
Riverwood Station (Hurstville)	Existing car parking areas (Up and Down sides) east of Belmore Road overbridge. The Up side car park would require modifications. Existing car park areas affected within rail corridor
Lillian Road (Hurstville)	The Southside Montessori School is located on the Up side, east of Salt Pan Creek. The School has leased land from within the rail corridor. Noise walls are required due to the proximity of the school to the rail line
Davies Road (Bankstown)	Minor adjustment to lease required for bridge works just west of Davies Road
Revesby Station (Bankstown)	The land affected along Blamey Street is between Down chainages 20.775km and 20.845km. Temporary car parking constructed as part of the Revesby Turnback Project will be affected by the new rail infrastructure
	Additional land is required along Blamey Street. This is between Down chainages 20.845km and 20.900km. Loss of car parking will occur as part of Revesby Turnback Project
	A small portion of land on Lot 1 DP 552227 is required on Down side at chainage 21.165km. This is land used for the existing EnergyAustralia sub-station

16.2.2 Impacts during operation

The Sydney Metropolitan Strategy (Department of Planning 2005), predicts that Sydney would require 640,000 new homes by 2031 to cater for projected population growth. Increasing housing demand would focus on urban consolidation within existing metropolitan area (70 percent) with the remainder to be accommodated mainly in two major growth centres. The Proposal would provide the impetus for the intensification of residential uses in the area surrounding the railway stations. Another element of the strategy is to invest in the rail network to provide faster and more direct public transport services, linking suburban areas with employment centres. The Proposal would satisfy this element. Apart from Revesby, no plans or proposals have been developed to promote the urban consolidation of the surrounding suburbs.

Bankstown City Council's objectives for Revesby centre envisage the development of a transport hub focussing on the redeveloped station, with upgraded rail and bus connection facilities and plans for higher density residential development and increased commercial development. The proposed Revesby Workers Club development reflects this strategy. Bankstown City Council has prepared a development control plan and Masterplan for Revesby village, which set out development objectives and controls for the town centre incorporating residential densities, commercial development, car parking and open space.

A number of areas adjoin the railway line between Kingsgrove and Revesby. Several incorporate RailCorp land, parts of which are accessible to the general public. Some of these areas would be required for the Proposal, resulting in a reduction in their availability. However, some of this space would only be required for construction and here the impacts would be temporary.

No public crossings would be permanently closed as a result of the operation of the Proposal, although they may be temporarily altered or closed during the construction phase. As with the existing railway network, access to the railway corridor would be required on a regular basis for maintenance purposes. Such access would need to be available 24 hours a day, seven days a week to ensure that the network operates efficiently and safely.

Overall, the concept of upgrading the local transport network and interchanges at Revesby Station would correspond with Council's desire to increase the residential density and commercial development of the area.

The improvement of services on the East Hills Line could reasonably be expected to result in a general rise in property values in the area within the catchment of the stations depending on distance and the improvement in accessibility provided by the Proposal.

It is not possible to predict the effects of the Proposal on individual property values. Overall, these effects are expected to be positive as a result of the accessibility improvements. How these benefits are distributed across the area influenced by the changes resulting from the Proposal would be the result of many factors including the increased attractiveness of those areas with easy access to the improved services. Such predictions would be particularly difficult to make as the rail corridor has been established for more than 70 years and the local area has established itself around its presence. Existing property values therefore take account of its effects while the Proposal would result in a modification rather than the introduction of a new influence in the area.

16.3 Management measures

The land use and property impacts associated with the Proposal would require substantial consultation, particularly in relation to direct impacts on land owners. Information would be provided regularly to community members throughout the construction process to ensure that they are sufficiently informed of the planned construction works and any potential impacts. The management and appropriate sequencing of construction activities would assist in minimising temporary impacts on public land uses. It is also important that any public land used during the construction works is reinstated to at least its pre-construction condition. The associated amenity impacts on nearby sensitive land uses such as noise and vibration, access, visual character and air quality would be mitigated through the implementation of the safeguards outlined in **Chapters 12, 13 and 15.**