

14 Property and land use - Stage 1

14 Property and land use – Stage 1

This chapter assesses the potential impacts of Stage 1 on property and land use and identifies mitigation measures to minimise these impacts.

14.1 Secretary’s Environmental Assessment Requirements

The Secretary’s Environmental Assessment Requirements relevant to property and land use, and reference to where they are addressed in this chapter and in the Environmental Impact Statement, are provided in Table 14-1.

Table 14-1: Secretary’s Environmental Assessment Requirements – Property and land use Stage 1

Reference	Secretary’s Environmental Assessment Requirements	Where addressed
3. Social and Economic (including property, land use and business impacts)		
3.4	Commitments made in Section 9.5.2 of the Scoping Report; and land use compatibility (including potential restrictions on future development, both above-ground and sub-surface);	This chapter Sections 14.5 to 14.14
3.5	permanent and temporary property acquisition, including easement acquisition; and temporary or permanent leasing arrangements;	Section 14.5 Section 14.6 to 14.14
3.6	temporary loss of public open space; and	Chapter 17 (Social impacts – Stage 1)
3.7	disruption to utilities and services.	Chapter 9 (Stage 1 description)

14.2 Legislative and policy context

Relevant legislation and planning instruments (including the *Environmental Planning and Assessment Act 1979*, State environmental planning policies and local environmental plans) are described in Chapter 4 (Planning and assessment process). NSW Government land use planning strategies relevant to the study area and Stage 1 are described in Chapter 2 (Strategic need and justification), with further discussion provided in Section 8.8 (Concept environmental assessment – Property and land use).

14.3 Assessment approach

This assessment involved:

- Describing the existing environment with reference to existing land uses and planning controls based on a review of aerial photography, land use zones specified by applicable local environmental plans and a land use and business survey
- Reviewing key strategy and policy documentation relevant to each study area, in order to identify planned future land use priorities and developments
- Assessing the potential impacts of Stage 1 on property and land use in and around the construction footprint, including:
 - Permanent property acquisition to enable Stage 1
 - Temporary acquisition or leasing of property for Stage 1
 - Direct impacts on other infrastructure during construction including utilities and Sydney Trains property
- Identifying mitigation measures to avoid or manage potential impacts.

This assessment builds on the existing environment and concept level impact assessment provided in Section 8.8 (Concept environmental assessment – Property and land use).

14.4 Avoidance and minimisation of impacts

The design development of Stage 1 has included a focus on avoiding or minimising potential impacts on property and land use. This has included:

- Minimising the extent of construction sites and the need for private property acquisition
- Where possible, using existing Government owned land to avoid or reduce the need for private property acquisition. For example, the sites at North Strathfield and The Bays are wholly located on existing Government owned land
- Locating construction sites where permanent operational infrastructure would also be required, to minimise temporary property impacts and residual land at the completion of construction
- Designing construction sites within existing cadastral boundaries where possible to minimise the need for partial acquisitions
- Adopting an east-west orientation for the station and tunnel alignment at Westmead to help safeguard future development in the health and education precinct to the north of the existing Westmead Station. An alternative north-south station alignment would have potentially constrained development to the north due to the presence of underground metro infrastructure
- Adopting an east-west orientation for the station and tunnel alignment at Parramatta to ensure the station would integrate with the future Civic Link, connecting Parramatta Square to Parramatta River
- Aligning Sydney Olympic Park metro station with future land use planning as outlined in the Sydney Olympic Park Master Plan 2030 (Sydney Olympic Park Authority, 2018) and positioning the construction site to minimise delaying adjacent developments
- Adopting an east-west alignment of the station at Burwood North to minimise residential property acquisition
- Use of a mined binocular cavern design and construction method for Five Dock Station to minimise residential property acquisition
- Aligning The Bays Station with land use planning and directions set out in The Bays Precinct Sydney Transformation Plan (Urban Growth NSW, 2015).

Key design aspects that have avoided or minimised property and land use impacts are highlighted for each Stage 1 construction site in Sections 14.6 to 14.14.

14.5 Project-wide impacts

14.5.1 Aboveground construction sites

During Stage 1, the main property impact would be the acquisition of property for construction sites proposed for tunnel and station excavation, service facilities and the stabling and maintenance facility. Most of the sites required to support construction are also associated with the permanent operational footprint of the Concept (included in future stages).

Property Acquisition is currently underway across all sites between Westmead and The Bays. Property acquisition is managed in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991* and the land acquisition reforms announced by the NSW Government, which can be viewed online at (www.propertyacquisition.nsw.gov.au/).

Sydney Metro has appointed Personal Managers to offer residents and small businesses assistance and support throughout the acquisition process.

Where Stage 1 requires the permanent use of NSW Government owned land (including Crown land) or council owned land, Sydney Metro would enter into agreements with the relevant NSW Government departments or the relevant council regarding the permanent use of this land – including acquisition or lease arrangements.

Sections 14.6 to 14.14 provide a description of the land use context for each construction site.

Construction activities could result in potential temporary amenity related impacts to adjacent land uses. These impacts have been assessed in the relevant chapters of this Environmental Impact Statement including Chapter 10 (Transport and traffic – Stage 1), Chapter 11 (Noise and vibration – Stage 1), Chapter 15 (Landscape character and visual amenity – Stage 1), and Chapter 23 (Air quality – Stage 1). Impacts on surrounding businesses and the local community more broadly are discussed in Chapter 16 (Business impacts – Stage 1) and Chapter 17 (Social impacts – Stage 1) respectively.

14.5.2 Underground land

It would be necessary to acquire land below the surface of properties for the construction of the tunnels. This is referred to as substratum acquisition and is undertaken in accordance with the *Transport Administration Act 1988*.

Following approval of Stage 1, development applications within the approved corridor would be referred to Sydney Metro for concurrence so that Sydney Metro West infrastructure is not impacted by future development activities. In most cases, subsurface acquisition does not affect the continued existing uses or intended future uses of property at the surface. Subject to Council regulations, landowners would generally be able to excavate foundations for a new dwelling or for second storey additions or carry out improvements such as installing a swimming pool. Based on proposed tunnel depths there would be a minor impact with respect to limiting future development potential above Sydney Metro West infrastructure.

This subsurface layer (or substratum) would be an acquisition envelope around the tunnels, including an allowance for any rock anchors to enable safe construction and long term protection of the tunnels. Figure 14-1 illustrates how substratum acquisition works. The Stage 1 alignment is generally shallowest at stations and at the tunnel portal with depth typically increasing between stations.

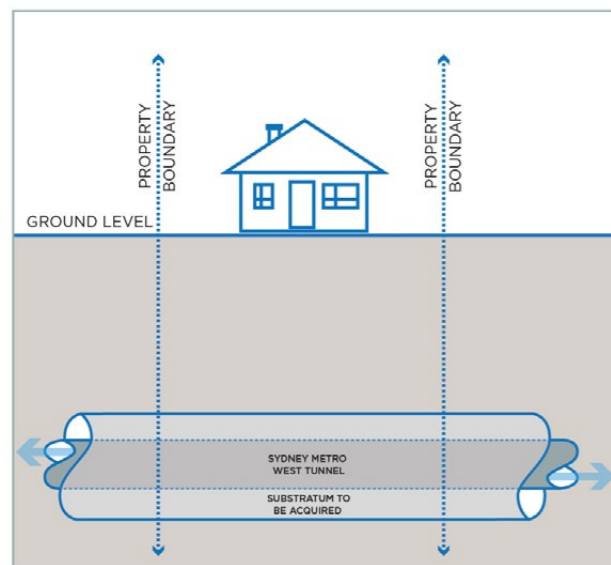


Figure 14-1: Example of substratum acquisition

14.5.3 Commonwealth land

As described in Chapter 4 (Planning and assessment process), impacts to Commonwealth land must be assessed in accordance with the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999*. Commonwealth land includes properties occupied but not owned by Commonwealth agencies under commercial lease arrangements. No Commonwealth land would be impacted by the Stage 1 construction sites.

14.6 Westmead metro station

14.6.1 Land use context

The Westmead metro station construction site is in an area of low and medium density residential development and includes local retail and business premises.

Land uses surrounding the Westmead metro station construction site include the following:

- North of the existing Westmead Station is the Westmead town centre and the health and education precinct including Westmead Hospital. Westmead town centre includes a range of businesses providing commercial and retail services, many which are focussed on medical services such as medical centres, consulting rooms, specialist health services, and health offices and interspersed with retail such as cafes
- North-east of the site, beyond the existing rail corridor, is a medium density residential area with apartments of three to four storeys. North-west of the site is Western Sydney University's Westmead Campus, a tertiary education area which is currently under development
- East of the site predominantly includes medium density residential apartments, with Parramatta Park beyond the residential area
- South of the site is a largely residential area, which includes mostly medium density residential buildings
- West of the site is lower density housing, with the Westmead Public School immediately to the south-west of the site.

Land uses within and surrounding the construction site are shown in Figure 14-2.



Figure 14-2: Westmead metro station construction site - Existing land uses

14.6.2 Planning controls

The existing rail corridor forms the boundary between two local government areas at the Westmead metro station construction site – the City of Parramatta Council to the north and Cumberland Council to the south.

To the north of the existing rail corridor, land use is controlled by the Parramatta Local Environmental Plan 2011 (Parramatta LEP 2011). The Parramatta LEP 2011 defines the land use zoning in this area as a mix of the following zones: B4 Mixed Use, SP2 Infrastructure (Health Services Facility), SP2 Infrastructure (Educational Establishment) and R4 High Density Residential.

To the south of the existing rail corridor, land use is controlled by the Holroyd Local Environmental Plan 2013 (Holroyd LEP 2013), which is within the Cumberland local government area. The Holroyd LEP 2013 defines the land use zoning south of the existing rail corridor as a mix of R2 Low Density Residential and the R4 High Density Residential zones. Land immediately to the west of the construction site is zoned R2 Low Density Residential.

The Westmead metro station construction site is on land zoned SP2 Infrastructure (Rail Infrastructure Facility) and R4 High Density Residential. The zoning of the construction site reflects that the site is suitable for higher density residential development in this location compared to the current low and medium density development.

14.6.3 Impact assessment

Direct property acquisition impacts

The acquisition requirements at Westmead metro station construction site are provided in Table 14-2.

Table 14-2: Westmead Metro Station construction site – Property acquisition

Land use or property type	Zoning	Approximate area of acquisition (square metres)	No. of acquisitions	
			Total ¹	Partial ²
Public property				
Council land (vacant)	R4 High Density Residential	60	1	0
Road land (unclassified regional road)		3,530	1	0
Private property				
Low density residential (houses)	R4 High Density Residential	5,270	20	0
Medium density residential (apartments)		4,190	4	0
Vacant land		1,020	4	0
Retail and business premises		1,860	6	0
Total			15,930	36

Note 1: Property acquisition numbers reflect parent lots. Multiple strata titles may exist within parent lots.

Note 2: Number of partial acquisitions to be confirmed based on further consultation with property owners.

Land use change impacts

As a result of Stage 1 there would be a change in land use from a mix of low and medium density residential, with some local retail and business premises, to a transport infrastructure construction site. This land use change would generally be minor in the context of the existing scale and extent of residential development in the surrounding area. The R4 High Density Residential zoned land to the east and south of the construction site would remain available to provide for additional residential land uses in the future, including transit-oriented development to support the strategic role of Westmead, if required.

14.7 Parramatta metro station

14.7.1 Land use context

Parramatta metro station construction site is located to the north of the existing Parramatta Station, within the commercial core of the Parramatta CBD. The Parramatta CBD commercial core comprises a wide mix of commercial, retail, health, government administration and community uses.

The construction site would occupy a central part of Horwood Place, which contains a range of retail and commercial properties within the existing Greenway Plaza and Parramall Shopping Centre, as well as the multi-storey City Centre car park.

Land uses surrounding the Parramatta metro station construction site include the following:

- North of the construction site are retail and commercial properties, as well as the riverside cultural and entertainment precinct, which is between the construction site and Parramatta River
- East of the construction site along George Street is the Roxy Theatre and various retail and commercial properties of medium density. The Arthur Phillip High School and Parramatta Public School (both currently being redeveloped as multi-storey vertical schools) are located south-east of the site
- South of the site is Parramatta Square, which is being redeveloped around the Parramatta Town Hall and will include a new civic square, public open space, regional community facilities, retail and entertainment facilities, and seven new commercial office towers. Beyond Parramatta Square is the Parramatta transport interchange, which provides access to the existing Parramatta Station and bus services. Beyond the existing rail corridor is the major retail quarter around the Parramatta Westfield
- West of the site is a combination of retail, educational and commercial uses. To the immediate west of the site is the Church Street restaurant destination (known as Eat Street). Beyond Church Street is the Parramatta justice precinct, which includes a police station and several courthouse buildings. Parramatta Park is about 300 metres to the west of the site, with BankWest Stadium about 500 metres to the north-west, across the Parramatta River.

Land uses within and surrounding the construction site are shown in Figure 14-3.

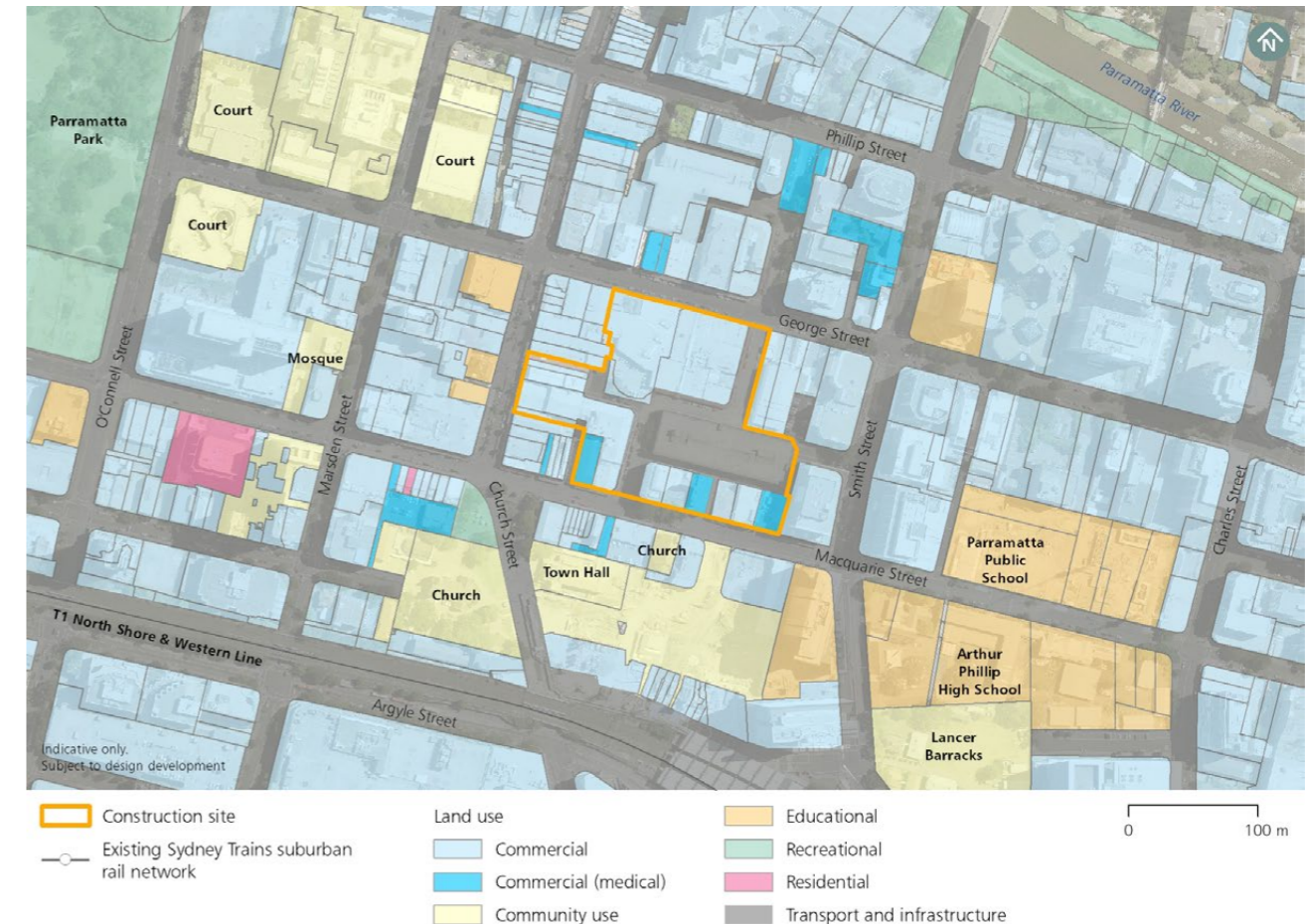


Figure 14-3: Parramatta metro station – Existing land use

14.7.2 Planning controls

Planning controls for the Parramatta metro station construction site are contained within the Parramatta LEP 2011. The Parramatta LEP 2011 defines the land use zoning in this area as a mix of B3 Commercial Core, B4 Mixed Use, RE1 Public Recreation, SP1 Place of Public Worship, SP2 Infrastructure (Defence) and SP2 Infrastructure (Railway Corridor).

The Parramatta metro station construction site is almost entirely zoned B3 Commercial Core, with a small part zoned B4 Mixed Use at the western end of the construction site.

A planning proposal has been submitted for the Parramatta CBD, which seeks to implement a new planning framework to guide the growth and development of the Parramatta CBD. This planning proposal seeks to reinforce the employment focus for the commercial core of the CBD, contemplating the generation of about 20,000 homes and 48,000 jobs in the Parramatta CBD. The planning proposal does not result in any major changes to zoning, however, does result in an increase to the amount of floor space permissible at sites throughout the Parramatta CBD.

14.7.3 Impact assessment

Direct property acquisition impacts

The acquisition requirements at Parramatta metro station construction site are provided in Table 14-3.

Traffic and access impacts associated with the closure Horwood Place have been assessed in Chapter 10 (Transport and traffic – Stage 1).

Table 14-3: Parramatta metro station construction site – Property acquisition

Land use or property type	Zoning	Approximate area of acquisition (square metres)	No. of acquisitions	
			Total ¹	Partial ²
Public property				
Council land – public car park and road	B3 Commercial core	10,165	2	0
Private property				
Retail and business premises	B4 Mixed use and B3 Commercial core	11,320	8	0
Commercial office buildings		3,450	7	0
Total		24,935	17	0

Note 1: Property acquisition numbers reflect parent lots. Multiple strata titles may exist within parent lots.

Note 2: Number of partial acquisitions to be confirmed based on further consultation with property owners.

The direct impact of acquisition would generally be moderate in the context of the existing scale and extent of retail and commercial development in the surrounding area. The wider commercial and administrative role of Parramatta would not be affected.

The construction site would prevent the delivery of the approved redevelopment of properties within the construction site at 220-222 Church Street and 48 Macquarie Street, and the proposed redevelopment of 61B George Street. As there is significant new commercial floor space being delivered throughout Parramatta, the loss of potential commercial land use associated with these redevelopments would be minor.

Land use change impacts

As a result of Stage 1 there would be a change in land use from retail and commercial properties to a transport infrastructure construction site. This land use change would be minor considering the scale and extent of existing and planned retail and commercial development in the surrounding area.

14.8 Clyde stabling and maintenance facility

14.8.1 Land use context

The Clyde stabling and maintenance facility construction site is characterised by industrial uses and major recreational facilities, and is bisected by Duck Creek and A'Becketts Creek.

Land uses surrounding the Clyde stabling and maintenance facility construction site include the following:

- North of the site is the Rosehill Gardens racecourse
- East of the site is Duck Creek and Shirley Street, beyond which are large warehouses, and the Viva Energy site that was formerly used as part of Clyde oil refinery
- South of the site is the M4 Western Motorway, beyond which the Clyde industrial area continues
- West of the site is a corridor containing James Ruse Drive and the now closed T6 Carlingford Line. Further west are low density residential areas in Rosehill and Granville.

Land uses within and surrounding the construction site are shown in Figure 14-4.

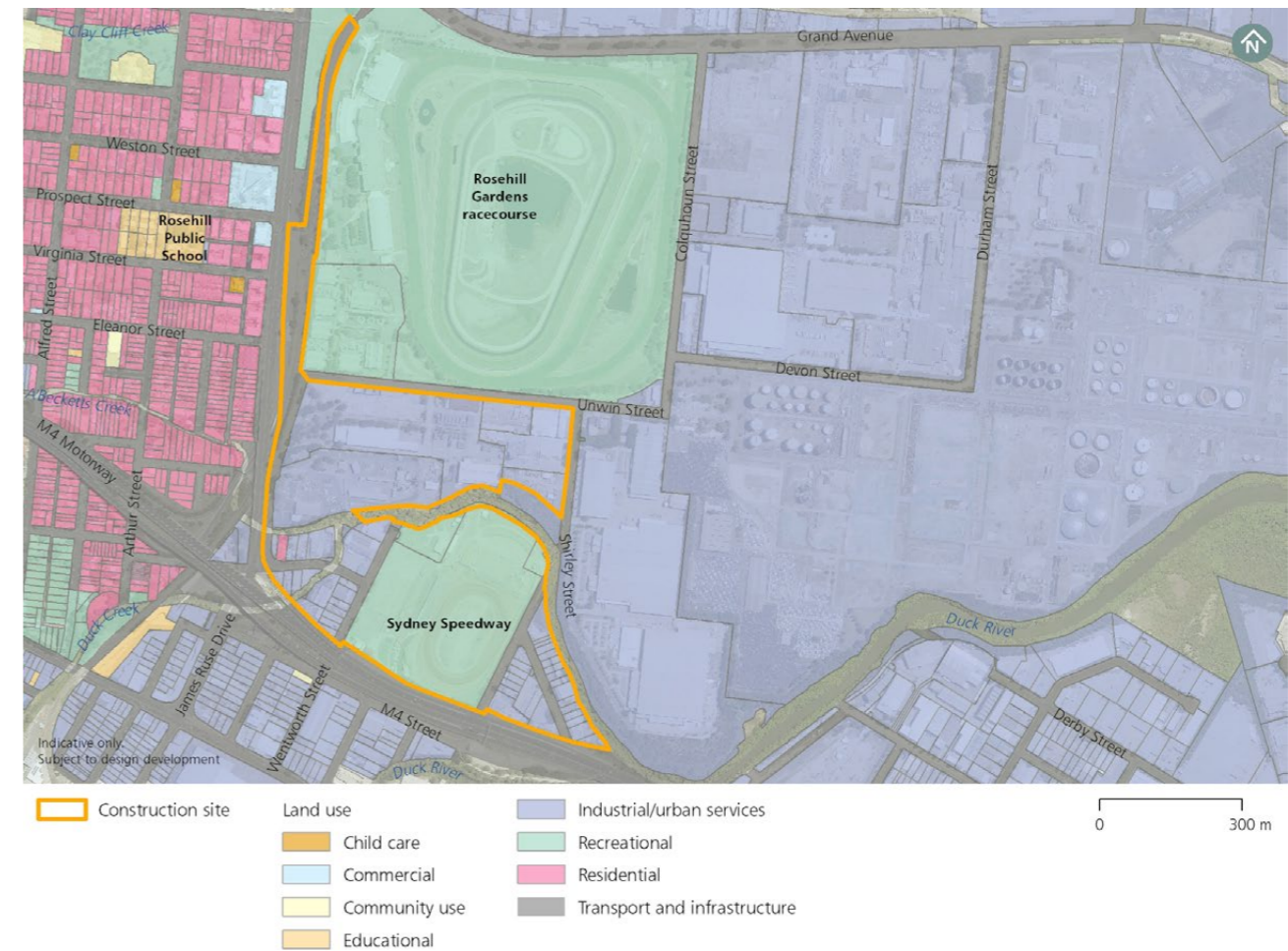


Figure 14-4: Clyde stabling and maintenance facility – Existing land use

14.8.2 Planning controls

The site is subject to the Parramatta LEP 2011. The Parramatta LEP 2011 defines the land use zoning for the construction site as largely IN3 Heavy Industrial, except for the Sydney Speedway (location on NSW Government owned land) which is zoned RE2 Private Recreation, and some land around the speedway which is zoned IN1 General Industrial. Duck Creek is zoned W1 Natural Waterway.

14.8.3 Impact assessment

Direct property acquisition impacts

The acquisition requirements at the Clyde stabling and maintenance facility construction site are provided in Table 14-4.

The construction site would require the acquisition of Crown land. This would be managed in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991*.

Table 14-4: Clyde stabling and maintenance facility construction site – Property acquisition

Land use or property type	Zoning	Approximate area of acquisition (square metres)	No. of acquisitions	
			Total ¹	Partial ²
Crown land				
Crown land	RE2 Private Recreation	117,330	5	0
Public property				
Industrial and commercial premises	IN1 General Industrial	1,830	6	0
Environmental land	W1 Natural Waterway	2,440	4	0
Private property				
Industrial and commercial premises	IN1 General Industrial	222,580	35	0
Residential	IN1 General Industrial	1,100	1	0
Vacant land	IN1 General Industrial	2,200	3	0
Total		347,480	54	0

Note 1: Property acquisition numbers reflect parent lots. Multiple strata titles may exist within parent lots.

Note 2: Number of partial acquisitions to be confirmed based on further consultation with property owners.

Land use change impacts

As a result of Stage 1 there would be a change from industrial and recreational land uses to a transport infrastructure construction site. This land use change would be minor considering the scale of surrounding industrial land in Clyde, Camellia, Rosehill and Silverwater. Other developments, once complete, such as the remediation of the western area of the former Viva Energy refinery would also potentially be able to compensate for the loss of industrial zoned land as a result of Stage 1.

The NSW Government is committed to providing an alternative speedway within Sydney.

14.9 Silverwater services facility

14.9.1 Land use context

The Silverwater services facility construction site comprises currently vacant industrial land on the corner of Silverwater Road and Derby Street.

The construction site is surrounded by established industries and warehouse/distribution facilities. Land uses beyond the Silverwater industrial area include the following:

- East and south-east is the residential suburb of Newington
- South and south-west is the residential area of Silverwater.

Land uses within and surrounding the construction site are shown in Table 14-5.



Figure 14-5: Silverwater services facility – Existing land use

14.9.2 Planning controls

The site is contained within the Auburn Local Environmental Plan 2010 (Auburn LEP 2010). The Auburn LEP 2010 defines the land use zoning in this area as being predominantly IN1 General Industrial. Other land uses in this area include R3 Medium Density Residential to the south-east, SP2 Infrastructure (Road), RE1 Public Recreation and B6 Enterprise Corridor to the south-west. The site is zoned IN1 General Industrial.

14.9.3 Impact assessment

Direct property acquisition impacts

The acquisition requirements at the Silverwater services facility construction site are provided in Table 14-5.

Table 14-5: Silverwater services facility construction site – Property acquisition

Land use or property type	Zoning	Approximate area of acquisition (square metres)	No. of acquisitions	
			Total ¹	Partial ²
Private property				
Industrial premises	IN1 General Industrial	2,600	2	0
Total		2,600	2	0

Note 1: Property acquisition numbers reflect parent lots. Multiple strata titles may exist within parent lots.

Note 2: Number of partial acquisitions to be confirmed based on further consultation with property owners.

Land use change impacts

As a result of Stage 1 there would be a change from unused industrial land to a transport infrastructure construction site. This land use change would be negligible as the site is currently vacant, and is a small footprint in the context of the scale of surrounding industrial land uses.

14.10 Sydney Olympic Park metro station

14.10.1 Land use context

Sydney Olympic Park includes a range of land uses generally related to the major sporting and events facilities. South of the existing Olympic Park Station, the area has a mixed use character including a number of commercial, education, residential, visitor accommodation and entertainment uses.

The Sydney Olympic Park metro station construction site is located south of the existing Olympic Park Station, within the current mixed use area of Sydney Olympic Park. The construction site mostly contains existing commercial and industrial land uses.

Land uses surrounding the Sydney Olympic Park metro station construction site include the following:

- North of the site is the former State Abattoirs and then the existing Olympic Park Station, beyond which are a number of major sporting and events facilities including ANZ Stadium and Sydney Showground
- East of the site are a number of commercial buildings, beyond which are newly completed mixed use high density buildings. Further east is Bicentennial Park, a key area of regional open space in Greater Sydney
- South of the site are a range of commercial uses, an educational facility and a number of sporting facilities, including the Sydney Olympic Park Tennis Centre and the Hockey Centre
- West of the site are visitor accommodation facilities, and the Sydney Olympic Park Aquatic and Athletic Centres.

Land uses within and surrounding the construction site are shown in Figure 14-6.

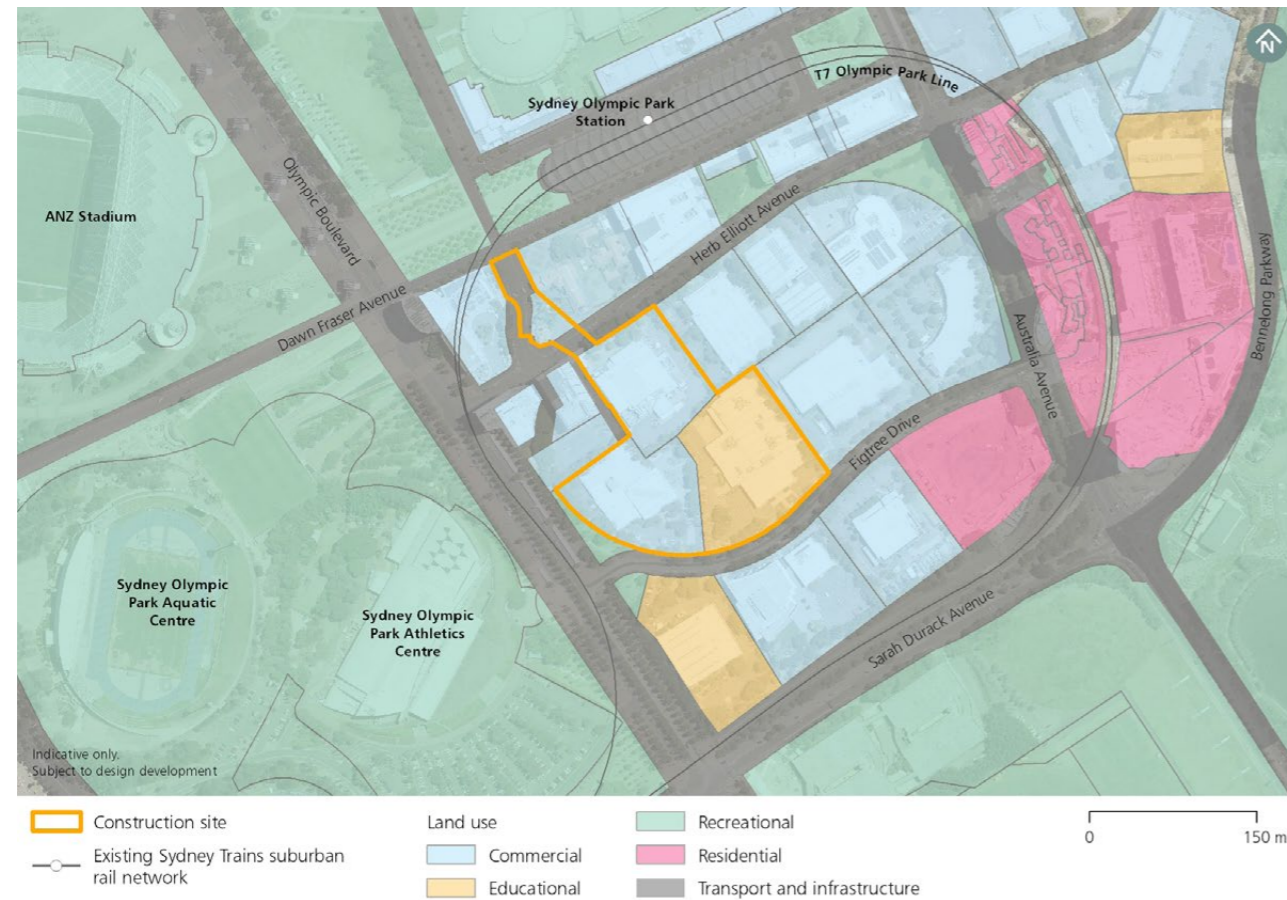


Figure 14-6: Olympic Park metro station construction site – Existing land use

14.10.2 Planning controls

Sydney Olympic Park is identified as a State significant precinct, with land use controls prescribed under *State Environmental Planning Policy (State Significant Precincts) 2005*. Land uses at Sydney Olympic Park include B4 Mixed Use, E2 Environmental Conservation, E3 Environmental Management, RE1 Public Recreation and SP2 Infrastructure.

The Sydney Olympic Park metro station site is entirely located within land zoned B4 Mixed Use.

14.10.3 Impact assessment

Direct property acquisition impacts

The acquisition requirements at the Sydney Olympic Park metro station construction site are provided in Table 14-6.

Table 14-6: Sydney Olympic Park metro station construction site – Property acquisition

Land use or property type	Zoning	Approximate area of acquisition (square metres)	No. of acquisitions	
			Total ¹	Partial ²
Public property				
Public road	B4 Mixed Use	1,200	1	0
Private property³				
Commercial premises	B4 Mixed Use	20,000	3	0
Total		21,200	4	0

Note 1: Property acquisition numbers reflect parent lots. Multiple strata titles may exist within parent lots.

Note 2: Number of partial acquisitions to be confirmed based on further consultation with property owners.

Note 3: All non-residential property in Sydney Olympic Park is owned by the NSW Government and is subject to long term lease arrangements.

Land use change impacts

As a result of Stage 1, there would be a change from commercial and educational land uses to a transport infrastructure construction site. This land use change would be moderate considering the surrounding commercial land use. Sydney Metro is working with Department of Planning, Industry and Environment to minimise this potential impact and ensure the ability to redevelop surrounding land consistent with the Master Plan 2030.

The location of the construction site is well separated from ANZ Stadium and other major sporting venues. The construction site would not affect the ability of Sydney Olympic Park to continue to host major sporting, entertainment and cultural events.

14.11 North Strathfield metro station

14.11.1 Land use context

The North Strathfield metro station construction site falls within the existing rail corridor and includes part of Queen Street and the landscaped area adjacent to the current station entrance.

Land uses surrounding the North Strathfield metro station construction sites include the following:

- North of the site are residential dwellings of various densities
- East of the site are residential dwellings and the commercial centre of North Strathfield, comprising properties which are used for commercial, retail, and business uses including a number of local restaurants
- South of the site is further residential development, including new higher density residential developments to the south-west. A small collection of businesses, including a childcare centre are located to the south-west
- To the west of the site, beyond the existing rail corridor is Our Lady of the Assumption Catholic Primary School and McDonald College. Beyond this is low density residential housing.

Land uses within and surrounding the North Strathfield metro station construction sites are shown in Figure 14-7.



Figure 14-7: North Strathfield metro station construction site- Existing land use

14.11.2 Planning controls

Planning controls in North Strathfield are contained within the Canada Bay Local Environmental Plan 2013 (Canada Bay LEP 2013). The Canada Bay LEP 2013 defines the land use zoning surrounding the North Strathfield metro station construction site as R2 Low Density Residential, R3 Medium Density Residential, B1 Neighbourhood Centre, B3 Commercial Core, B4 Mixed Use and SP2 Infrastructure (Railway).

The North Strathfield metro station construction site is located within land zoned SP2 Infrastructure (Railway). The construction site would also include a small part of Queen Street, which is zoned R3 Medium Density Residential and B1 Neighbourhood Centre.

14.11.3 Impact assessment

Direct property acquisition impacts

Other than the use of part of Queen Street, the North Strathfield metro station construction site is already in the ownership of the NSW Government for transport infrastructure purposes. As such, there is no private property acquisition for the site.

Land use change impacts

The site is already used for transport infrastructure purposes. As such, the land use would change from a partially vacant section of an existing rail corridor to a transport infrastructure construction site. The construction site is located immediately adjacent to the existing rail corridor and is compatible with this adjoining land use.

The construction site would require exclusive use of the western part of Queen Street, between Pomeroy Street and Wellbank Street, for construction site access and loading/unloading activities. This part of Queen Street would therefore not be available for car parking. Traffic impacts associated with the temporary use of part of Queen Street have been assessed in Chapter 10 (Transport and traffic – Stage 1).

14.12 Burwood North Station

14.12.1 Land use context

The area around the Burwood North Station construction site includes retail, commercial services, commercial and residential developments focussed on the north-south spine of Burwood Road, and the east-west spine of Parramatta Road. Health and education uses are also located in the broader area.

Burwood North Station construction works would involve two construction sites. The northern construction site would occupy part of the block bounded by Burwood Road, Parramatta Road, and Loftus Street. This includes mostly existing shops, residential apartments, a pub/hotel, a hostel, and part of Neichs Lane. The southern construction site would be located south of Parramatta Road, within the block bounded by Burwood Road, Parramatta Road, and Esther Street occupying space currently used for shops, commercial services and an educational facility.

Land uses surrounding the Burwood North Station construction sites include the following:

- North and north-west of the site are the residential areas of Concord. Immediately north of Burton Street is St Lukes Anglican Church. Further north across Gipps Street are a range of recreational and sporting facilities such as St Lukes Park and Cintra Park
- East of the site is Concord Oval
- South of the site along the southern side of Parramatta Road land use generally comprises retail, commercial services and commercial premises, including several motor vehicle related premises. South along Burwood Road is a continuation of the commercial and retail uses, often comprising mixed use developments with multi-storey residential buildings above. Further south is Burwood Park, Westfield Burwood and the existing Burwood Station
- South-west of the site is a mix of low density residential housing, and MLC School Burwood. Other the land uses south of the site include commercial and retail premises along Parramatta Road and low density residential dwellings
- West of the site is a mix of uses including residential apartments, student accommodation and retail uses.

Land uses within and surrounding the Burwood North Station construction sites are shown in Figure 14-8.



Figure 14-8: Burwood North Station construction site - Existing land use

14.12.2 Planning controls

Parramatta Road serves as the boundary between the local government areas of Burwood and Canada Bay.

To the north of Parramatta Road, planning controls are contained within the Canada Bay LEP 2013. The Canada Bay LEP 2013 provides for land uses to the north of Parramatta Road including B6 Enterprise Corridor, R2 Low Density Residential and R3 Medium Density Residential.

To the south of Parramatta Road, planning controls are in the Burwood Local Environmental Plan 2012 (Burwood LEP 2012). The Burwood LEP 2012 provides for land uses to the south of Parramatta Road at North Burwood including B6 Enterprise Corridor, B4 Mixed Use, R1 General Residential and R2 Low Density Residential.

The northern Burwood North Station construction site is located within the Canada Bay local government area on land zoned B6 Enterprise Corridor and R3 Medium Density Residential.

The southern Burwood North Station construction site is located within the Burwood local government area on land zoned B6 Enterprise Corridor.

14.12.3 Impact assessment

Direct property acquisition impacts

The acquisition requirements at the Burwood North Station construction site are provided in Table 14-7.

Table 14-7: Burwood North Station construction site – Property acquisition

Land use or property type	Zoning	Approximate area of acquisition (square metres)	No. of acquisitions	
			Total ¹	Partial ²
Public Property				
Council – public road	B6 Enterprise Corridor	340	0	1
Private Property				
Commercial and retail premises	B6 Enterprise Corridor	11,290	20	0
Residential (houses)	R3 Medium Density Residential	485	1	0
Residential (apartments)	R3 Medium Density Residential	2,380	3	0
Total		14,495	24	1

Note 1: Property acquisition numbers reflect parent lots. Multiple strata titles may exist within parent lots.

Note 2: Number of partial acquisitions to be confirmed based on further consultation with property owners.

Land use change impacts

As a result of Stage 1 there would be a change from commercial and residential land uses to transport infrastructure construction sites. This land use change would be minor, given the low density of existing development, and in the context of the existing scale and extent of retail, commercial and residential development in the surrounding area, especially along the Parramatta Road corridor.

14.13 Five Dock Station

14.13.1 Land use context

The Five Dock Station construction activities would take place across two sites within the Five Dock town centre. The western construction site comprises land currently occupied by retail and commercial services between Great North Road and East Street. The eastern construction site would be located on the corner of Waterview Street and Second Avenue. The current land use on this site involves low density residential dwelling houses and a small public car park.

Land uses surrounding the Five Dock Station construction sites include the following:

- North of the site is a continuation of the retail/mixed use spine of Great North Road. This includes a number of mixed use developments, residential apartments and St Albans church immediately north of the western construction site
- East of the site are residential dwellings of various densities. This includes a number of medium density dwellings with single dwelling houses. Five Dock Park is located about 300 metres to the east of the site and Doremy Catholic College is about 300 metres south-east of the site

- South of the site is a continuation of the Five Dock town centre which includes Fred Kelly Place and a continuation of the retail/mixed use spine along Great North Road and Ramsay Road. Residential apartment buildings, medium density dwellings and detached dwelling houses are located further to the south of the site
- West of the site is Five Dock Public School, the Five Dock Police Station, childcare services, health services, commercial premises and residential areas.

Land uses within and surrounding the Five Dock Station construction site are shown in Figure 14-9.



Figure 14-9: Five Dock Station – Existing land use

14.13.2 Planning controls

Planning controls in Five Dock are contained within the Canada Bay LEP 2013. The Canada Bay LEP 2013 defines the land use zoning at Five Dock including B4 Mixed Use, R2 Low Density Residential, R3 Medium Density Residential and B1 Neighbourhood Centre.

The Five Dock Station construction site is within land zoned B4 Mixed Use and RE1 Public Recreation. The RE1 zoned land is currently occupied by a local branch of Westpac Bank.

14.13.3 Impact assessment

Direct property acquisition impacts

The acquisition requirements at the Five Dock Station construction site are provided in Table 14-8.

Table 14-8: Five Dock Station construction site – Property acquisition

Land use or property type	Zoning	Approximate area of acquisition (square metres)	No. of acquisitions	
			Total ¹	Partial ²
Public property				
Car park	B4 Mixed Use	370	1	0
Private property⁰				
Retail and business premises	RE1 Public Recreation	680	1	0
Retail and business premises	B4 Mixed Use	3,450	10	0
Residential	B4 Mixed Use	1,780	5	0
Total		6,280	17	0

Note 1: Property acquisition numbers reflect parent lots. Multiple strata titles may exist within parent lots. Includes Lots within properties.

Note 2: Number of partial acquisitions to be confirmed based on further consultation with property owners.

Land use change impacts

As a result of Stage 1 there would be a change from commercial, retail and residential land uses to transport infrastructure construction sites. This change in land use would be minor in the broader context of the existing scale and extent of commercial, retail and residential development around the town centre and given the relatively small area of the construction sites.

14.14 The Bays Station

14.14.1 Land use context

The Bays Station construction site would be located at the head of White Bay, between Robert Street, Victoria Road and the Anzac Bridge and is partially used for port related activities.

Land uses surrounding The Bays Station construction site include:

- North of the site are a number of retail, commercial, and industrial and urban services uses along Robert Street. Beyond this is the residential areas of Rozelle and Balmain
- East of the site is White Bay, including the associated maritime uses within the Glebe Island and White Bay ports. This includes the Glebe Island cement and grain silos, and the multi-use berths at Glebe Island. The White Bay Cruise Terminal is located on the northern side of White Bay, to the north-east of the construction site
- South of the site is the intersection of the City West Link, Western Distributor and Victoria Road. Beyond this is an area of maritime uses along James Craig Road, and Rozelle Bay
- West of the site is the White Bay Power Station, which is currently unused. Further to the west, across Victoria Road are residential dwellings in Rozelle. The future Westconnex (Stage 3) Rozelle Interchange is located to the south-west of the site, immediately adjacent to the City West Link. This site will feature a public park, with road traffic infrastructure located beneath.

Land uses within and surrounding the construction site are shown in Figure 14-10.



Figure 14-10: The Bays Station – Existing land use

14.14.2 Planning controls

The Bays Precinct is currently subject to Sydney Regional Environmental Plan No. 26 – City West, which prescribes the land use zone of the site as being ‘port and employment’. The site is also subject to the White Bay and Glebe Island Masterplan (Sydney Ports, 2000), which informs development at White Bay and Glebe Island.

14.14.3 Impact assessment

Direct property acquisition impacts

The Bays Station construction site would be located on land currently owned by the NSW Government. The site is largely unused, except for the Port Access Road, and includes areas associated with port-related leases.

Land use change impacts

The land use change would comprise the introduction of a transport infrastructure construction site within the port area. As the land is generally unused, or used for temporary port-related activities, this land use change would be negligible.

14.15 Cumulative impacts

Potential cumulative impacts were considered for assessment based on the likely interactions of Stage 1 with other projects and plans that met the adopted screening criteria. The approach to assessment and the other projects considered are described further in Appendix G (Cumulative impacts assessment methodology – Stage 1). Cumulative land use impacts may result where the area around a Stage 1 construction site is already subject to land use change arising from other infrastructure projects, or from broader strategic planning processes. Stage 1 construction sites located within areas already subject to broader strategic planning led land use changes are:

- Westmead
- Parramatta
- Sydney Olympic Park
- Burwood North
- The Bays.

The cumulative land use changes occurring around these construction sites present an opportunity for future transit-oriented integrated station precincts and improved public domain outcomes, as discussed in Chapter 7 (Placemaking). Final public domain outcomes are subject to future stages of Sydney Metro West, and any development realising these opportunities would be subject to separate approval processes.

Westmead

The Greater Parramatta Interim Land Use and Infrastructure Implementation Plan (Department of Planning and Environment, 2017) identifies growth in employment uses in Westmead, in line with the continued growth of healthcare, education and research uses envisaged for the Westmead health and education precinct. This growth is expected to result in increased development activity and high density land uses throughout the Westmead town centre and around the existing Westmead Station. These cumulative changes in land use present an opportunity for a future transit-oriented integrated station precinct and improved public domain outcomes that are aligned with the evolution of the Westmead centre.

Parramatta

The Greater Parramatta Interim Land Use and Infrastructure Implementation Plan identifies significant residential and commercial growth commensurate with the role of Parramatta as the core of the Central River City. This growth is expected to result in increased development activity and high density land uses throughout the Parramatta CBD. These cumulative changes in land use present an opportunity for a future transit-oriented integrated station precinct and improved public domain outcomes that are aligned with the vision for a new Civic Link between Parramatta Square and Parramatta River to support the liveability, sustainability and productivity of the Parramatta CBD.

Sydney Olympic Park

The Sydney Olympic Park Master Plan 2030 (Sydney Olympic Park Authority, 2018) provides for the revitalisation of Sydney Olympic Park with a new town centre. These cumulative changes in land use present an opportunity for a future transit-oriented integrated station precinct and improved public domain outcomes that are aligned with the Master Plan 2030 vision.

Burwood North

The Parramatta Road Corridor Urban Transformation Strategy (Urban Growth NSW, 2016) identifies the area around the Burwood North construction sites as an area for mixed use urban renewal. This renewal is expected to result in increased development activity and high density land uses along the Parramatta Road corridor. These cumulative changes in land use present an opportunity for a future transit-oriented integrated station precinct and improved public domain outcomes that are aligned with the evolution of the area around Burwood North with a more diverse range of social services, businesses and/or recreational activities.

The Bays

The cumulative land use changes envisaged around the Bays Precinct present an opportunity for a future transit-oriented integrated station precinct and improved public domain outcomes that are aligned with the Bays Precinct Sydney Transformation Plan (Urban Growth NSW, 2015).

14.16 Mitigation and management

14.16.1 Approach to mitigation and management

Stage 1 property acquisitions would be managed in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991* and the land acquisition reforms described above in Section 14.5.1.

Impacts on adjacent land use arising from amenity related impacts such as noise, dust, visual and traffic would be managed in accordance with the Construction Environmental Management Framework, which includes environmental management procedures, and a communications and consultation strategy. More details of the Construction Environmental Management Framework are provided in Chapter 27 (Synthesis of the Environmental Impact Statement).

14.16.2 Mitigation measures

The mitigation measures that would be implemented to minimise potential impacts on land use and property are listed in Table 14-9.

Table 14-9: Mitigation measures – Property and land use Stage 1

Reference	Impact/issue	Mitigation measures	Applicable locations(s) ¹
LU1	Temporary use	Except where required for subsequent construction activities associated with future stages of the Concept, temporary use areas for construction purposes would be stabilised and appropriately rehabilitated as soon as feasible and reasonable following completion of construction. This would be carried out in consultation with the relevant landowner.	All

Note 1: WMS: Westmead metro station; PMS: Parramatta metro station; CSMF: Clyde stabling and maintenance facility; SSF: Silverwater services facility; SOPMS: Sydney Olympic Park metro station; NSMS: North Strathfield metro station; BNS: Burwood North Station; FDS: Five Dock Station; TBS: The Bays Station; Metro rail tunnels: Metro rail tunnels not related to other sites (e.g. tunnel boring machine works); PSR: Power supply routes.

14.16.3 Interactions between mitigation measures

Mitigation measures in other chapters that are relevant to the management of potential land use and property impacts include:

- Chapter 10 (Transport and traffic – Stage 1), specifically measures which address maintaining access to existing properties during construction
- Chapter 11 (Noise and vibration – Stage 1), specifically measures which address management of potential noise impacts and vibration during construction
- Chapter 15 (Landscape character and visual amenity – Stage 1), specifically measures which address the management of potential visual impacts during construction
- Chapter 16 (Business impacts – Stage 1), specifically measures which address business visibility and local amenity impacts during construction
- Chapter 17 (Social impacts – Stage 1), specifically measures to minimise social disruption during construction
- Chapter 23 (Air quality - Stage 1), specifically measures which address management of potential air quality impacts (including dust, other emissions and odour) during construction.

Together, these measures would minimise the potential land use and property impacts of Stage 1.

There are no mitigation measures identified in the assessment of other environmental aspects that are likely to affect the assessment of property and land use impacts.