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URBIS

SOCIAL IMPACT ASSESSMENT

8 - 10 Lee Street, Haymarket

Prepared for
VERTICAL FIRST PTY LTD
24 September 2020

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EXECUTIVE SUMMARY

Urbis has been commissioned by Vertical First Pty Ltd (the Applicant) to prepare this report in accordance with the technical requirements of the Secretary's Environmental Assessment Requirements (SEARs), for SSD-10405 for a commercial and hotel development above the Former Inwards Parcel Shed at 8 – 10 Lee Street, Haymarket.

Specifically, this SIA addresses the following SEARs:

SEARs	SIA report reference
8. Social Impacts The EIS shall include a social impact assessment, which: <ul style="list-style-type: none">identifies any social impacts and any concerns or aspirations people may have about how the proposal might affect their surroundings, way of life, health and wellbeing, or their access to and use of infrastructure, services, and facilities.considers social impacts (positive and negative) from the points of view of community stakeholders and how they expect to experience the proposal (i.e. using primary research and outcomes of engagement)investigates the extent to which any group in the community may disproportionately benefit or experience negative impacts.	Section 8 and 9

Assessing social impacts

An SIA is a specialist study undertaken to identify and analyse the potential positive and negative social impacts associated with a development proposal. Social impacts are those that impact on people's way of life, their culture, community, environment, health and wellbeing, personal and property rights, and their fears and aspirations.

The potential impacts of the proposal are assessed by comparing the consequence of the impact (minimal – extreme) against the likelihood of the impact occurring (rare to very likely). This risk assessment methodology has been used from the International Association for Impact Assessment (IAIA) and the Department of Planning, Industry and Environment (DPI&E) and is outlined below.

Limitations

The risk assessment methodology is a useful tool to assess impacts in a language that can be easily understood. However, this methodology does not reflect the lower level of impact typically associated with urban developments. The risk assessment matrix used by the IAIA and DPI&E is weighted towards a high to extreme rating. This is likely due to its use in high risk environments where the threat to human health is great, such as mining proposals.

For urban development proposals, the likelihood of an impact is typically very likely or almost certain. This results in an impact level that will always be moderate or higher. As such, it is difficult for any positive or negative impacts associated with this proposal to be assessed as a low level impact. Anyone utilising this SIA for the purposes of assessing the proposal should recognise these limitations and not take the assessed impact levels out of context.

			Consequence level				
			1	2	3	4	5
			Minimal	Minor	Moderate	Major	Extreme
Likelihood	A	Very likely	A1	A2	A3	A4	A5
	B	Likely	B1	B2	B3	B4	B5
	C	Possible	C1	C2	C3	C4	C5
	D	Unlikely	D1	D2	D3	D4	D5
	E	Rare	E1	E2	E3	E4	E5

Low		Moderate		High		Very high	
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Potential social impacts

Based on the assessment in this report, the key social impacts of this proposal are considered to be:

- **Increased employment opportunities:** the development of a new mixed-use commercial building on site will generate a very high positive impact by generating new employment opportunities in an area of identified need. The creation of 4,032 direct project jobs and 576 construction jobs is expected to positively impact people's lives, given the current economic environment as at mid 2020.
- **Alignment with community aspirations:** the proposal is expected to have a very high positive impact by achieving leading practice sustainability outcomes and contributing to the formation a new innovation precinct in the CBD, in line with community aspirations for the site.
- **Change in height and views:** Based on the above assessment, the Visual Impact Assessment (VIA) considers the proposal has an acceptable impact on the visual impact to surrounding areas and is therefore considered to have a low impact on the community. The VIA states that in most views the proposal blocks areas of sky only and will generally not block the views of heritage items. Based on the visual assessment, it is considered the community can adapt to this change and will have a low impact on the visual amenity character of the site.
- **Change in heritage character:** As discussed above, the HIS prepared by heritage specialists considers the heritage impacts from the proposal to be acceptable. The Heritage Setting View Analysis Report also considers the proposal to be well separated from key heritage items, including the Central Station Terminal and clock tower. The Heritage Setting View Analysis Report finds that the proposal does not dominate or block views to these items. Based on the HIS and visual assessment, it is likely the proposal will have a low impact on heritage character of the site and views to Central Station and that the community will adapt to the proposed tower development.
- **Activation and amenity:** the redevelopment of the site is expected to have a high positive impact on the local area by activating the site with more public uses and broadening activation and natural surveillance opportunities.
- **Access to services and facilities:** Based on the above assessment, the incoming worker population is not expected to create excessive demand on the surrounding facilities in the context of a CBD environment. The proposal will include new open spaces, internal gathering/lunch spaces, and retail and hospitality services which are expected to accommodate the needs of the incoming workers during the day.

Recommendations are provided below to help further manage and improve the potential impacts arising from the proposal. Based on this assessment and the recommendations provided, it is likely the proposal will

generate a positive impact to the community and the potential changes to character can be managed adequately by this proposal and are aligned with the broader strategic vision for the area.

Recommendations

The following recommendations are provided to further manage the potential impacts from the proposal:

- Consider creating an employment plan for the workforce associated with the construction phase and operation of the ground floor uses. This may include gender and inclusion targets, or partnerships with apprentices and students and nearby educational institutions.
- Consider providing affordable lease spaces across the commercial spaces dedicated to tech start-ups.
- Implementation of the recommendations provided within the Heritage Impact Statement to ensure that the heritage values of the place are appropriately managed.
- Continue to keep the engagement phone and email line open until determination of the SSD DA to allow people to stay informed and provide feedback on the final design outcomes.
- Consider a 'community open day' prior to building occupation to allow nearby neighbours to view the integration of the heritage items and narratives into the building.
- Consider longer trading hours for the proposed retail, food and drink premises to encourage greater night-time activation, in line with community feedback. Any night-time uses or licenses should have an appropriate plan of management to enable safe trading practices.
- Continue discussions with TfNSW to ensure all pedestrian access ways are aligned with the future vision and development of Central Station.
- Development of a Protective Design Strategy Report to inform state and TfNSW stakeholders of the proposed protective design considerations which will be incorporated within the proposal.
- Continue to liaise with TfNSW on opportunities to extend the new upper level public realm to the future Central Station Concourse, as planning for the latter continues.

1. INTRODUCTION

Urbis has been commissioned by Vertical First Pty Ltd (the Applicant) to prepare this report in accordance with the technical requirements of the Secretary's Environmental Assessment Requirements (SEARs), and in support of the SSD-10405 for a commercial and hotel development above the Former Inwards Parcel Shed at 8 – 10 Lee Street, Haymarket (the site). Specifically, this SIA addresses the following SEARs:

SEARs	SIA report reference
8. Social Impacts The EIS shall include a social impact assessment, which: <ul style="list-style-type: none">identifies any social impacts and any concerns or aspirations people may have about how the proposal might affect their surroundings, way of life, health and wellbeing, or their access to and use of infrastructure, services, and facilities.considers social impacts (positive and negative) from the points of view of community stakeholders and how they expect to experience the proposal (i.e. using primary research and outcomes of engagement)investigates the extent to which any group in the community may disproportionately benefit or experience negative impacts.	Section 8 and 9

1.1. DEFINING SOCIAL IMPACTS

An SIA is a specialist study undertaken to identify and analyse the potential positive and negative social impacts associated with a development proposal. It involves a detailed and independent study to outline social impacts, identify mitigation measures, and provide recommendations in accordance with professional standards and statutory obligations.

Social impacts are those that impact on people's way of life, their culture, community, environment, health and wellbeing, personal and property rights, and their fears and aspirations. In line with international best practice guidelines, social impacts can involve changes to people's:

- Health and wellbeing
- Economic livelihood
- Safety and security
- Community and belonging
- Environment and surrounds
- Fears and aspirations
- Social equity¹.

¹ Adapted from the International Association for Impact Assessment (IAIA)

1.2. METHODOLOGY

The following tasks were undertaken to prepare this SIA.

Table 1 Methodology

Background review	Impact scoping	Assessment and reporting
<ul style="list-style-type: none">▪ Review and mapping of surrounding land uses and site context▪ Review of relevant state and local policies to understand the potential implications of the proposal▪ Analysis of demographic data to understand the existing community	<ul style="list-style-type: none">▪ Review of site plans, and technical assessments.▪ Review of community consultation outcomes as part of the engagement for the planning proposal on site▪ Stakeholder identification and assessment	<ul style="list-style-type: none">▪ Assessment of significant impacts considering management measures▪ Provision of recommendations to enhance positive impacts and reduce negative impacts

1.3. URBIS QUALIFICATIONS

This SIA has been prepared by Urbis Community Planning, a team of specialist planners who assess the social outcomes and impacts of planning and development. Urbis Community Planning has prepared SIAs for various land uses and development types and are suitably qualified and experienced to prepare this SIA.

Urbis Community Planning have prepared SIAs for mixed use developments, commercial centres, schools, liquor and gaming and social housing.

2. ASSESSING SOCIAL IMPACTS

The assessment of social impacts can be approached in several ways. The IAIA highlights a risk assessment methodology, whereby the significance of potential impacts is assessed by comparing the consequence of an impact against the likelihood of the impact occurring. This approach is also used in the Department of Planning, Industry and Environment (DPIE) Social Impact Assessment Guidelines for State Significant mining, petroleum production and extractive industry development (2017).

This risk assessment methodology is outlined below and has been used in this SIA.

			Consequence level				
			1	2	3	4	5
			Minimal	Minor	Moderate	Major	Extreme
Likelihood	A	Very likely	A1	A2	A3	A4	A5
	B	Likely	B1	B2	B3	B4	B5
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	D	Unlikely	D1	D2	D3	D4	D5
	E	Rare	E1	E2	E3	E4	E5

Low		Moderate		High		Very high	
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Consequence level

The consequence level of impact considers:

- who is expected to be impacted, including the volume of people affected and the level of concern they feel about the matter
- when the potential impact will occur and the frequency of potential impacts
- the scale or degree of change from the existing condition as a result of the impact
- the extent to which people or an environment can adapt to or mitigate the impact².

Management measures

Social impacts are assessed before and after the implementation of management measures. Management measures are designed to reduce negative impacts and enhance positive impacts. These measures can take different forms and may be incorporated in the planning, construction or operational stage of the proposal.

Section 8 of this report assess potential impacts prior to management measures as part of the impact scoping phase. Impacts which are assessed as moderate or higher are considered significant and included for further assessment in Section 9. The significant impacts are assessed with any planned mitigation measures to determine the residual impact level.

² Adapted from the DPIE SIA Guidelines 2017

Limitations

The risk assessment methodology is a useful tool to assess impacts in a language that can be easily understood. However, this methodology does not reflect the lower level of impact typically associated with urban developments.

The risk assessment matrix used by the IAIA and DPIE is weighted towards a high to extreme rating. This is likely due to its use in high risk environments where the threat to human health is great, such as mining proposals.

For urban development proposals, the likelihood of an impact is typically very likely or almost certain. This results in an impact level that will always be moderate or higher.

As such, it is difficult for any positive or negative impacts associated with this proposal to be assessed as a low level impact. Anyone utilising this SIA for the purposes of assessing the proposal should recognise these limitations and not take the assessed impact levels out of context.

3. PROJECT OVERVIEW

3.1. PROJECT BACKGROUND

In February 2019, the NSW Government designated a formal Sydney Innovation and Technology Precinct (TechCentral) to the south of the CBD, surrounded by the suburbs of Redfern, Ultimo, Haymarket, Camperdown, Darlington, Surry Hills and Eveleigh. The site is part of this precinct.

Atlassian partnered early with the NSW Government to help deliver and shape the TechCentral Precinct and committed to a lease arrangement with Transport for NSW (TfNSW) for the site. As part of the proposal, Atlassian are seeking to deliver the first building within the TechCentral precinct.

Western Gateway Sub-precinct Planning Proposal

On 12 July 2019, the Minister for Planning and Public Spaces nominated the Central Precinct a State Significant Precinct (Central SSP). The Central SSP comprises approximately 24 hectares of land in and around Central Station. Within this nomination was the identification of a Western Gateway Sub-precinct which could be considered for early rezoning. The subject site is located within the Western Gateway Sub-precinct, as well as the broader Central SSP.

In October 2019, Transport for NSW (TfNSW) submitted a Planning Proposal to rezone two of the three 'blocks' within the Western Gateway Sub-precinct. The site is part of the rezoning proposal, known as Block A. On 13 August 2020, the Western Gateway Sub-precinct Planning Proposal was gazetted, which included the following amendments:

- Rezoned the SP2 land forming part of the B8 Metropolitan Central zone
- Amended the height control to RL200.2m
- Introduced a maximum floor area for the site of 77,000sqm GFA
- No additional overshadowing to Prince Alfred Park at any time of the year between 10am and 2pm.

Competitive Design Process

Following commencement of the Western Gateway Sub-precinct exhibition, a competitive design process was undertaken by the proponent, in accordance with requirements, to select the building design for the site. Five architectural schemes were submitted for consideration and assessment by the jury.

The design scheme prepared by ShoP and BVN was selected as the winner. Section 3.2 outlines the proposed design for the site.

3.2. PROJECT DESCRIPTION

The proposed SSDA will facilitate the development of a new mixed-use development comprising 'tourist and visitor accommodation' (in the form of a 'backpackers') and commercial office space within the tower form. Retail, lobby and food and drink premises at the Lower Ground level and Upper Ground level.

Atlassian Central at 8-10 Lee Street will be the new gateway development at Central Station which will anchor the new Technology Precinct proposed by the NSW Government. The new building will be purpose-built to accommodate the Atlassian Headquarters, a new TfNSW Pedestrian Link Zone, and the new Railway Square YHA backpacker's accommodation, in addition to commercial floorspace to support Tech Start-ups.

The new development is to be built over the existing heritage former Inwards Parcels Shed (the Parcels Shed) located on the western boundary of Central Station with the Adina hotel to the west. The works includes a 39-storey mixed-use tower with basement loading dock facilities and end of trip (EOT) facilities accessed off Lee Street, 2 storey lobby utilising the Parcels Shed building, lower ground and upper ground retail, YHA hostel and commercial tower with staff amenities to the mid-level and roof top areas and a pedestrian Link Zone works for TfNSW.

The building design has been conceived to support the delivery of a site plan designed to connect with future developments to both the south and east and integrate with a cohesive public realm for the broader Sydney community in accordance with NSW government strategic planning.

The tower design is a demonstration project for Atlassian, representing their commitment to environmental sustainability and contemporary workplace settings through tower form and construction systems along with a set of emblematic outdoor workplaces stacked in the tower form.

The existing Parcels Shed will be adaptively re-used in accordance with best practice heritage process and form the upper level of a 2-storey entry volume that connects visually with the 2 level Link Zone. Over the roof of the Parcels Shed, a new privately owned but publicly accessible landscaped area will be created as the first part of a new upper level public realm that may extend to connect to a future Central Station concourse or future Over Station Development.

The proposed mixed use tower directly adjoins a live rail environment to the east and public domain to the north, west and south. These works will consider these rail environments and have been designed to ensure that all TfNSW external development standards are achieved. This ensures there is no impact to the operation or safety of these TfNSW assets.

Interfaces from the overall site and especially the State works Link Zone have been designed in consultation with the adjoining stakeholders. These stakeholders include TfNSW to the north and south, Toga and the Adina Hotel operator to the west and the Dexu Fraser's site to the south. Connections via the Link Zone, through the basements, and off the proposed new Link Zone dive ramp will be designed to enable existing and future developments to function in both the day 1 scenario and end state when all developers have completed their works.

The overall project aspiration is to create a world class tech precinct with effective pedestrian links through the Atlassian site to the Central Station western forecourt to Central Walk west and adjoining stakeholder's sites.

4. SITE CONTEXT

4.1. DESCRIPTION OF THE SITE

The Site is known as 8-10 Lee Street, Haymarket. It is an irregular shaped allotment. The allotment has a small street frontage to Lee Street, however this frontage is limited to the width of the access handle.

The Site comprises multiple parcels of land which exist at various strata levels. All the lots are in the freehold ownership of Transport for NSW, with different leasing arrangements:

- Lot 116 in DP 1078271: YHA is currently the long-term leaseholder of the Site which covers the areas shown in blue below.
- Lot 117 in DP 1078271: This is currently in the ownership of TfNSW and the applicant is seeking the transfer of the leasehold on this land to provide for an optimised basement and servicing outcome for the Site.
- Lot 118 in DP 1078271: This is currently in the ownership of TfNSW and the applicant is seeking the transfer of the leasehold for part of the air-rights above part of this allotment to allow for an optimised building envelope for the project. The proposal also uses a part of Lot 118 in DP 1078271 within Ambulance Avenue for Day 1 bike access, secondary pedestrian access and fire service vehicle access.
- Lot 13 in DP 1062447: This is currently in the ownership of TfNSW but TOGA (who hold the lease for the Adina Hotel) have a long-term lease of this space in the lower ground area.

The Site has an area of approximately 3,764 sqm which includes 277 sqm of air rights that apply from RL40.

4.2. SITE AND SURROUNDING CONTEXT

The Site is directly adjacent to the Western Wing Extension of Central Station, and forms part of the 'Western Gateway Sub-precinct' of the Central Railway Station lands. It is situated between the existing CountryLink and Intercity railway platforms to the east and the Adina Hotel (former Parcel Post Office) to the west.

Existing vehicle access to the Site is via Lee Street, however the Lee Street frontage of the Site is only the width of the access handle.

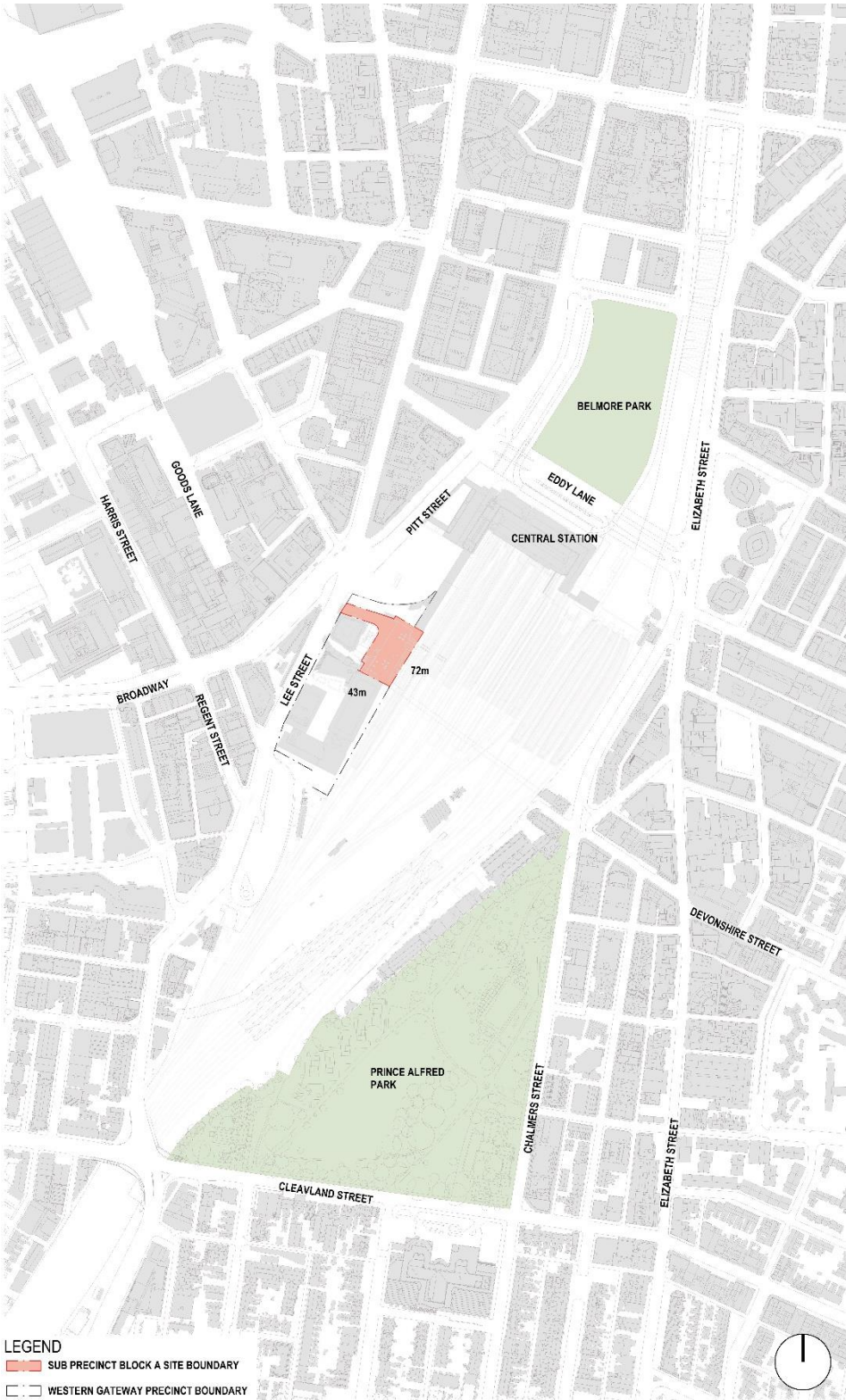
Current improvements on the Site include the Parcels Shed, which operated in association with the former Parcels Post Office (now the Adina Hotel). The Site is currently used as the Railway Square YHA. The Site also includes the western entryway to the Devonshire Street Pedestrian, which runs east-west through Central Station under the existing railway lines.

The Site is situated in one of the most well-connected locations in Sydney. It is directly adjacent to Central Station Railway which provides rail connections across metropolitan Sydney, as well as regional and interstate connections and a direct rail link to Sydney Airport. The Site is also within close proximity to several educational institutes and is a city fringe location which provides access to key support services.

Central Railway Station is currently undergoing rapid transformation to allow for integration of rail, metro and light rail transport infrastructure. This will elevate the role of Central Station not only for transport but also enhance opportunities for urban renewal and revitalisation of the surrounding precinct. This is one of the key drivers for the identification of the Central SSP and the Western Gateway Sub-precinct to accommodate a new innovation and technology precinct.

The proximity of the Western Gateway Sub-precinct to the city, while still being located outside the core Sydney CBD, provides opportunity for it to evolve to attract technology and innovation companies. It has access to all required services while being sufficiently separate to the CBD to establish a distinct technology industry ecosystem. Its CBD fringe location will provide affordable commercial rents which will support Startups and entrepreneurs which are a key component of an innovation precinct.

Figure 1 Site location and dimensions



Source: BVN / SHoP

4.3. SURROUNDING SOCIAL INFRASTRUCTURE

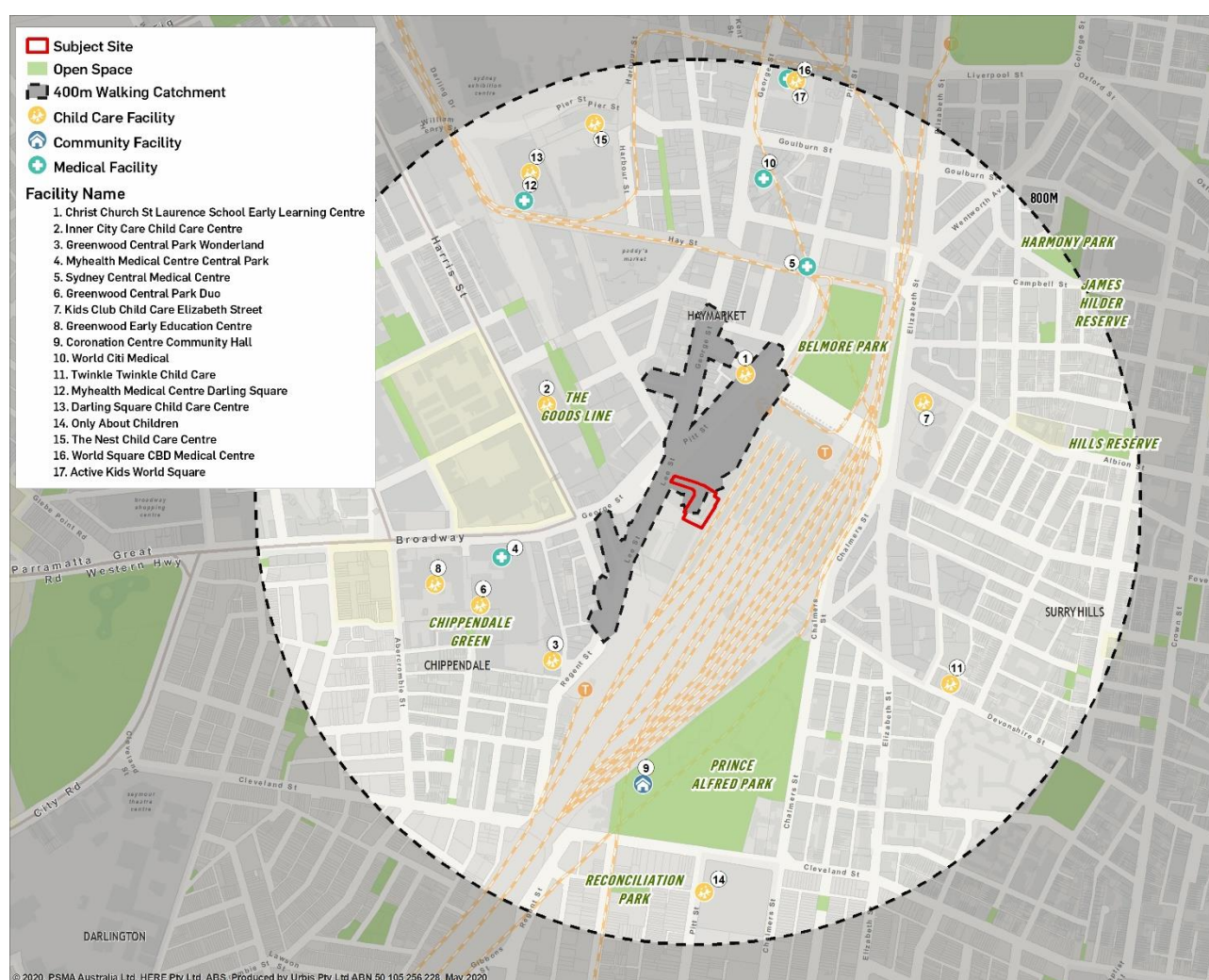
Figure 2 overleaf maps the existing social infrastructure within a five-minute (400m) and 15-minute walking distance (800m) of the site. Table 2 below summarises the facilities within this catchment area to help understand the existing level of provision and the potential impacts of the proposal.

Table 2 Social infrastructure review

Category	Findings
Open space and recreation	<p>For an inner-city location, the site generally has good access to larger open spaces, with Belmore Park (2.1 ha) and Prince Alfred Park (7.3 ha) located within 800m walking distance.</p> <p>Belmore Park is a key access route to Central Station and is used heavily by pedestrians. The park generally supports passive recreation uses, containing large landscaped areas and seats. Prince Alfred Park is one of Sydney's leading recreation facilities and is highly valued by the community. The park is heavily embellished and contains a range of facilities including an outdoor swimming pool, sports courts, exercise equipment, play equipment and park.</p> <p>Aside from these areas, there are limited open spaces around the site with a few key pocket parks at Henry Deane Plaza, The Goods Line and Chippendale Green. As part of the Central Precinct Strategic Vision, the NSW Government aims to increase the quality of open space in the area by:</p> <ul style="list-style-type: none"> ▪ Improving Belmore Park with better activation and greater opportunities for active and passive recreation ▪ Providing a variety of new open spaces at the rail yards (directly south of the site) including plazas, green spaces and high amenity pedestrian links ▪ Developing a new civic space at the western forecourt of Central Station (intersection of George, Pitt and Lee Streets), that is activated at all hours and promotes social interaction and inclusion.
Community facilities	<p>Coronation Centre Community Hall is the only community facility within 800m of the site. The hall is located at Prince Alfred Park and contains an open-plan room with a 40 person capacity and additional outdoor recreation facilities.</p> <p>The site is also relatively accessible to the new Darling Square Library, which is located approximately 850m away. There are also several community facilities which are within 1km of the site including the Ultimo and Surry Hills Community Centres and Libraries.</p>
Child care	<p>There is one child care facility within 400m of the site and 11 within 800m. Most of these facilities are located to the west of the rail line and are more readily accessible from the site.</p> <p>Council's Child Care Needs Analysis (2019) indicates that the LGA is generally meeting the expected demand for child care services. A small short-fall is predicted to 2036, however it's anticipated this gap will be met through the private market.</p>

Category	Findings
	In the Chinatown and CBD South Village Area (where the site is located) the area is expected to double in population by 2036. As the area currently has an oversupply of child care places (0 – 5 years), it's expected the area can meet the future demand generated by the future worker and resident populations and this oversupply will reduce.
Medical centres	<p>There are five general medical centres within a 15 minute walk (800m) of the site. All identified medical centres are located west of the rail line.</p> <p>Being in a CBD location, the site also benefits from the proximity of larger, regional health services. This includes the Royal Prince Alfred Hospital, St Vincent's Hospital and the Sydney Dental Hospital, all of which are within 2.5km of the site and readily accessible.</p>

Figure 2 Social infrastructure review



Source: Urbis

5. POLICY CONTEXT

A review of relevant state and local policies was undertaken to understand the strategic context of the proposal and any potential impacts. The complete policy review is contained in Appendix A.

A summary of the key findings from the policy review, as it relates to the proposal, are outlined below:

Table 3 Policy review and impact scoping

Key theme	Summary of findings
Shortage of commercial floor space to support employment growth	<p>Sydney CBD is Australia's leading global economy and business capital. At a local level, the CBD plays an integral role in supporting employment opportunities, containing approximately 22% of all jobs in Greater Sydney. By 2036, it is expected there will be an additional 200,000 workers in the city.</p> <p>As a metropolitan centre, the Greater Sydney Commission's Eastern City District Plan notes employment growth is the underlying economic goal for Sydney. However, the CBD currently has insufficient floorspace to accommodate the projected growth in workers. Planning constraints and limited land availability have also restricted the supply of premium and A-grade office space.</p> <p>Due to this, there is expected to be a continued demand for increased commercial floorspace within connected, vibrant and high-amenity precincts. To help meet this demand, there is a need for planning controls in Sydney CBD to support commercial developments and to continue to prioritise opportunities which enable growth and employment creation.</p>
Need for integrated and connected cities	<p>As the population grows, new jobs must be integrated with local services and public transport to create more liveable and walkable cities. Metropolitan centres provide a key opportunity to increase commercial space and economic activity in highly connected areas.</p> <p>Sydney is identified as a metropolitan centre (as part of the Harbour CBD) in the Eastern City District Plan. The recent investment in expanding the city's public transport network, including the redevelopment of Central Station, provides a key opportunity to increase employment opportunities in well connected areas. This will be critical in achieving the Greater Sydney Commission's vision for a 30-minute city.</p> <p>The inclusion of end of trip facilities in city businesses will be important in supporting this vision. Council's Community Strategic Plan also notes the city's community of workers and residents will need access to high quality facilities and social infrastructure to ensure their needs and liveability outcomes are supported.</p>
Supporting environmentally sustainable developments	<p>Council's Community Strategic Plan establishes a 2030 vision for Sydney to be "green, global and connected". As a global city, the city aims to be a leading environmental performer with targets to reduce greenhouse gas emissions and create more sustainable places.</p> <p>The design of buildings and places in the city will be critical to the success of this goal. Council's Draft Local Strategic Planning Statement (LSPS) aims to develop buildings and places that will use net zero energy by 2050, use water</p>

Key theme	Summary of findings
	<p>more efficiently and help reduce waste. New and redeveloped buildings will therefore be required to operate with high environmental performance.</p>
<p>Developing innovative business clusters</p>	<p>As part of the continued growth of the economy, the NSW Government has developed the Sydney Innovation and Technology Precinct (TechCentral). The site is part of this precinct.</p> <p>The development of this precinct is part of a targeted aim to grow knowledge intensive business clusters with innovation, technology and creative industries in the CBD. Innovation precincts rely on high levels of amenity and walkability, and good transport connections to spur the rapid exchange of ideas and networks. The site is considered suitable to deliver on this vision.</p> <p>The Eastern City District Plan also notes successful digital innovation clusters and start-ups rely on physical location and generally require event spaces and affordable and scalable office spaces. Council's Draft LSPS aims to support the presence of start-ups and emerging businesses by ensuring these industries can access appropriate and affordable space, and are supported by a built environment which encourages connections between people.</p>
<p>Creating lively places and protecting distinctive heritage neighbourhoods</p>	<p>Sydney has a rich history and cultural heritage. It is home to many diverse neighbourhoods and iconic places, attracting thousands of visitors each year. As the city grows, there is a need to protect and enhance the city's character in line with community values and strategic directions.</p> <p>To support this, Council's Draft LSPS and CSP establishes key actions around urban development and renewal to help guide the continual development of lively, engaging and great places within the city. These actions include:</p> <ul style="list-style-type: none"> ▪ Using the urban environment as a platform for creativity, innovation, cultural expression and participation ▪ Protecting the character of distinctive heritage neighbourhoods and iconic places ▪ Delivering design excellence and high amenity in the built environment.

6. SOCIAL BASELINE

A social baseline identifies the demographic and social characteristics of the existing community. It is an important tool in understanding how a community currently lives and that community's potential capacity to adapt to changes arising from a proposal.

6.1. COMMUNITY PROFILE

A community profile has been developed for Haymarket based on demographic data from Profile id and Forecast id. Profile id organises census data into 'small areas' by aggregating Statistical Area 1 units. The Haymarket small area has been used in this profile.

Haymarket has a relatively small population compared to its surrounding suburbs, with a population of 8,726 in 2018. Key characteristics of this population include:



High proportion of young adults

The median age in Haymarket (27 years) is considerably lower than the Sydney LGA (32 years), with half of the suburb's residents aged 20 – 29 years.



Culturally and linguistically diverse

Most of the population were born overseas (77%) and speak a language other than English at home (73%). This is considerably higher than in the LGA (48% and 36% respectively).



Regular public and active transport use

Most of the Haymarket population take public transport (44%) or walk (37%) to work.



High density living

The majority of dwellings (94%) are high and medium density housing.



Higher rates of unemployment

The unemployment rate in Haymarket (9.7%) is higher than both the LGA and Greater Sydney (6.0%). Of those employed, most work in accommodation and food services (37%).



More economically disadvantaged

Haymarket is moderately disadvantaged, residing in the 60th percentile for socio-economic advantage. Most Sydney suburbs are in the top 10th percentile. The suburb also has a lower median household income (\$1,441) compared to the LGA (\$1,915).



Strong population growth

Projections indicate the LGA's population will increase by 44% by 2036.



Retain a young population into the future

The area around Haymarket and Chinatown will experience growth across all age groups, but most of the population will still be aged 20 – 29 years.

6.2. CRIME AND SAFETY

Crime data from the Bureau of Crime Statistics and Research (BOCSAR) indicates Haymarket generally has a higher rate of crime compared to the LGA and NSW averages. In the past year, (December 2018 – December 2019) the suburb had higher rates of crimes (per 100,000 population) in the following crime types:

- Non-domestic assault (3,739.2 in Haymarket; 1,334.1 in Sydney LGA)
- Steal from person (1,680.3 in Haymarket; 385.0 in Sydney LGA)
- Malicious damage to property (1,774.9 in Haymarket; 1,047.3 in Sydney LGA)
- Trespass (485.1 in Haymarket; 297.6)
- Break and enter non-dwelling (414.2 in Haymarket; 199.0 in Sydney LGA).

Inner city locations, like Haymarket, typically have higher rates of crime as the area is more heavily populated with workers and visitors and operates for longer hours compared to its suburban counterparts. Train stations are also significant crime hotspots due to the volume of people (both residents and visitors) passing through the area at all times of the week.

The crime profile indicates that the suburb is likely to be more susceptible to opportunistic crimes due to its position within the CBD environment and high volume of visitors. This environment should be considered in any future planning within the area.

7. CONSULTATION

7.1. PREVIOUS CONSULTATION OUTCOMES

Central SSP Consultation overview

The NSW Department of Planning, Industry and Environment (DPIE) publicly exhibited the draft strategic vision for the Central State Significant Precinct (SSP) and the Western Gateway Rezoning Proposal (where the site is located) for six weeks between 17 October and 27 November 2019.

During this time, community members, non-government organisations and government agencies were invited to comment and provide feedback on the proposed rezoning and Central SSP vision. All consultation outcomes were documented in the Central SSP Submission Summary Report (February 2020).

As part of the exhibition package for the Western Gateway Rezoning Proposal, the community had access to several technical documents for the Atlassian site including:

- Planning Statement Report – which provided details of the proposed land use mix, anchor tenant, GFA allocation, building height, proposed setbacks and built form principles
- Planning Proposal Design Report
- Heritage Impact Statement
- View, Solar and Wind Analysis
- Transport Assessment.

This SIA reviewed the Central SSP Submissions Summary Report to help understand the views of the community and how they may expect to experience the proposal. A summary of the key consultation outcomes, as it relates to the proposal, is provided below.

Central SSP Submissions Summary Report

A total of 28 submissions were received in response to the Western Gateway Rezoning Proposal. This included:

- 16 submissions from community members
- eight submissions from non-government organisations
- three submissions from government agencies
- one submission from the City of Sydney Council.

Of these, six objected to the proposal and 22 were in support or neutral.

Submission responses are free text. They provide an opportunity for the public to provide feedback on the proposal in their own words. DPIE reviewed all submissions received and provided an analysis of the key feedback, based on the frequency of comments which appeared across separate submissions. This is represented as a percentage in the analysis below.

A review of the community submissions (excluding public agencies) identified the following key issues raised across the submissions:

- The provision of public space in the Western Gateway sub-precinct (33% of submissions received) and introduction of additional or upgraded western access to Central Station were viewed as significant benefits of the proposal (11% of submissions received).
- The proposed land uses considered for the precinct including the technology ecosystem, commercial floorspace and proposed retail and entertainment/nightlife active uses were generally supported (19% of submissions received).
- There was some concern that the density and height proposed would create negative impacts (14% of submissions received).

- It was thought that high sustainability targets should be included to address the increased energy and emissions the proposed density will introduce (14% of submissions received).
- It was also thought that the proposed planning framework and development of the Western Gateway should not overshadow Prince Alfred Park (7% of submissions received).
- There was concern expressed in some submissions that the proposed development may not appropriately respond to the heritage significance of Central Station and surrounds (5% of submissions received). In particular, submissions noted the concern that the proposed development may detract from the prominence and character of the sandstone clock tower and the rail yards.

Other key community feedback included:

- Having tech companies as major tenants is supported and could create a Silicon Valle style tech precinct in Sydney
- The proposal should encourage retail and hospitality venues with character and licences that allow trading into the night
- Concern that the increases in height are excessive and will increase canyoning, sky-exposure and visual impacts
- Support for more trees and greening in the precinct
- The proposal should include and prioritise active transport, including walking and cycling and minimise access for cars
- Safe, easy movement should be maintained for all, including people with specific mobility requirements
- Concern that the proposed development would contribute to the negative wind impacts in an already wind-affected part of Sydney.

7.2. SSD CONSULTATION

As part of the SSD process, Urbis Engagement were engaged to undertake consultation with the local community in accordance with SEARs. The purpose of the consultation was to provide accurate information about the SSDA and provide an opportunity for the community to give feedback on the proposal.

The following consultation activities were undertaken as part of this process:

- Establishment of a project website to provide information about the proposal, the planning process, contact information and frequently asked questions.
- Distribution of a project factsheet to approximately 600 businesses and residential neighbours located in the catchment area.
- Operation of a dedicated 1800 phone number and email.

A copy of consultation outcomes is contained in the Urbis Engagement Outcomes Report (2020). Overall feedback about the proposal was neutral. Residents and business near neighbours provided minimal feedback as a result of the factsheet and, at the time of writing, only one enquiry was received through the phone line/email address.

Of the feedback received, key areas of feedback included:

- Concern there is insufficient need for more office and retail space in the CBD.
- Concern the proposal is too tall and bulky for the area.
- Concern the proposal impacts on solar access for residential apartments on Chalmers Street, particularly during Winter afternoon.
- Impact on views and 'dwarfing' Central Station and other historical buildings nearby.
- Enquiry about the relationships of this proposal with the close of submissions for the Central Station Western Precinct Zoning Proposal.

8. IMPACT SCOPING

A proposal may cause a range of direct and indirect social impacts which can have a positive, negative or neutral impact on the existing environment and community. A SIA should assess the impacts which are considered to have the most significant impacts on the community and identified stakeholder groups.

The following section outlines the impact scoping considerations which were used to inform the determination of significant social impacts. The assessment process used to determine each impact level is described in Section 2.

8.1. IMPACTED COMMUNITIES

Based on the local context and community profile, the following individuals and communities are likely to be impacted by the proposal:

- Haymarket residents
- Incoming workers
- Greater Sydney community, particularly job seekers across the innovation, knowledge and construction sectors
- Residences on George Street and Devonshire Street
- Sydney CBD community
- Users of Prince Alfred Park
- Visitors to Central Station.

8.2. PRELIMINARY ASSESSMENT

Table 4 outlines the social impacts which were considered as part of this SIA. These social impacts have been informed by the contextual information presented in Section 2 to Section 7 of this report.

The social impacts in Table 4 were assessed against the SIA criteria contained in Section 2, without considering management measures.

Any impacts which were assessed as having a moderate or higher impact are considered significant and included for further assessment in Section 9. Social impacts which were assessed as having a low or neutral impact are described below and are not included for further assessment.

Table 4 Impact scoping

Potential impacts	Potentially impacted communities	Preliminary assessment
Neutral to low impacts: not included for further assessment		
Traffic generation from the proposal	Sydney LGA community	<p>The proposal will not provide on-site carparking for incoming tenants or visitors.</p> <p>The site is in a highly accessible and convenient location next to Central Station. Based on the Draft Transport Impact Assessment (August 2020) (TIA) prepared by JMT Consulting, it is expected that 95% of incoming users will use public transport or walk/cycle to the site. The planned upgrades around Central Station are expected to further improve this access and, along with the proposed end of trip</p>

Potential impacts	Potentially impacted communities	Preliminary assessment
		<p>facilities, are considered adequate to facilitate this access.</p> <p>In addition to public transport users, the TIA anticipates the proposal may generate up to 84 trips during the AM peak hour. These trips would be dispersed across neighbouring carparks and would not adversely impact on the road network. Traffic modelling also indicates that with the expected vehicle movements to the site, the Lee Street intersection would still perform at a satisfactory level of service.</p> <p>As the TIA considers the traffic impacts arising from the proposal are minimal and users can be accommodated by public transport and active transport, the traffic generated from the proposal is considered to have a low to neutral impact on the community.</p>
Impact of proposal to the wind environment around the site	Sydney LGA community	<p>Consultation undertaken for the Central SSP and Western Gateway Sub-precinct Planning Proposal indicated there were concerns the proposal would contribute to negative wind impacts around the site.</p> <p>A Pedestrian Wind Environment Study (September 2020) was prepared by WINDTECH Consultants Pty Ltd to understand the likely impact of the proposal at critical outdoor areas around the site. The study considers the planning envelope provides an acceptable wind outcome for the publicly accessible areas on the upper and lower ground, as well as other public domain areas adjacent to the site.</p> <p>The study also undertook wind tunnelling modelling which indicated that wind conditions for most trafficable outdoor locations around the development will experience strong winds which exceed the relevant criteria for comfort and/or safety. However, with the implementation of the study's identified management measures, it's expected these wind impacts can be mitigated and meet relevant standards.</p> <p>As the Pedestrian Wind Environment Study considers the wind effects can be mitigated and managed, the impact of the proposal on the wind environment is expected to have a low to neutral impact on the community.</p>

Potential impacts	Potentially impacted communities	Preliminary assessment
Moderate to very high impacts: significant impacts, assessed further in Section 9		
Increased employment opportunities	Haymarket residents Sydney CBD community Greater Sydney community	<p>Sydney CBD is key employment generator for Greater Sydney and requires increased commercial floor spaces and business investment. The proposal will increase the available floor space and job opportunities for the CBD and is likely to have a significant positive impact.</p> <p>This impact has been included for further assessment in Section 9.</p>
Alignment with community aspirations	Sydney CBD community	<p>The proposal will redevelop the site into a technology precinct with positive sustainability outcomes, in line with the community aspirations and strategic vision for the site and for the City more broadly.</p> <p>This impact has been included for further assessment in Section 9.</p>
Change in height and views	Sydney LGA community Users of Prince Alfred Park	<p>The proposal will introduce a new 38-storey building on site. The proposed height increase is consistent with the proposed planning controls for the site but will represent a visual change the area, with a community members concerned about height.</p> <p>This impact has been included for further assessment in Section 9.</p>
Change in heritage character	Sydney CBD community Visitors to Central Station	<p>The site has listed heritage items and forms part of broader heritage landscape, which includes Central Station. The redevelopment of the site has been undertaken in accordance with heritage guidelines, however there is concern the proposal will detract from the heritage significance of the broader Central Station.</p> <p>This impact has been included for further assessment in Section 9.</p>
Activation and amenity	Sydney CBD community Visitors to Central Station	<p>The proposal will redevelop the site with new ground floor uses, offering new opportunities to contribute to the broader activation and amenity of the area.</p> <p>This impact has been included for further assessment in Section 9.</p>
Access to facilities and services	Incoming workers Sydney CBD community	<p>The proposal will introduce a new worker population in highly connected location. All residents, workers and visitors should have access to high quality social infrastructure facilities and services. The proposal</p>

Potential impacts	Potentially impacted communities	Preliminary assessment
		<p>will include some key facilities on site which will likely accommodate these needs.</p> <p>This impact has been included for further assessment in Section 9.</p>

9. ASSESSMENT OF SIGNIFICANT IMPACTS

The following section provides a detailed assessment of the significant social impacts to the proposal, as identified in Table 4. The significant impacts are assessed with any planned mitigation measures to determine the residual impact level. The assessment process used to determine each impact level (low to very high) is described in Section 2.

9.1. INCREASED EMPLOYMENT OPPORTUNITIES

Description of impact	Impacted groups
Increase in employment outcomes and opportunities on site.	<ul style="list-style-type: none"> ▪ Haymarket residents ▪ Sydney CBD community ▪ Greater Sydney community
Current environment	
<p>Sydney CBD is Australia's leading economic and employment capital, containing approximately 22% of all jobs in Greater Sydney. As a metropolitan centre, the Eastern City District Plan notes employment growth is the underlying economic goal for Sydney.</p> <p>By 2036, the Sydney CBD is expected to support an additional 200,000 workers. This growth is targeted primarily at increasing the knowledge, innovation, technology and creative industries within the CBD. Evidence indicates the city currently lacks the necessary floorspace and business investments needed to support this projected growth. There is a need to prioritise planning developments which enable employment growth and commercial development in order to achieve this.</p> <p>Currently, the site is occupied by the YHA which has approximately 25 staff. Demographic data indicates Haymarket has lower employment outcomes compared to the surrounding area, with a higher unemployment rate (9.7%) compared to Sydney LGA (6%) and Greater Sydney (6%). Of those employed in Haymarket, the most common employment sector is accommodation and food services (37%).</p>	
Impact of the proposal	
<p>The proposal will provide approximately 4,032 jobs on site, a significant contribution to increasing employment opportunities across Greater Sydney and meeting the projected job targets for the CBD. This represents a 4,007 job uplift compared to the current site use. The proposal will provide these new jobs in a highly accessible location, being next to the major transport interchange in NSW, and within easy walking distance to retail centres and open space areas.</p> <p>Most of the projected jobs (3,860) will be associated with the office space, supporting the goals of the city to increase knowledge-based industries. The remaining jobs will be split across retail (89) and the YHA (83), helping to retaining the current jobs on site and reflecting the preferred industries of the existing local community. The Economic Impact Assessment (September 2019) prepared by Urbis also expects the proposal will generate 576 jobs throughout construction.</p> <p>In addition to the creation of direct project jobs, the proposal is expected to further drive employment opportunities through indirect jobs. The Economic Impact Assessment states innovation sectors create a multiplier effect, with studies suggesting for every new high technology job an additional five local jobs are created. Based on REMPLAN forecasting, the Economic Impact Assessment expects the proposal will contribute to 2,804 new indirect jobs.</p>	

Management measures	SIA recommendations
<ul style="list-style-type: none"> Commitment by Atlassian to hire balanced teams across the organisation. This includes the use of a bias-resistance performance reviews and audits to ensure equity in regards gender, race, working from home and other inclusion standards. 	<ul style="list-style-type: none"> Consider creating an employment plan for the workforce associated with the construction phase and operation of the ground floor uses. This may include gender and inclusion targets, or partnerships with apprentices and students and nearby educational institutions.
Residual impact (considering management measures)	
Likelihood: Very likely	Consequence: Major
<p>Based on the above assessment, it is expected the development of a new mixed-use commercial building on site will generate a very high positive impact by generating new employment opportunities in an area of identified need. The creation of 4,032 direct project jobs and 576 construction jobs is expected to positively impact people's lives, given the current economic environment as at mid 2020.</p>	

9.2. ALIGNMENT WITH COMMUNITY ASPIRATIONS

Description of impact	Impacted groups
Design of the proposal in line with key community aspirations for sustainable built form and the establishment of an innovation precinct.	<ul style="list-style-type: none"> Sydney CBD community
Current environment	
<p>Council's Community Strategic Plan – Sustainable Sydney 2030 identifies the community's main priorities and aspirations for the future. By 2030, the city has a vision to be "green, global and connected". Achieving and leading environmentally sustainable outcomes, both at the community level and across the urban environment, is a central component of this vision. To help achieve this, Council aims to use water more efficiently, reduce waste and develop buildings and places that will be net zero energy by 2050.</p> <p>Consultation on the Central SSP Vision and Western Gateway Sub-precinct Planning Proposal indicates the community highly values sustainable outcomes for the site. Many of the community felt high sustainability targets should be included on site to address the expected increases in energy and emissions the proposed density will introduce.</p> <p>As part of becoming a global city, Council also aims to grow innovation and technology precincts to further advance Sydney's economy and global presence. Consultation outcomes indicate the community supported the proposed commercial uses on site and the establishment of high tech companies, with some noting that it could create a 'Silicon Valley' style tech precinct.</p>	
Impact of the proposal	
<p>The proposal will introduce a new high-rise building which will demonstrate a leading approach to sustainable design. Aligned with the community aspirations of the LGA, Atlassian has committed to accelerate change towards zero carbon and renewal energy as part of the re100 program.</p> <p>The proposal has committed to a sustainability vision for the building. This vision shaped the design excellence criteria for the site and the proposal includes low carbon construction, high comfort and low energy demand throughout the building lifecycle. The final design for the proposal champions this vision</p>	

and has integrated several key sustainable design measures including the use of cross-laminated timber, vegetation-assisted air quality regulation and natural ventilation to create significant reductions in energy use and carbon emissions. Part of the buildings operating energy use will also be offset by power generated via the angle-adjustable PV louvres into the outer façade.

In addition to sustainability measures, the development of the proposal directly aligns with the government vision and community aspirations to create a new innovation and technology precinct in the CBD. Atlassian is an Australian owned software enterprise and is globally recognised as a leader in technology and innovation. The proposal will allow for the development of approximately 33 commercial office floors, which are intended to be solely occupied by Atlassian and tech start-up companies.

Management measures	SIA recommendations
<ul style="list-style-type: none"> ▪ Development of a key principles and standards around comfort, climate, energy and sustainability outcomes by TransSolar as part of the design excellence competition to ensure the final design incorporates leading practice sustainability measures. ▪ Incorporation of various sustainable design measures within the building design to create significant reductions in energy use and carbon emissions. ▪ Commitment of Atlassian as a re100 company to help accelerate change towards zero carbon and renewal energy, in line with Council aspirations. ▪ Intended use of the building for both Atlassian offices and tech start-up companies to support emerging businesses and contribute to the broader success of the innovation precinct. 	<ul style="list-style-type: none"> ▪ Consider providing affordable lease spaces across the commercial spaces dedicated to tech start-ups.
Residual impact (considering management measures)	
Likelihood: Very likely	Consequence: Major
Based on the above assessment, the proposal is expected to have a very high positive impact by achieving leading practice sustainability outcomes and contributing to the formation a new innovation precinct in the CBD, in line with community aspirations for the site.	

9.3. CHANGE IN HEIGHT AND VIEWS

Description of impact	Impacted groups
Potential change to height and views in the Central Station area	<ul style="list-style-type: none"> ▪ Sydney LGA community ▪ Users of Prince Alfred Park
Current environment	
<p>The site is located at the southern boundary of the Sydney CBD, adjacent to Central Station. It is currently occupied by a one-storey building and is next to the six-storey Adina Hotel.</p> <p>Taller buildings are a key characteristic of the CBD location beyond the immediate site area. Building heights generally increase opposite the site along George Street and Broadway, with One Central Park (approximately 117 metres) and UTS Tower Building 1 (approximately 120 metres) being key tall buildings in this area.</p> <p>Over the next 10 years, the Central Precinct is planned to experience significant development. This will be part of the NSW Government's vision to transform Central Precinct into a world-class transport interchange with innovative businesses and public spaces. As outlined in Section 3.1, the site forms part of the Western Gateway Sub-precinct. In August 2020, the Western Gateway Sub-precinct Planning Proposal was gazetted to amend the existing maximum building height to 200.2 metres.</p>	
Impact of the proposal	
<p>The proposal will introduce a new 39 storey mixed-use tower (approximately 180 metres – RL 200.2m) into the area. While this is aligned with the approved planning controls, it will represent a considerably higher built form for the site. Community consultation on the SSD indicates there was a concern that the proposal is too tall and bulky for the area.</p> <p>New heights are often contested due to the changes they represent to the skyline and the potential impacts on amenity and services. Concerns around height can be ameliorated by ensuring height is situated in appropriate locations, bulk appearances are reduced and community benefits are increased.</p> <p>Being located next to Central rail line, many of the potential overshadowing impacts to habitable neighbouring properties have been reduced. Solar analysis drawings indicate that shadows in mid-winter at 12pm will be confined to the rail line, with some overspill to buildings in Surry Hills at 3pm. Solar access to Prince Alfred Park will also be protected with no overshadowing by the proposal.</p> <p>A Visual Impact Assessment (VIA) (September 2020) was also prepared to assess the potential view loss impacts to surrounding buildings as well as any potential impacts to heritage items. The VIA considers that, in most views, the proposed built form blocks areas of open sky only and will not block views of any heritage items, with the exception of one viewpoint to Prince Alfred Park. While the Central Station clock tower will be obscured from this viewpoint, this is considered in the VIA to be of low visual significance due to its distance and the fact that no scenic views within the park are impacted by the proposal. The VIA considered that the proposal is unlikely to cause significant negative change to the character of any existing views.</p>	
Management measures	SIA recommendations
<ul style="list-style-type: none"> ▪ Undertaking of an extensive design excellence competition process to achieve the most 	<ul style="list-style-type: none"> ▪ None

<p>informed and sensitive building design which responds to the character of the area.</p> <ul style="list-style-type: none"> ▪ Location of the proposal next to a railway corridor, minimising the scale of potential overshadowing impacts on habitable buildings and spaces. ▪ Design and location of the building to protect solar access to Prince Alfred Park. 	
Residual impact (considering management measures)	
Likelihood: Likely – Possible	Consequence: Minimal
<p>Based on the above assessment, the Visual Impact Assessment (VIA) considers the proposal has an acceptable impact on the visual impact to surrounding areas and is therefore considered to have a low impact on the community.</p> <p>The VIA states that in most views the proposal blocks areas of sky only and will generally not block the views of heritage items. Based on the visual assessment, it is considered the community can adapt to this change and will have a low impact on the visual amenity character of the site.</p>	

9.4. CHANGE IN HERITAGE CHARACTER

Description of impact	Impacted groups
Potential change to the heritage character of the site and views to key heritage items	<ul style="list-style-type: none"> ▪ Sydney CBD community ▪ Visitors to Central Station
Current environment	
<p>The site has a rich history and contains two heritage listed items – the former Inwards Parcel Shed building and the adjoining retaining wall on Ambulance Avenue. The Inwards Parcel Shed building was extensively altered for the YHA and aside from the timber structure, most of the original interior details have been removed.</p> <p>The site forms part of a larger heritage landscape which includes the former Parcels Post Office (now Adina Hotel) and Central Station. The latter has widespread community association as the beginning and end of many journeys. The station itself is also part of a heritage listing, which includes the clock tower and parts of the concourse.</p>	
Impact of the proposal	
<p>The proposal seeks to adaptively re-use the former Inwards Parcel Shed building as part of a new 38-storey mixed use tower. The proposal will retain the existing building to form part of the new building entry, with much of the latter cantilevered over the existing structure. Community consultation on the SSD indicates there was a concern the proposal would impact on views and ‘dwarf’ Central Station and other historical buildings nearby.</p> <p>The proposed design has been informed by best practice heritage principles to best protect and enhance the key heritage significance on site. The Heritage Impact Statement (HIS) prepared by Urbis considers the proposal will have an obvious and irreversible impact on the Former Inwards Parcels Shed and associated heritage items. However, the HIS considers this impact to be acceptable in the context of the overall benefits of the proposal to the precinct, in line with NSW Government’s ambitions for a technology precinct at the Western Gateway. The HIS also describes mitigation measures which have been undertaken to minimise or avoid heritage impacts. These measures include designing the building with a sizeable gap between the shed roof and the tower, so that the historic shed retains a sense of its own legibility. The measures also include the development of a Conservation Management Plan to guide the ongoing management of the site’s heritage values.</p> <p>A Heritage Setting View Analysis Report was also prepared by Urbis to consider the potential visual impact the proposal will have on the wider Central precinct, including on key heritage items. The Visual Analysis report considers the proposal is spatially well separated from the Central Station Terminal building and clock tower so that it does not dominate or block views to those items. The Visual Analysis also considers that the location and form of the proposed building does not significantly encroach on key public domain views. In addition, the slim and tall tower form is considered by the Visual Analysis to minimise impacts on views to and from heritage items within the immediate visual context, including the clock tower.</p>	

Management measures	SIA recommendations
<ul style="list-style-type: none"> Preparation of a Conservation Management Plan for the Former Inwards Parcel Shed to guide the ongoing management of the site's heritage values. Undertaking of thorough design review process to enable all alternative opportunities were considered in relation to heritage impacts. Wherever possible, the approach with the least intervention to significant fabric and spaces has been adopted. Consultation with all relevant heritage-related Government agencies to enable that feedback on the heritage aspects of the design was integrated into the proposal as the design progressed. Design of the building to retain key sight views of the Central Station clock tower from the west, north and north-east. Consultation on the SSD to enable the community to provide feedback on the proposed design and for the proposal to respond to key considerations. 	<ul style="list-style-type: none"> Implement the recommendations provided within the Heritage Impact Statement to enable that the heritage values of the place are appropriately managed. Continue to keep the engagement phone and email line open until determination of the SSDA to allow people to stay informed and provide feedback on the final design outcomes. Consider a 'community open day' prior to building occupation to allow nearby neighbours to view the integration of the heritage items and narratives into the building.
Residual impact (considering management measures)	
Likelihood: Likely – Possible	Consequence: Minimal
<p>As discussed above, the HIS prepared by heritage specialists considers the heritage impacts from the proposal to be acceptable. The Heritage Setting View Analysis Report also considers the proposal to be well separated from key heritage items, including the Central Station Terminal and clock tower. The Heritage Setting View Analysis Report finds that the proposal does not dominate or block views to these items.</p> <p>Based on the HIS and visual assessment, it is likely the proposal will have a low impact on heritage character of the site and views to Central Station and that the community will adapt to the proposed tower development.</p>	

9.5. ACTIVATION AND AMENITY

Description of impact	Impacted groups
Potential for increased activation and amenity of the site and broader area.	<ul style="list-style-type: none"> ▪ Sydney CBD community ▪ Visitors to Central Station
Current environment	
<p>The site is in a high crime environment, which is typical of inner city and train station locations. Data from BOCSAR indicates the site is currently in a crime hotspot for non-domestic assault, steal from person, malicious damage to property, trespass and break and enter non-dwelling.</p> <p>The site adjoins Central Station, which is the largest transport interchange in NSW. Many people pass through the site area via Railway Square or Railway Colonnade Drive to access the station. Currently, the site provides limited amenity and activation to the broader area, particularly at night. Most of the land uses around Henry Deane Plaza are only open during the day, or like the YHA, attract temporary visitors who generally do not stay on site. Consultation as part of the Central SSP and Western Gateway Sub-precinct Planning Proposal indicated the community wanted more retail, entertainment and hospitality venues on site which would allow trading into the evening.</p> <p>The different gradients between Railway Colonnade Drive and Ambulance Avenue also limits direct visibility to the site and can provide a challenging pedestrian environment. Community feedback on the draft planning proposal also indicated the community wanted the proposal to prioritise safe and easy movement, including for people with specific mobility requirements.</p>	
Impact of the proposal	
<p>The proposal will introduce a new mixed-use building on site which has potential to contribute to the broader activation and safety of the area. The redevelopment of the site to cater for both temporary and semi-permanent users through the accommodation and office uses will provide greater natural surveillance opportunities along the main pedestrian spine and public domain areas to the station.</p> <p>As stated within the Architectural and Urban Design Report (September 2020) prepared by SHoP/BVN, the proposal has adopted CPTED principles within the design to enable a safe environment. Some key design features include:</p> <ul style="list-style-type: none"> ▪ Clear sight lines of public domain areas, including to the Link Zone, to provide passive security ▪ Clean edges to public spaces with no concealed corners of spaces ▪ Provision of security cameras in key locations ▪ Provision of adequate lighting to the public spaces. <p>The inclusion of new retail, food and drink premises on the ground and upper ground levels of the proposal will encourage a diversity of people to use the site during the day and promote better ground-floor activation. A new publicly accessible park above the Parcel Shed building will also invite people to stay and use the site, promoting wider public access on what is privately owned land. Overall, the design of the proposal as a mixed-use building allows for increased community activity, which will likely contribute to the broader activation and amenity of the area.</p>	
Management measures	SIA recommendations

<ul style="list-style-type: none"> ▪ Provision of retail, food and drink premises on the ground and upper ground levels to encourage a diversity of users on site. ▪ Location of the elevated park fronting Lee Street to encourage activity at the public-facing side of the site, opposed to facing the rail corridor. ▪ Development of a high quality built form in line with design excellence standards to ensure the proposed design positively contributes to a high urban amenity. ▪ Implementation of the CPTED design considerations outlined in the Architectural and Urban Design Report prepared by SHoP/BVN. ▪ Preparation of a Security Risk Assessment by NDY Security in collaboration with TfNSW to develop appropriate mitigation measures in relation to the potential impact of terrorist activities or blast occurrence. 	<ul style="list-style-type: none"> ▪ Consider longer trading hours for the proposed retail, food and drink premises to encourage greater night-time activation, in line with community feedback. Any night-time uses or licenses should have an appropriate plan of management to enable safe trading practices. ▪ Continue discussions with TNSW to ensure all pedestrian access ways are aligned with the future vision and development of Central Station. ▪ Development of a Protective Design Strategy Report to inform state and TfNSW stakeholders of the proposed protective design considerations which will be incorporated within the proposal.
Residual impact (considering management measures)	
Likelihood: Likely	Consequence: Moderate
Based on the above assessment, the redevelopment of the site is expected to have a high positive impact on the local area by activating the site with more public uses and broadening activation and natural surveillance opportunities.	

9.6. ACCESS TO FACILITIES AND SERVICES

Description of impact	Impacted groups
Potential impact on surrounding social infrastructure and services from the incoming tenant population	<ul style="list-style-type: none"> ▪ Incoming workers ▪ Sydney CBD community
Current environment	
<p>Council's Community Strategic Plan recognises all residents, workers and visitors to the city should be well served by high quality facilities and services. In regard to facilities, good open space access is generally prioritised for workers to ensure people can still connect with the outdoors (e.g. during lunch breaks) and maintain liveability outcomes outside of their home. Other key services for workers can include child care and local retail and medical services.</p> <p>As outlined in Section 4.3, the site is within 800m (10 – 15 minute walking distance) to several of these facilities. The site also has access to two key parks: Belmore Park and Prince Alfred Park. Aside from these areas, there are limited open spaces around the site with a few key pocket parks at Henry Deane Plaza, The Goods Line and Chippendale Green. As part of the Central SSP and planned density increase for the area, the NSW Government plans to increase open space provision by upgrading Belmore Park, providing new open spaces at the rail yards and developing a new civic space at the western forecourt.</p>	
Impact of the proposal	
<p>The proposal is expected to introduce a new worker population of approximately 4,032 people. The proposal seeks to locate these new workers in a highly connected area within walking distance to range of facilities and public transport connections.</p> <p>The proposal will also provide a range of facilities on site to help accommodate the incoming worker population and reduce the potential demand on existing services, particularly gathering and retail services. The building consists of a series of stacked work and amenity zones which form 'habitat' working spaces. Here, the buildings internal floor setbacks from the north and west facades provide workers with access to garden areas and fresh air, suitable for supporting meeting/lunch spaces.</p> <p>The proposal will also provide a new publicly accessible gathering space over the roof of the former Inwards Parcel Shed. This space will invite the public to site within the roof planting on a series of timber tiered steps, providing opportunities for the community gather as well as providing key view points over upper ground tree canopy and Central Square. A lightweight green roof system will also wrap this space and the edges of the roof, reiterating a commitment to a greening of the CBD. This space will form part of a new upper level public realm that may extend to the future Central Station Concourse, providing broader public benefit and connectivity.</p> <p>The proposal will also include ground floor retail, food and drink premises which will be publicly accessible and intend to provide greater user convenience for the area. This is also aligned with the community feedback on the planning proposal for the Western Gateway Sub-precinct which supported new retail and hospitality venues on site.</p>	
Management measures	SIA recommendations
<ul style="list-style-type: none"> ▪ Provision of a publicly accessible gathering space over the roof of the former Inwards Parcel Shed which will connect with the broader 	<ul style="list-style-type: none"> ▪ Continue to liaise with TfNSW on opportunities to extend the new upper level public realm to the future Central Station Concourse, as planning for the latter continues.

<p>public domain works associated with the Central Station upgrades.</p> <ul style="list-style-type: none"> ▪ Location of the new publicly accessible gathering space and proposed retail and food premises on the lower floors to increase access and visibility to the public. 	
Residual impact (considering management measures)	
Likelihood: Unlikely	Consequence: Minor
<p>Based on the above assessment, the incoming worker population is not expected to create excessive demand on the surrounding facilities in the context of a CBD environment. The proposal will include new open spaces, internal gathering/lunch spaces, and retail and hospitality services which are expected to accommodate the needs of the incoming workers during the day.</p>	

10. CONCLUSION

This SIA has been undertaken to assess the potential social impacts arising from the construction of a new 38 storey mixed use tower at 8 – 10 Lee Street, Haymarket. This SIA has been undertaken in accordance with the SEARs requirements, as detailed in Section 9.

Based on the assessment in this report, the key social impacts of this proposal are considered to be:

- **Increased employment opportunities:** the development of a new mixed-use commercial building on site will generate a very high positive impact by generating new employment opportunities in an area of identified need. The creation of 4,032 direct project jobs and 576 construction jobs is expected to positively impact people's lives, given the current economic environment as at mid 2020.
- **Alignment with community aspirations:** the proposal is expected to have a very high positive impact by achieving leading practice sustainability outcomes and contributing to the formation a new innovation precinct in the CBD, in line with community aspirations for the site.
- **Change in height and views:** Based on the above assessment, the Visual Impact Assessment (VIA) considers the proposal has an acceptable impact on the visual impact to surrounding areas and is therefore considered to have a low impact on the community. The VIA states that in most views the proposal blocks areas of sky only and will generally not block the views of heritage items. Based on the visual assessment, it is considered the community can adapt to this change and will have a low impact on the visual amenity character of the site.
- **Change in heritage character:** As discussed above, the HIS prepared by heritage specialists considers the heritage impacts from the proposal to be acceptable. The Heritage Setting View Analysis Report also considers the proposal to be well separated from key heritage items, including the Central Station Terminal and clock tower. The Heritage Setting View Analysis Report finds that the proposal does not dominate or block views to these items. Based on the HIS and visual assessment, it is likely the proposal will have a low impact on heritage character of the site and views to Central Station and that the community will adapt to the proposed tower development.
- **Activation and amenity:** the redevelopment of the site is expected to have a high positive impact on the local area by activating the site with more public uses and broadening activation and natural surveillance opportunities.
- **Access to services and facilities:** Based on the above assessment, the incoming worker population is not expected to create excessive demand on the surrounding facilities in the context of a CBD environment. The proposal will include new open spaces, internal gathering/lunch spaces, and retail and hospitality services which are expected to accommodate the needs of the incoming workers during the day.

Section 10.1 below contains recommendations to help further manage and improve the potential impacts arising from the proposal. Based on this assessment and the recommendations provided, it's likely the proposal will generate a positive impact to the community and the potential changes to character can be managed adequately by this proposal and are aligned with the broader strategic vision for the area.

10.1. RECOMMENDATIONS

The following recommendations are provided to further manage the potential impacts from the proposal:

- Consider creating an employment plan for the workforce associated with the construction phase and operation of the ground floor uses. This may include gender and inclusion targets, or partnerships with apprentices and students and nearby educational institutions.
- Consider providing affordable lease spaces across the commercial spaces dedicated to tech start-ups.
- Implementation of the recommendations provided within the Heritage Impact Statement to ensure that the heritage values of the place are appropriately managed.
- Continue to keep the engagement phone and email line open until determination of the SSD DA to allow people to stay informed and provide feedback on the final design outcomes.
- Consider a 'community open day' prior to building occupation to allow nearby neighbours to view the integration of the heritage items and narratives into the building.

- Consider longer trading hours for the proposed retail, food and drink premises to encourage greater night-time activation, in line with community feedback. Any night-time uses or licenses should have an appropriate plan of management to enable safe trading practices.
- Continue discussions with TNSW to ensure all pedestrian access ways are aligned with the future vision and development of Central Station.
- Development of a Protective Design Strategy Report to inform state and TfNSW stakeholders of the proposed protective design considerations which will be incorporated within the proposal.
- Continue to liaise with TfNSW on opportunities to extend the new upper level public realm to the future Central Station Concourse, as planning for the latter continues.

DISCLAIMER

This report is dated 24 September 2020 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of VERTICAL FIRST PTY LTD (**Instructing Party**) for the purpose of Social Impact Assessment (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

POLICY REVIEW

Greater Sydney Commission – Eastern City District 2018

The Greater Sydney Commission's District Plans divide Greater Sydney into five districts which represent their common locality and planning opportunities. The site is located within the Eastern City District.

The Eastern City District Plan (the District Plan) is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. The District Plan is guided by four key themes that represent the planning priorities for each district, with ten directions to guide delivery. The planning priorities of relevance to this proposal are summarised below.

Relevant objective	Relevance to proposal
E7 Growing a stronger and more competitive Harbour CBD	<ul style="list-style-type: none"> ▪ The Harbour CBD is Australia's financial and business capital, containing 22% of Greater Sydney's jobs. Its growth must be enabled for the region to remain competitive. ▪ There is limited capacity to attract the investment needed to support the CBD expansion and to increase the supply of premium and A-grade office space. Opportunities to enable this growth should be prioritised. ▪ Currently, there is insufficient floor space to accommodate the expected 45,000 – 80,000 jobs forecasted for the future. Planning controls in the Sydney CBD need to support commercial developments in order to meet this demand. ▪ The competitiveness of the Harbour CBD can be strengthened by further growing an internationally competitive commercial sector to support an innovation economy.
E8 Growing and investing in health and education precincts and the Innovation Corridor	<ul style="list-style-type: none"> ▪ The Eastern City has a designated innovation corridor, extending from Walsh Bay to Royal Prince Alfred Hospital. This includes the precinct around Central station where the site is located. ▪ Digital innovation and start-ups rely on physical location to maximise success and profitability. These industries require event spaces and affordable and scalable office spaces. ▪ A successful and competitive innovation precinct depends on high levels of amenity, walkability and good transport connectives to spur the rapid exchange of ideas and networks. They require proximity to affordable and diverse housing options that can be multipurpose as well as a range of cultural, entertainment and leisure activities.
E10 Delivering integrated land use and transport planning and a 30-minute city	<ul style="list-style-type: none"> ▪ The District Plan sets a long-term vision for people to have public transport access to their closest metropolitan or strategic centre within 30 minute. ▪ Integrating land use, transport and infrastructure is necessary to achieve this vision. ▪ As Sydney continues to grow, this vision will become increasingly important for enhancing liveability, productivity and sustainability outcomes. ▪ Planning for urban development and employment uses that are integrated with transport infrastructure will enable more efficient access to workplaces, services and community facilities.

Relevant objective	Relevance to proposal
E11 Growing investment, business opportunities and jobs in strategic centres	<ul style="list-style-type: none"> Centres are a key element of urban places, providing access to jobs, goods and services. Well-planned centres stimulate economic activity and innovation by co-locating activities, providing jobs closer to where people live and using infrastructure more efficiently. Employment growth is the underlying economic goal for metropolitan centres. Aside from economic benefits, centres are also places where communities can gather and participate in recreational, cultural and educational pursuits.
E13 Supporting growth of targeted industry sectors	<ul style="list-style-type: none"> The Eastern City District is one of the world's premier tourism and major events destinations. The visitor economy is growing in all areas, including business, leisure and visiting friends and family. Growing the tourism economy will require an integrated and innovative approach to transport, tourism activities and accommodation to help improve accessibility and visitor experience.

Transport for NSW – Future Transport Strategy 2056

Transport for NSW Future Transport Strategy is a 40-year plan to support transport infrastructure delivery in Greater Sydney and regional NSW. The plan is aligned with land-use strategies, including the District Plans.

The strategy focusses on six key outcomes:

1. Customer focused
2. Successful places
3. A strong economy
4. Safety and performance
5. Accessible services
6. Sustainability

Each outcome is supported by relevant actions and objectives to help achieve this vision. Key objectives of relevance to this proposal includes:

- Encouraging active travel (walking and cycling) and using public transport.
- Connecting people to jobs, goods and services in our cities and regions.
- Supporting more environmentally sustainable travel.

City of Sydney – Community Strategic Plan 2017 – 2021

The City of Sydney's Sustainable Sydney 2030: Community Strategic Plan identifies the community's main priorities and aspirations for the future and identifies how to achieve these goals. By 2030, the city has a vision to be green, global and connected.

The community strategic plan is underpinned by ten strategic directions and relevant actions to help achieve these goals. Key directions and actions of relevance to this proposal include:

A globally competitive and innovative city

The plan acknowledges knowledge intensive activities are increasingly critical to our economic success, as seen in the continued growth of cross-border flows of data and information. Jobs that provide expertise in

solving difficult problems, improving processes, or generating new ideas, benefit from direct face-to-face connections. Key actions to support this include:

- The City of Sydney's policies and planning controls support diverse economic activity in the city.
- Sydney's economic growth is inclusive, providing employment pathways and opportunities for all people to realise their potential.
- Economic productivity is supported by diverse and affordable housing options and high quality urban infrastructure.
- Startup and emerging businesses can access appropriate and affordable space, infrastructure and networks to thrive.
- Clusters of linked and specialised activities deliver high productivity benefits and are supported by a built environment that encourages connections between people.
- **A leading environmental performer**
- Greenhouse gas emissions are reduced across the city.
- New and redeveloped buildings operate with high environmental performance – supported by robust federal, state and local planning policy and standards.
- **Integrated transport for a connected city**
- Public transport, walking or cycling are the preferred, quickest and most affordable choices for all trips to the city from other parts of the Sydney region.

A city for walking and cycling

- Business in the city encourage their staff to walk and cycle more often.
- City businesses provide end-of-trip facilities for people to walk and cycle to work.

A lively and engaging city centre

- The urban environment is used as a platform for creativity, innovation, large and small scale civic and cultural events and cultural expressions and participation.
- Public and civic buildings are protected and used to contribute to the cultural life of the city.

Resilient and inclusive local communities

- The city's communities of residents, workers and visitors are well served by high quality facilities and services that meet their needs and aspirations.
- People feel comfortable with the pace of change to the city and community, including change brought about through advances in technology – and understand the associated challenges and benefits.

Sustainable development, renewal and design

- Design excellence is understood in a holistic sense, where public spaces and buildings are beautiful to look at and be in, they are comfortable and safe, are good for the environment and provide for a diverse range of activities.
- The population is supported by increasing the utility and quality of existing buildings, streets, squares and parks.
- People live and work in healthy environments.

City of Sydney – Draft Local Strategic Planning Statement Overview

The City of Sydney's Draft Local Strategic Planning Statement (LSPS) sets out the land use planning context and 20-year vision for the city. The LSPS is supported by 13 planning priorities, actions and monitoring measures to help achieve this vision.

The Draft LSPS outlines Sydney as Australia's leading global city and knowledge-based economy. The city will continue to attract residents and workers seeking high amenity and economic opportunity, with an

expected 200,000 additional workers by 2036. This will continue to drive a demand for increased commercial/business floorspace within connected, vibrant and high-amenity precincts.

Key planning priorities and actions of relevance to this proposal include:

Infrastructure

1. Movement for walkable neighbourhoods and a connected city - to plan local neighbourhoods so people have access to daily needs within a 5–10 minute walk, advocate for mass transit and transport services, ensure land uses match mobility investment and managing roads to reduce impacts and create great places.
2. Align development and growth with supporting infrastructure - to use the necessary planning, funding and delivery mechanisms to provide local infrastructure, and collaborate with NSW Government on state infrastructure.
3. Supporting community wellbeing with social infrastructure - to plan, collaborate and partner with others to deliver local infrastructure, such as open space and community and cultural facilities, and state infrastructure, such as health, education and emergency services for the wellbeing of our changing community.

Liveability

5. Creating great places - to plan for accessible local centres and high streets to be the heart of local communities, protect the character of our distinctive heritage neighbourhoods and iconic places, and deliver design excellence and high amenity in the built environment.

Productivity

8. Developing innovative and diverse business clusters in City Fringe - to grow knowledge-intensive business clusters with health, education, innovation, technology and creative industries in the Harbour CBD and prioritise those strategic land uses, and improve connections between business and institutions.

Sustainability

11. Creating better buildings and places to reduce emissions and waste and use water efficiently - to develop buildings and places that will be net zero energy by 2050, use water more efficiently, and help reduce waste.

City of Sydney – Social Sustainability Policy & Action Plan 2018 – 2028

The City of Sydney's Social Sustainability Policy & Action Plan sets out the vision and agenda to sustain a socially just and resilient Sydney over the next decade. Council's vision for Sydney is a "socially just and resilient city where people from all walks of life can live, work, learn, play and grow. It is an inclusive and equitable city that offers all people opportunities to realise their full potential and enjoy a great quality of life".

The Policy is underpinned by ten principles which represent the aspirations for a socially sustainable Sydney. These principles are:

1. Sydney is on Gadigal Country: we recognise First Peoples first
2. Sydney is a just city that respects human rights and dignity
3. Sydney's communities' strengths are valued and supported
4. Sydney is a welcoming, socially connected city that embraces diversity
5. Sydney is a vibrant city where creative and cultural expression is valued and celebrated
6. Sydney is a safe and accessible city for people of all ages and abilities
7. Sydney's environment supports health and wellbeing
8. Sydney is a democratic city where people can participate and influence local decisions
9. Sydney's governance is effective, balanced and accountable
10. Sydney is a collaborative city where responsibility for community wellbeing is shared.

The Action Plan is structured around four key strategic directions and relevant action areas which provide a roadmap for a socially just and resilient Sydney. Key directions and actions of relevance to this proposal include:

An inclusive city: social justice and opportunity

- Collaborate with businesses to deliver positive local social impacts.
- **A connected city: diverse, cohesive communities**
- Strengthen social networks in urban renewal areas
- Foster place-based connections among diverse communities
- Promote public spaces as shared spaces for all
- Deliver place-based cultural and creative initiatives that enhance local neighbourhoods
- **A liveable city: quality places and spaces**
- Enhance personal amenity in the public domain for people of all ages and abilities
- Increase the positive social impact of urban development and renewal
- Improve the provision of shared spaces through new development and the public domain
- Activate public and private spaces to deliver community benefits

APPENDIX B

CRIME STATISTICS

Table 5 Crime rates per 100,000 people, December 2018 to December 2019

Crime type	Haymarket (suburb)	City of Sydney (LGA)	NSW
Non-domestic assault	3,739.2	1,334.1	403.2
Break and enter non-dwelling	414.2	199.0	124.0
Steal from person	1,680.3	385.0	47.8
Malicious damage to property	1,774.9	1,047.3	713.9
Trespass	485.1	297.6	135.5

Source: BOCSAR

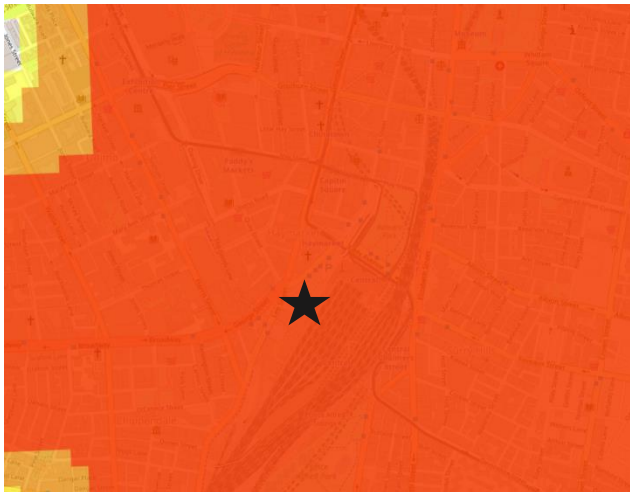
Table 6 Two-year crime trends, December 2017 – December 2019

Crime type	Haymarket (suburb)	City of Sydney (LGA)	NSW
Non-domestic assault	Stable	Stable	Stable
Break and enter non-dwelling	Stable	Stable	Stable
Steal from person	Stable	Down 20.3%	Down 7.1%
Malicious damage to property	Down 22.7%	Down 7.4%	Stable
Trespass	Stable	Stable	Up 8.1%

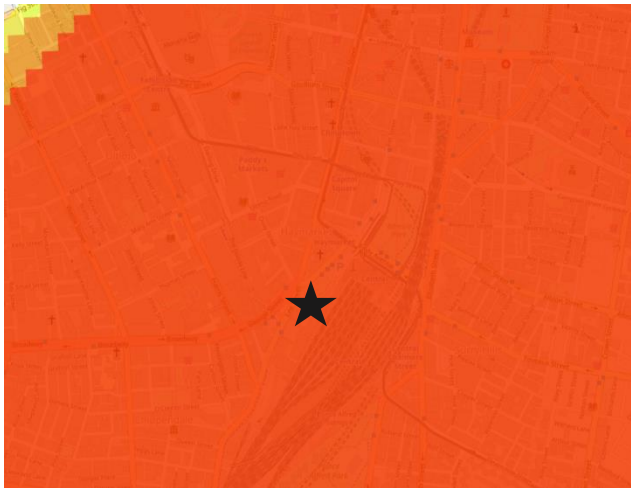
Source: BOCSAR

n.c. = not calculated; BOCSAR does not calculate two-year trends for areas where the crime type has a low number of offences

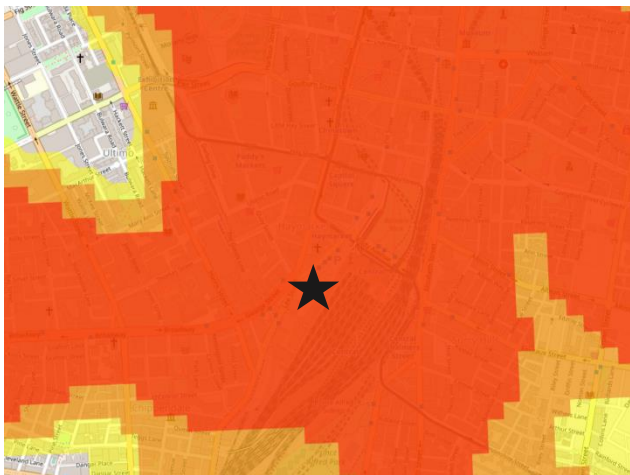
Figure 3 Crime hotspots, January 2019 – December 2019. Site indicated by black star



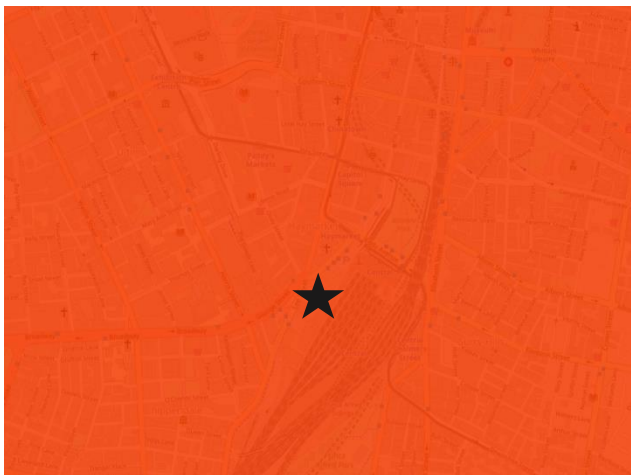
Picture 1 Non-domestic assault



Picture 2 Break and enter non-dwelling



Picture 3 Steal from person



Picture 4 Malicious damage to property

Source: BOCSAR

