GYDE

Social Impact Assessment

Residential Flat Building with Infill Affordable Housing at 40 – 56 Ourimbah Road, Mosman (SSD-119133490)

Submitted to the Department of Planning, Housing and Infrastructure on behalf of the Trustee for Ourimbah Developments Trust

26 June 2026

gyde.com.au

Acknowledgment of Country

Towards Harmony by Aboriginal Artist Adam Laws

Gyde Consulting acknowledges and pays respect to Aboriginal and Torres Strait Islander peoples past, present, Traditional Custodians and Elders of this nation and the cultural, spiritual and educational practices of Aboriginal and Torres Strait Islander people. We recognise the deep and ongoing connections to Country – the land, water and sky – and the memories, knowledge and diverse values of past and contemporary Aboriginal and Torres Strait communities.

Gyde is committed to learning from Aboriginal and Torres Strait Islander people in the work we do across the country.

This report was prepared by:

Approver:	Paul Graham, Associate Director
Author:	April Foster, Assistant Planner; Yiwei Pan, Data Analyst; Paul Graham, Associate Director
Project:	Social Impact Assessment 40 – 56 Ourimbah Road, Mosman
Report Version:	Final

This report was reviewed by: Paul Graham, Associate Director

Contents

Appendices

Tables

Figures

Authorship

The report has been approved by Paul Graham, Associate Director, who has completed a Bachelor of Leisure Studies at the University of Technology Business School, a Graduate Diploma in Social Impact from the University of New South Wales and undertaking a Masters of Adult Education.

Paul is a member of the Australasian Evaluation Society and an accredited IAP2 practitioner.

Paul has worked in state and local government roles for 25 years in the disciplines of social and cultural policy and strategy.

I Paul Graham, confirm this Social Impact Assessment addresses the requirement of **SEAR No. 18** and relevant State and local legislation, policies, and guidelines. I further confirm that none of the information contained in the Social Impact Assessment is false or misleading.

Executive Summary

This Social Impact Assessment (SIA) has been prepared on behalf of the Trustee for Ourimbah Developments Trust to accompany the State Significant Development Application (SSDA) (**SSD-119133490)** for 40-56 Ourimbah Road, Mosman.

The SIA has been prepared having regard to the Department of Planning, Housing and Infrastructure's (DPHI) *Social Impact Assessment Guidelines for State Significant Development Guidelines 2026* and addresses the project's Planning Secretary's Environmental Assessment Requirements (SEARs).

The primary purpose of the SIA is to bring about a more sustainable result from the project that minimises any potential negative and enhances positive impacts.

The proposal seeks consent for a new residential flat building (RFB) development with in-fill affordable housing. The proposal includes:

1. Demolition of existing development on the site and associated ancillary structures.
2. Construction of a part 8-storey part 9-storey RFB comprising 63 residential apartments including 15% affordable housing dwellings, to be managed by a registered Community Housing Provider.
3. Provision of communal open space and landscaped areas.
4. Excavation for 2 basement levels with car parking and associated services.
5. All associated works including site preparation, earthworks, drainage, infrastructure and removal of existing vegetation where required to facilitate the development.

The proposal seeks to utilise the low- and mid-rise Housing and in-fill affordable Housing provisions of the Housing SEPP by providing affordable housing in compliance with the requirements of the EPI.

The following social impacts were identified during this assessment.

Impacts related to increased housing supply

(encompassing diversity and affordability)

Housing is more than just a place to live; it's a fundamental human need and a cornerstone of a stable society. Access to good quality, affordable housing is fundamental to wellbeing. It can help reduce poverty and enhance equality of opportunity, social inclusion and mobility.

Increased density can support greater housing diversity by catering for different household types. Higher density and a mix of housing produce a more diverse range of residents (such as young families, professionals, retirees, people with disabilities).

Access to good quality rental apartments that are more affordable can help reduce poverty and enhance equality of opportunity, promote social inclusion and mobility, and economic development.

The proposal will provide 63 residential apartments including 15% affordable housing dwellings. The proposal will comprise:

- 9 x 1 bedrooms
- 32 x 2 bedrooms
- 22 x 3 bedrooms

The provision of new, diverse and affordable dwellings aligns with the National Housing Accord and several state and Council directions and policies, as noted in **Section 4.1**.

The proposal is consistent with the existing dwelling profile of Mosman, where flats and apartments comprise the largest proportion of dwelling types at 54.0%. The proposed mix of 9 one-bedroom, 32 two-bedroom and 22 three-bedroom apartments also responds to the local housing profile, noting that two-bedroom dwellings are the most prevalent apartment type in Mosman.

The provision of additional apartment housing is supported by the demographic and population projection data, which indicates a shift toward smaller household structures over time. Lone person households are projected to increase significantly, alongside growth in couple families without children. These household types are likely to be attracted to well-located apartment dwellings that enable lower-maintenance and more appropriately sized housing options. The proposed one- and two-bedroom apartments would therefore assist in meeting demand for smaller households, older residents seeking to downsize, and residents requiring more affordable or accessible housing choices within the local area.

At the same time, the inclusion of three-bedroom apartments would provide housing choice for larger households, including couple families with children, which remain a significant household type in Mosman. This ensures the proposal does not solely cater to smaller households but supports a broader range of residents and life stages.

Overall, the proposal would have a positive social impact by increasing the diversity and availability of housing in an area where apartment living is already well established. The inclusion of affordable housing further strengthens the social benefit of the development by supporting greater housing accessibility in a high-cost local housing market.

The proposal is justified in relation to impacts associated with increased housing supply as community engagement identified a clear opportunity for the development to contribute to greater housing choice and affordability in Mosman.

While the engagement process identified concerns regarding the scale of development, respondents also recognised the importance of “more affordable housing in Mosman”, “more housing diversity in Mosman” and “affordable housing for essential workers”. The proposal directly responds to these matters through the delivery of 63 apartments, including 15% affordable housing dwellings to be managed by a registered Community Housing Provider. This represents a positive social outcome by increasing the availability of residential accommodation in Mosman and providing housing options that may be more accessible to a broader range of households.

Affordable housing also provides opportunities for essential workers. Weekly rental prices in Mosman compared with weekly salaries of some essential workers indicates renting in the area is likely to be prohibitive.

With most essential workers living in western Sydney, the proposal may create opportunities for more to live in the area, and where relevant closer to their workplaces.

While some community members raised concerns about increased density, the engagement report notes that there was community support for increased housing supply and housing diversity in Mosman, and an understanding that the proposal forms part of wider plans for the local area. On this basis, the proposal would provide a positive social impact by increasing housing supply in a planned and accessible location, while responding to identified community interest in affordability and housing diversity.

Impacts related to the provision of increased housing supply, diversity and affordability have been assessed as **high positive**.

Impacts related to location

(encompassing proximity to goods and services, transport and social infrastructure)

The 20-minute city concept is an urban planning approach that aims to create neighbourhoods where residents can access most of their daily needs, such as workplaces, shops, schools, and healthcare, within a short walk, bike or public transport journey from their homes.

Having easy access to appropriate goods, services, transport and social infrastructure is important for liveability, and have a range of physical and health benefits for communities. In addition, active and public transport open personal mobility for all members of the public, and as a much more affordable option creates social opportunity for members of the community who may not have access otherwise.

The Proposal is in a central location with easy access to goods, services, social infrastructure and public and active transport links.

There is a significant collection of social infrastructure including open space and recreation facilities, library, childcare centres, education and training facilities and healthcare, as identified in **Section 6.4.**

The area surrounding the site is well serviced by social infrastructure that is relevant to both the current and projected population profile. There is a strong presence of aged care facilities, which aligns with population projections indicating that future growth in the age profile will be concentrated among people aged over 65 years. This suggests that the location is appropriately serviced to support an ageing population.

The site is also well positioned in relation to open space and recreation, with 14 facilities located within 800 metres, supporting opportunities for active and healthy lifestyles. While the Mosman Open Space and Recreational Needs Assessment identifies increasing pressure on open space usage, an additional population of approximately 145 (63 apartments x projected persons per household of 2.3 in 2041) is unlikely to place unreasonable demands on open space. Further, the proposal provides communal recreation spaces on site which will further reduce demands.

In addition, the site is located close to a diverse range of community and cultural facilities, including the art gallery, seniors centre and library. Overall, the availability of essential social infrastructure within 800 metres of the site supports a very high positive locational impact, as future residents would have convenient access to services and facilities that reflect both existing community needs and future demographic change.

There are a range of cafes, restaurants and facilities for day-to-day goods and service in Spit Junction Town Centre, approximately 330m from the site, as documented in **Section 6.6.**

The provision of housing close to amenities that supports public and active transport utilisation is aligned with several state and Mosman Council directions and priorities, as identified in **Section 6.7.**

The proposed development is well serviced by an extensive bus network that provides strong connectivity to the Sydney Central Business District (CBD) and surrounding areas. An existing bus stop is located directly outside the site, with peak-period services to the City operating approximately every 15 minutes. Additional bus connections are available approximately 260 metres from the site, further increasing accessibility and transport choice for future residents. This level of service indicates that the site benefits from high-frequency public transport and strong regional connectivity. Accordingly, the location is well suited to increased residential density, as existing transport infrastructure is in place to support future population growth and reduce reliance on private vehicle use.

The proximity to goods, services, transport and social infrastructure options means residents are less likely to use private motor vehicles, encouraging more physical activity and creating more opportunities for connecting socially. These benefits can make a major change to community and individual health and wellbeing.

Engagement outcomes also support the suitability of the site for additional housing supply, with respondents identifying “walkable access to local shops and services”, “easy access to city centre” and “close proximity to local transport” as important aspects of living in Mosman. Housing close to public transport, shops and services was also identified as an important aspect of the proposal.

Impacts related to location have been assessed as **very high positive**.

Impacts related to amenity

(encompassing built form, local character, heritage, environment, noise and visual impact)

Amenity is the pleasantness, attractiveness, desirability or utility of a place, facility, building or feature. Amenity is important to communities and other stakeholders.

In some instances, local amenity can be adversely impacted by development. This can occur for a range of reasons, including significant increases in building heights and view loss, more traffic, reduced parking, overshadowing and higher population densities. A loss of amenity has the potential to negatively impact residents in several ways, including their health.

Local character is a place's unique identity, a combination of its physical appearance, natural environment, built form, history, and culture, all interacting to create a distinct and desirable neighbourhood. Understanding and preserving local character is important for creating sustainable, vibrant, and liveable communities.

Where there was some opposition to the proposal from residents that arose through the engagement it was for a perceived incompatibility with local character.

The perception of the area's local character can be attributable to its low-density federation, art deco and Victorian style dwellings that are prominent throughout the suburb. The area's heritage federation, art deco and Victorian style dwellings are prominent throughout the suburb, buildings provide a connection to the past, the physical but also the intangible qualities that shape community identity.

While this perception is consistent with the low density properties in the area, 54% of dwellings in Mosman are medium or high density apartments.

The design of the development and its architectural expression aim to respond to the existing context, including the adjacent heritage property. The setbacks provide for generous landscaping and green frontage. The proposal achieves good design in accordance with the seven objectives outlined in the *Better Placed — An Integrated Design Policy for the Built Environment of NSW*.

Noise emissions during the operational stage of the development have been assessed and judged to be compliant with required emission criteria.

The design and architectural elements of the proposal have been careful to align, in as much as possible, with the surrounding context and character. Landscaping and other measures will be implemented to ensure a pleasant and attractive physical environment. Additional planting will provide a green canopy that will contribute to public amenity.

Regardless of these positive measures, it is likely the views of some residents will remain opposed to the very nature of higher density development in Mosman, and this will be irreconcilable in the short term.

In summary, the proposal has been designed to reflect local character and is not inconsistent with the majority of the dwellings in Mosman. Additional planting will contribute to public amenity.

While these impacts are assessed as positive, for some residents 'character' will be a major oppositional factor and may feel that any decision to approve the development may not align with their views. The level of opposition is however likely to dissipate over time.

Impacts related to amenity have been assessed as **negligible.**

Impacts related to traffic and parking

Motorised road traffic has a range of negative social impacts. Traffic creates air pollution and noise, which are linked with several health concerns and reduced wellbeing. Increases in traffic levels also increase collision risk for cyclists and pedestrians. This may reduce the propensity for walking and cycling, leading to a reduction in physical activity and levels of accessibility to local facilities, and ultimately to social exclusion and to the deterioration of health and well-being. High traffic levels also separate communities, with potential effects on social cohesion.

The absence of parking, or the presence of it, can have a significant impact on surrounding communities and frustrate residents, who at times are forced to park further from their residences. This can have a major impact on older people or those with a disability. Parking is generally a fiery issue across car dependent Australian cities. Parking issues can temporarily occur during the construction phases of a development project.

Responses from engagement participants raised traffic and parking as a potential issue. Some residents were concerned about the potential for impacts resulting from new residents parking on the street, while others suggested parking should be reduced in light of the proposal's proximity to pic transport options.

The Traffic and Parking Impact Assessment concludes that the net increases in peak period traffic volumes are statistically insignificant and represent 1 (one) additional vehicle trip being generated approximately every 12-15 minutes during the weekday morning and afternoon peak periods. The Assessment also notes the cumulative impact from development projects awaiting occupation and proposals currently under assessment are expected to result in a modest uplift in background traffic conditions over time, rather than a fundamental change in network performance.

The proposed development makes provision for a total of 96 cars within a new three-level (largely basement) parking area, comprising 87 residential spaces and 9 visitor spaces, thereby satisfying the minimum parking requirements under SEPP (Housing) 2021. On this basis, the proposed parking provision is considered appropriate.

Analysis of the car ownership of the households in Mosman in 2021 shows that 85.8% of the households owned at least one car. Based on 2021 car ownership the parking provision provided by the proposal is sufficient.

Also, the Proposal is located close to public transport to encourage public transport patronage and reduce private motor vehicle use. This aligns with state and local housing policies that also aim to reduce private motor vehicle usage.

In response to community concerns regarding traffic congestion and the capacity of the local road network and public transport, the proposed development has considered the provision of generous off-street parking for both residents and visitors. This would assist in reducing potential pressure on surrounding streets and support the transport needs of future residents.

Impacts related to traffic and parking have been assessed as **negligible.**

Impacts related to construction

(encompassing construction traffic, noise and vibration, air quality)

Those living close to construction sites can suffer from the annoyance of noise and vibration, which can cause sleep disturbances, cognitive impairment, decreased mental wellbeing and other health and wellbeing impacts. Children, particularly those with complex cognitive issues, the elderly and those with underlying mental health conditions are particularly vulnerable to the impacts of noise.

Construction sites can also generate additional traffic in an area. Heavy vehicles cause noise and air pollution, while the traffic generated by the construction workforce can place additional demand on parking in suburban streets.

According to the NSW Environment Protection Agency (2013), a range of health implications, including impacts on cardiovascular and respiratory health, can result from air born particle pollution, which includes dust and combustion emissions.

For construction activities the NVIA concluded that without mitigation, exceedances of the noise affected criterion are expected at the nearest residential receivers. Exceedances of the highly noise affected criterion may also be generated where activities are conducted close to the site boundary or noise-intensive activities are carried out.

The NVIA recommends noise mitigation and management measures be implemented where feasible and reasonable. Due to the potential for exceedances of the highly noise-affected criterion, respite periods may be required to restrict noise-intensive activities to the least sensitive part of the day.

In terms of vibration from construction, the NVIA that vibration intensive works have the potential to exceed cosmetic building damage criteria when conducted near the boundaries of the properties to the south and west. Additionally, vibration intensive activities may exceed human comfort criteria when conducted close to the site boundary. It is therefore recommended that vibration monitoring at sensitive receivers is conducted where works have the potential to exceed the cosmetic building damage criterion.

The NVIA recommends that vibration management and mitigation measures are implemented where feasible and reasonable to minimise impacts on human comfort.

The NVIA recommends several mitigation measures to minimise the impacts of construction noise and vibration.

A construction traffic management plan and construction management plan with appropriate mitigation measures, including those listed in this assessment, will be required prior to construction certificate (CC).

While construction activities are likely to result in impacts, particularly for residents directly surrounding the site and those that may be more vulnerable like younger children, older people and asthma suffers, they will be temporary and are likely to be lower level provided the appropriate mitigation measures are implemented.

Impacts related to construction have been assessed as **low negative.**

This assessment concludes that the proposal has the potential to result in significant positive social impacts and minor negative or negligible impacts. The management and monitoring of the potential negative impacts will be the responsibility of the applicant and the relevant contractors to ensure there are no material impacts generated by the proposal.

Based on the assessment of social impacts and residual significance, the proposal is suitable and warrants approval subject to the implementation of the following mitigation measures:

- Engage the services of a community housing provider and Investigate opportunities to prioritise essential workers for affordable housing units.
- Implement measures identified in the Green Travel Plan (GTP) to support additional use of active transport and other methods to reduce traffic congestion and contribute to community and individual health and wellbeing.

- Implement measures identified in the Noise and Vibration Impact Assessment.
- Notify neighbouring properties of pending construction works through letterbox drops and provide a QR code for access to project information and recording any feedback.
- Identify potential vulnerable communities by providing a phone contact number for households with younger children, older residents, those with asthma or mental health condition.
- Parking to be made available on site for construction workforce vehicles.
- Prepare and implement mitigation measures as identified in the Construction Traffic Management Plan (CTMP).
- Implement measures identified in the Noise and Vibration Impact Assessment.
- Contractor to prepare a Construction Management Plan (CMP) prior to Construction Certificate (CC). The CMP will include a 'good neighbour plan' that highlights the following actions / initiatives:
    - mechanisms to deliver regular updates to primary social locality residents throughout the construction stages, including key timings of major construction milestones and activities
    - mechanism or register to enable feedback from primary social locality residents during the construction phase
    - mechanisms for primary social locality residents with young children, older people, those with health issues and shift workers to come forward and be given consideration during the construction period if required
    - complaints log.

Part A - INTRODUCTION

GYDE

1. Introduction

This Social Impact Assessment (SIA) has been prepared on behalf of the Trustee for Ourimbah Developments Trust to accompany the State Significant Development Application (SSDA) (**SSD-119133490)** for 40-56 Ourimbah Road, Mosman.

This SIA has been prepared having regard to the Department of Planning, Housing and Infrastructure's (DPHI) *Social Impact Assessment Guidelines for State Significant Development Guidelines 2026* and addresses the project's Planning Secretary's Environmental Assessment Requirements (SEARs).

1.1 Purpose

The SIA is one input to the broader planning process that also considers environmental, economic, social, and cultural impacts.

A social impact assessment is a process for the identification, analysis, assessment, management and monitoring of the potential social impacts of a project, both positive and negative.

The primary purpose of the SIA will be to bring about a more ecologically, socio-culturally and economically sustainable and equitable environment by minimising any potential negative impacts and enhancing positive impacts.

The SIA has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (**SEARs**) dated **14 May 2026** and issued for the **SSDA (SSD-119133490**). Specifically, this report has been prepared to respond to the SEARs requirement issued below.

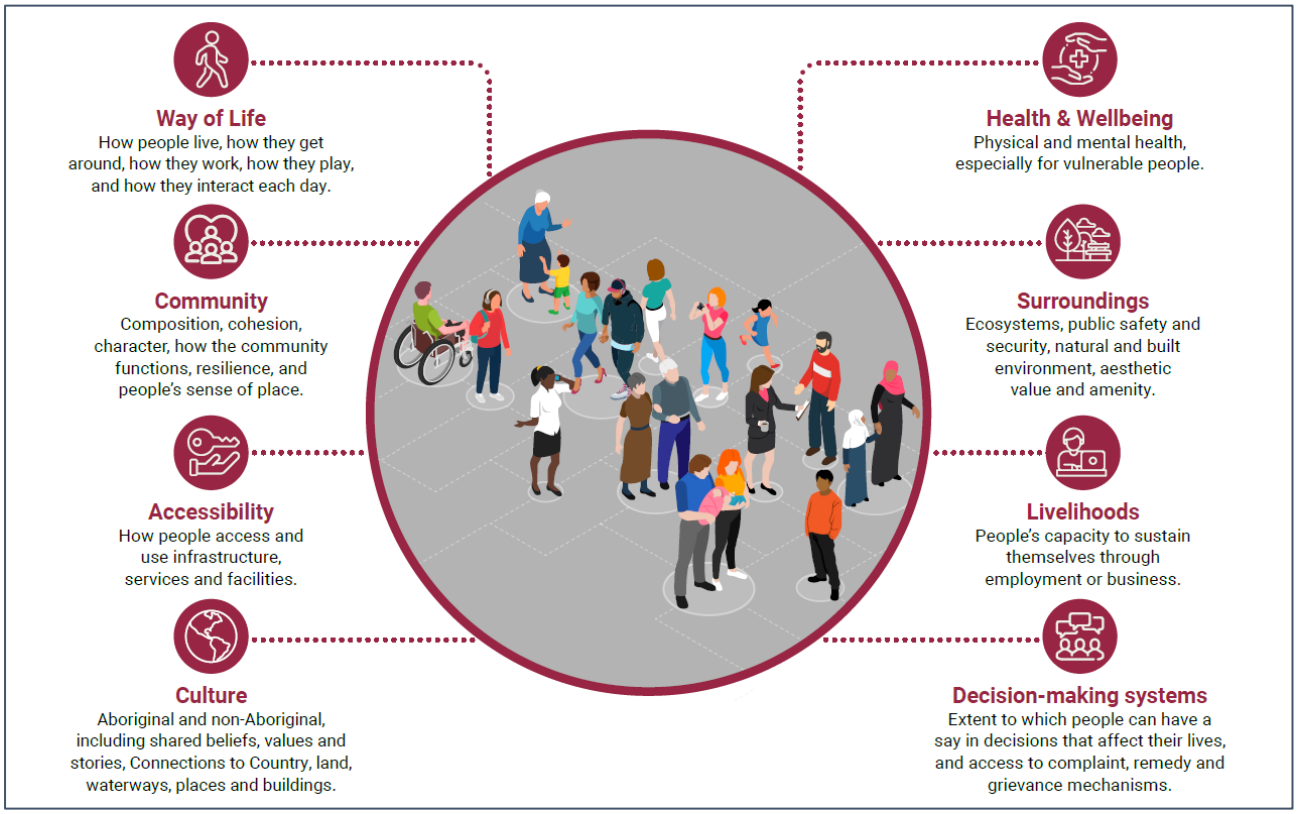
Item	Description of Requirement	Supporting Documentation
18. Social Impact Assessment	The EIS must consider social impacts and, should any significant social impacts be identified, a Social Impact Assessment must be prepared in accordance with the *Social Impact Assessment Guideline for State Significant Projects*.	Address in EIS If required: Social Impact Assessment in accordance with the guidelines

1.2 What are social impacts and how are they assessed?

Social impact is about understanding how changes affect the well-being and overall quality of life for individuals and communities.

Social impacts refer to the consequences, both positive and negative, that a project has on people and communities. These impacts can affect various aspects of life, including people's way of life, community, access, culture, health and wellbeing, livelihoods and people's ability to contribute to decision-making.

Social impacts are assessed according to the following categories as defined by the NSW Government *Social Impact Assessment Guideline, 2026*.



The principles below support an evidence-based approach to SIA.

Principles	Description
Action-oriented	Defines specific actions to deliver practical, achievable and effective outcomes for people.
Adaptive	Establishes systems to respond to new or different circumstances to support continuous improvement.
Culturally responsive	Develops culturally informed approaches and methodologies to ensure Aboriginal and culturally diverse communities are engaged appropriately, and their perspectives, insights and feedback are valued.
Distributive equity	Considers how different groups will experience social impacts differently (particularly vulnerable and marginalised groups, future generations compared with current generations, and differences by gender, age and cultural group).
Impartial	Uses fair, unbiased research methods and follows relevant ethical standards.
Inclusive	Seeks to hear, understand, respect and document the perspectives of all likely affected people. Uses respectful, meaningful and effective engagement activities tailored to the needs of those being engaged (e.g. being culturally sensitive and accessible).

Integrated	Uses and references relevant information and analysis from other assessments to avoid duplication. Supports effective integration of social, economic and environmental considerations in decision-making.
Life-cycle focus	Seeks to understand likely impacts (including cumulative impacts) at all project stages, from pre-construction to post-closure/operation commencement.
Material	Identifies which likely social impacts matter the most for people and/or pose the greatest risk/opportunity to those expected to be affected.
Precautionary	If there are risks of serious or irreversible environmental damage (including harm to people), avoids using any limits on full scientific certainty as a reason for postponing measures to prevent environmental (including social) degradation.
Proportionate	Ensures the scope and scale of the SIA corresponds to the scope and scale of the likely social impacts.
Rigorous	Uses appropriate, accepted social science methods and robust evidence from authoritative and trustworthy sources.
Transparent	Explains, justifies and makes available information, methods and assumptions so that people can see how their input has been considered.

Section 9. Social Impact Risk Assessment provides a summary of the assessment in table format. The impacts are categorised and assessed according to the social impact categories identified above. Each impact has an overarching heading that documents the impact it aims to assess, with a series of subheadings that provide a narrative and rationale for the eventual 'residual impact significance rating'.

The likelihood of an impact occurring is assessed according to four levels.

- **Almost certain:** Definite or almost definitely expected.
- **Likely:** High probability.
- **Possible:** Medium probability.
- **Unlikely:** Low probability.
- **Very unlikely:** Improbably or remote probability.

The significance of the impact is assessed according to the following magnitude levels.

- **Minimal:** Little noticeable change experienced by people in the locality.
- **Minor:** Mild deterioration/improvement, for a reasonably short time, for a small number of people who are generally adaptable and not vulnerable.
- **Moderate:** Noticeable deterioration/improvement to something that people value highly, either lasting for an extensive time, or affecting a group of people.
- **Major:** Substantial deterioration/improvement to something that people value highly, either lasting for an indefinite time, or affecting many people in a widespread area.
- **Transformational:** Substantial change experienced in community wellbeing, livelihood, infrastructure, services, health, and/or heritage values; permanent displacement or addition of at least 20% of a community.

Levels of magnitude are assessed according to the following dimensions:

- **Extent:** Who specifically is expected to be affected (directly, indirectly, and/or cumulatively), including any vulnerable people? Which location(s) and people are affected? (e.g. near neighbours, local, regional, future generations).
- **Duration:** When is the social impact expected to occur? Will it be time-limited (e.g. over particular project phases) or permanent?
- **Intensity or scale:** What is the likely scale or degree of change? (e.g. mild, moderate, severe)

- **Sensitivity or importance:** How sensitive/vulnerable (or how adaptable/resilient) are affected people to the impact, or (for positive impacts) how important is it to them? This might depend on the value they attach to the matter; whether it is rare/unique or replaceable; the extent to which it is tied to their identity; and their capacity to cope with or adapt to change.
- **Level of concern / interest:** How concerned/interested are people? Sometimes, concerns may be disproportionate to findings from technical assessments of likelihood, duration and/or intensity.

The level of likelihood, plus the magnitude provides an overall score of the likely social impact. For example, a social impact that is 'likely', with a magnitude of 'major' will be shown as Likely + Major = (social risk rating) Very high. Each risk rating is colour coded as per the social impact significance matrix presented below.

Table 1 Social impact significance matrix

LIKELIHOOD	MAGNITUDE					
		1	2	3	4	5
		Minimal	Minor	Moderate	Major	Transformational
	A. Almost certain	Low	Medium	High	Very high	Very high
	B. Likely	Low	Medium	High	High	Very high
	C. Possible	Low	Low	Medium	High	High
	D. Unlikely	Negligible	Low	Low	Medium	High
	E. Very unlikely	Negligible	Negligible	Low	Medium	Medium

Source: Adapted from Department of Planning, Industry and Environment, *SIA Technical Supplement, 2025*.

2. Methodology

The methodology for this assessment applies requirements outlined the NSW Government Department of Planning, Housing and Environment *Social Impact Assessment and Guideline 2026*, and the *Social Impact Assessment Technical Supplement, 2025*.

A. Proposal review

Provides an initial understanding of the Proposal including its context within the region and locality.

B. Prepare the Social Baseline

The social baseline is compiled based on the following inputs.

- **Literature Review**

The review of the literature covers two main categories:

  - Policy and planning drivers - state and local government policy and planning context in which the Proposal is situated.
  - Emerging issues and trends - academic and other research to understand the context for the Proposal.

- **Define the social locality**

The identification of the social locality enables an understanding of potentially affected communities and stakeholders in the surrounding geographical area, and how positive and negative impacts may be reasonably perceived or experienced by different people.

The social locality may include the area immediately surrounding the site but can also extend across one or more LGAs.

The social locality is generally defined through an observational analysis. Observing the geographic location around site is done through a site visit and ariel mapping.

- **Population and place analysis**

The review and analysis of selected demographic data and place characteristics of the social locality will be undertaken to create an understanding of the existing community and conditions (social baseline), and how it may change or be impacted by the proposed development.

- **Community and stakeholder engagement**

Community and stakeholder engagement is vital to ensure that the voices of those likely to be impacted by the Proposal are included in the SIA. Inputs identified by through the engagement will identify impacts and the magnitude of their effects, inform refinements, and assist in the creation of mitigation and enhancement measures.

Residents, communities, and stakeholders that are identified as part of the social locality are the general focus of engagement, however as consultation begins it may be appropriate to expand the engagement to others.

The level of community and stakeholder engagement and the activities specifically designed to align with the Proposal will depend on the potential impacts identified through the scoping study.

Engagement processes for SIAs are social inquiry based and aim to explore and reflect on issues of a social nature, that because of a Proposal, may impact those in the social locality, as well as potential options that may assist to reduce, minimise or illuminate adverse impacts, or enhance positive impacts.

- **Technical report review**

Technical reports communicate the outcomes of research undertaken in various disciplines to critically analyse aspects of the Proposal and the potential impacts it will have in the context of the existing environment.

The technical reports provide conclusions and recommendations related to the immediate and ongoing management of aspects of the Proposal.

Technical reports are reviewed to support a comprehensive and informed overview relative to various social impacts.

Relative mitigation measures identified in the technical reports are included in the SIA and used to inform the residual impact assessment.

C. Social impact assessment / Residual impact assessment

Based on information collected and collated in the previous sections, potential social impacts will be assessed against the corresponding impact categories as outlined in the SIA Guideline. These eight categories provide for high level groupings of potential social impacts that can be interrogated, which then forms the basis of the assessment. The level and scope of interrogation of the categories will depend on the nature of the Proposal. The categories have been established to provide a standard approach to measuring social impact assessments.

The impact assessment process utilises tools from the *SIA Guideline, 2025* and the *SIA Technical Supplement, 2025* to assess each impact in relation to its likelihood and magnitude. The significance of the social impacts is then undertaken and a pre residual impact score applied.

The social impact scores are then reassessed informed by proposed enhancement and mitigation measures to determine the post-mitigation or residual significance.

3. Project Description

This section provides information on the context, including a description of the site, its geographic location, and the Proposal.

3.1 Site & Context

The site is within the Mosman Local Government Area (LGA) at 40-56 Ourimbah Road, Mosman, legally described in **Table 2.**

Table 2 Legal description of site

Lot	Section	Deposited Plan	Address
1	-	DP512796	40 Ourimbah Road, Mosman
2	-	DP512796	42 Ourimbah Road, Mosman
D	-	DP107522	44 Ourimbah Road, Mosman
C	-	DP107522	46 Ourimbah Road, Mosman
B	-	DP107522	48 Ourimbah Road, Mosman
A	-	DP107522	50 Ourimbah Road, Mosman
3	2	DP2864	52 Ourimbah Road, Mosman
22	-	DP621690	54 Ourimbah Road, Mosman
21	-	DP621690	56 Ourimbah Road, Mosman

An aerial view of the site is provided in **Figure 1**.

Figure 1 Aerial view of the site, 40 – 55 Ourimbah Road, Mosman. Source: Gyde

To the north of the site, on the northern side of Ourimbah Road is characterised by a series of detached one- and two-storey dwelling houses, shown in Error! Reference source not found.. Further north-west of the site on Rosebery Street is the Mosman Lawn Tennis Club.

To the east of the site are several two-storey detached dwellings in a range of contemporary architectural styles with pitched roofs, shown in Error! Reference source not found.. Further east is the Spit Junction Town Centre which provides a mix of low- and high-order shops including a chemist, local supermarket, gyms, cafes and retail premises.

To the south of the site, along Bond Street, there are a series of detached one-storey dwelling houses with pitched roofs, as demonstrated in Error! Reference source not found. **and**Error! Reference source not found.. Further south is Military Road which connects the Northern Beaches to Sydney CBD. Along the State Classified Main Road is a range of commercial premises and shops that service the Mosman LGA.

Figure 2 Image of 81A and 83 Ourimbah Road, looking north-west. Source: Gyde

Figure 3 Image of 37 and 37A Bond Street looking south-east. Source: Google Streetview 2024

Figure 4 Image of 24 Bond Street immediately south of the site. Source: Gyde

Figure 5 Image of Bond Street looking south-east. Source: Gyde

3.2 The Proposal

The proposal seeks consent for a new residential flat building (RFB) development with in-fill affordable housing. The proposal includes:

1. Demolition of existing development on the site and associated ancillary structures.
2. Construction of a part 8-storey part 9-storey RFB comprising 63 residential apartments including 15% affordable housing dwellings, to be managed by a registered Community Housing Provider.
3. Provision of communal open space and landscaped areas.
4. Excavation for 2 basement levels with car parking and associated services.
5. All associated works including site preparation, earthworks, drainage, infrastructure and removal of existing vegetation where required to facilitate the development.

The proposal seeks to utilise the low and mid rise housing and in-fill affordable Housing provisions of the Housing SEPP by providing affordable housing in compliance with the requirements of the EPI.

Figure 6 Concept render. Source: Doroch Architects

Part B - SOCIAL BASELINE

GYDE

4. Literature Review

This section provides a discussion of the relevant federal, state and local government policy and planning information, as well as emerging issues and trends relevant to the Proposal. This information contributes to establishing the social baseline that informs the assessment.

4.1 Policy and Planning Drivers

Following is the policy, plans and directions developed by federal, state and local governments that have relevance to this Proposal.

Table 3 Relevant policy and planning drivers

Policy / Plan	Discussion
Federal Government	
National Housing Accord	The Accord set a delivery target of 1.2 million homes nationally over the next five years to 2029. NSW is required to deliver 377,000 of these new homes, which corresponds to 75,000 homes per annum. Meeting the agreed housing delivery target will be challenging because it will require more than a 50% increase in NSW's average completion rate of 48,000 homes per annum. This requirement comes at a time when NSW recorded its lowest dwelling approval rate in the past 10 years (44,263 dwellings in 2023). Without an immediate increase in supply, rental availability and affordability will worsen. Through joint Commonwealth and State contributions, the Accord encourages planning reform, zoning and land release to enable faster housing delivery and institutional investment in housing, including build-to-rent developments. In the context of the Proposal, it will provide housing options in a high-demand market and addresses both the Accord's immediate goals of tackling low vacancy rates and high rents. The proposal also aligns with the longer-term vision of a more resilient, diverse and affordable national housing system.
State Government	
Greater Sydney Region Plan – A Metropolis of Three Cities	Greater Sydney is forecast to grow from 4.7 million people to 8 million people by 2056. Housing targets include 725,000 additional homes by 2036 and 817,000 new jobs to meet the needs of a changing economy. Integration of land use and transport will mean more people have access to jobs, education, health and other services by public transport within 30 minutes of their homes. The Plan aims to manage the effects of urban development on the natural environment, as well as reduce costs, carbon emissions and environmental impacts and work towards reaching net-zero emissions by 2050. The Plan recognises the importance of providing a range of housing types near areas where there is significant investment in mass transit corridors, such as Sydney Metro infrastructure

	projects and are within a 10-minute walking catchment. The Plan is supportive of housing diversity and affordability, particularly for moderate income households to support Greater Sydney's essential workforce.
Future Transport Strategy	The Future Transport Strategy sets out a 40-year vision, directions and outcomes framework for customer mobility in NSW and will guide transport investment over the longer term. The proposal is consistent with the Strategy, as it will provide for additional residential accommodation within a highly accessible location and is located within walking distance to transport, jobs, education and health services.
Staying Ahead; State Infrastructure Strategy 2022 - 2042	The State Infrastructure Strategy provides 57 recommendations to the NSW Government aimed at improving outcomes and living standards across NSW to be achieved by 2042. The Strategy is framed around nine (9) objectives and recognizes the need for continual economic productivity and competitiveness, protection of our natural environment, climate resilience, and transition to Net Zero while harnessing the power of data and technological advancement to support the integrated use of infrastructure, land use and services. In the context of the Proposal, the Strategy highlights the need to concentrate high-density housing around transport corridors where existing infrastructure already exists.
North District Plan	The North District Plan aligns closely with the Greater Sydney Region Plan, focusing specifically on the northern district of metropolitan Sydney. The Plan provides a number of Planning Priorities to achieve by 2056. The Proposal aligns with the following Planning Priorities in the North District Plan: • Planning Priority N4. Fostering healthy, creative, culturally rich and socially connected communities • Planning Priority N5. Providing housing supply, choice and affordability, with access to jobs, services and public transport • Planning Priority N6. Creating and renewing great places and local centres, and respecting the District's heritage • Planning Priority N10. Growing investment, business opportunities and jobs in strategic centres • Planning Priority N12. Delivering integrated land use and transport planning and a 30-minute city Planning Priority N20. Delivering high quality open space.
Housing SEPP	The Housing SEPP aims to deliver more affordable and diverse forms of housing, including co-living housing and independent living units. It marks the completion of phase three of the NSW Government's housing reforms. To increase housing supply and the quantity of social housing within New South Wales (NSW'), the NSW State Government recently included 'bonus' provisions within Chapter 2 of State Environmental Planning Policy (Housing) 2021 (Housing SEPP') for certain residential developments within the Six Cities Region (excluding the Shoalhaven Local Government Area). In summary, the amended Housing SEPP offers up to 30% more gross floor area (GFA') and building height than allowed by the applicable local environmental planning instrument for certain residential development.
Social Impact Assessment Guideline and	The Social Impact Assessment (SIA) Guidelines and Technical Supplement (2025) has been developed for proponents of State significant projects. The SIA is one input to the broader environmental impact assessment (EIA) process that also considers environmental, economic,

Technical Supplement for State Significant Projects	social and cultural impacts. The EIA is reported through an environmental impact statement (EIS), which identifies likely environmental impacts and responses for certain types of development. All State Significant projects require an EIS as part of the application for consent or approval.
Local Government	
Mosman Local Strategic Planning Statement (LSPS)	The Mosman Local Strategic Planning Statement (LSPS) establishes Council's 20-year vision for managing growth while maintaining the area's high levels of environmental amenity, liveability and landscape character. It is directly relevant to the proposal as it supports additional housing through infill development in accessible locations, particularly near centres such as Spit Junction. The proposal aligns with Planning Priority 5, which promotes housing diversity to meet changing demographics, while ensuring development occurs in appropriate locations and respects neighbourhood character and amenity. The LSPS also emphasises high-quality design, heritage and environmental protection, and the dominance of landscape over built form, all of which are key considerations for the development. The Statement also recognises that Mosman has no surplus land and that future housing supply will be achieved through infill development, reinforcing the strategic justification for redevelopment of underutilised sites.
Mosman Contributions Plan 2022	The Mosman Local Infrastructure Contributions Plan 2022 establishes the framework for funding local infrastructure required to support population growth and development within the local government area. It is directly relevant to the proposal as it recognises that new development generates additional demand for community infrastructure, including open space, recreation facilities, community services and public domain improvements. The Plan requires development to contribute financially toward identified infrastructure upgrades and enhancements, ensuring that the increased demand associated with additional residents does not diminish existing levels of service or community wellbeing. In the context of Mosman, where land constraints limit opportunities for new infrastructure provision, the Plan places emphasis on the upgrade, renewal and improved accessibility of existing facilities. Accordingly, the proposal will contribute to the delivery of infrastructure that supports social connectivity, active lifestyles and access to community services, which are key considerations in assessing social impacts.
Mosman Open Space Recreational Needs Assessment	The Mosman Open Space and Recreation Needs Assessment (2015) is directly relevant to the proposal as it provides the evidence base for understanding existing capacity, demand and future needs for open space and recreational facilities within the local government area. The Assessment identifies that Mosman's open space network is already highly valued and operating at, or near, capacity, with limited opportunity to increase supply due to land constraints. It highlights the importance of optimising the use, accessibility and functionality of existing parks, sporting facilities and foreshore areas to meet the needs of a growing and changing population. In this context, the proposal has the potential to increase demand for both passive and active recreational spaces, including parks, walking tracks and sports facilities. The Assessment emphasises the need for upgrades, improved management and equitable access to open space to support community health and wellbeing. Accordingly, the proposal must be considered in terms of its contribution to increased usage pressures, while also aligning with Council's broader strategy to enhance the quality, capacity and accessibility of existing recreational assets to mitigate social impacts associated with population growth.

Mosman Disability Inclusion Action Plan	The Mosman Disability Inclusion Action Plan is relevant to the proposal as it responds to the specific needs of Mosman's community, including an ageing population and residents requiring improved accessibility to services, facilities and public spaces. The Plan establishes Council's framework for enhancing inclusion through improved access to the built environment, transport, community facilities and local services, as well as promoting social participation and independence. In the context of Mosman, where topography, older building stock and constrained public spaces can present accessibility challenges, the Plan emphasises the importance of universal design and the removal of physical barriers. The proposal is therefore relevant in its capacity to provide accessible and adaptable housing in close proximity to Spit Junction, supporting improved access to public transport, health services and community facilities. Consideration of the Plan is important in assessing how the development contributes to an inclusive local environment and responds to the needs of people with disability within Mosman's established and evolving urban context.
Mapping Mosman's Community Services & Programs	The Mapping Mosman's Community Services and Programs document is relevant to the proposal as it provides a comprehensive overview of the range, distribution and accessibility of community services within Mosman, including services for children, families, older persons, and people with disability. The document identifies key community facilities such as the seniors' centre, youth services, library, community venues and support programs, and highlights the role these services play in supporting social connection, wellbeing and inclusion. In the context of Mosman's relatively small and constrained local government area, the document reinforces the importance of efficient use and accessibility of existing services, rather than expansion through new facilities. The proposal has the potential to increase demand for these local services, particularly given the proximity to Spit Junction and established community infrastructure. As such, the document is relevant in assessing the capacity of existing services to accommodate additional residents and in identifying the need for continued coordination, accessibility and potential enhancement of community programs to support population change.

4.2 Emerging Issues and Trends

Housing need

A persistent imbalance between the supply and demand for housing has significantly deteriorated the availability and affordability of rental accommodation in Sydney. This imbalance has led to a long run compression in Sydney vacancy rates to 1.5% as at April 2025 (SQM Research) which in turn has driven the median unit weekly rental price up by 50.0% in the four years to September 2024 (Domain). Conversely, wage growth over the same period has increased by only 10.8% (Australian Bureau of Statistics (ABS)).

Australia's housing shortfall has collided with rapid population growth (including the largest net gain in overseas migrants on record), a strained construction sector and rising property prices (locking people into renting for longer). Rental affordability is now at its lowest level since the 2008 Global Financial Crisis.

The divergence in asking rents and wage growth has seen NSW become the least affordable state for renters. A median income household in NSW could afford to rent just 28% of available rentals before experiencing rental distress. The situation in Sydney is more acute and is highlighted by the median weekly rent being $100 more expensive than the national capital city median (as of September 2024).

To meet the forecasted demand for housing over the next five years, all State and Federal Governments agreed to the National Housing Accord (the Accord). The Accord acknowledges that a significant increase in the supply of all housing types is a necessity to tackle the severity of the housing crisis.

The Accord set a delivery target of 1.2 million homes nationally over the next five years to 2029. NSW is required to deliver 377,000 of these new homes, which corresponds to 75,000 homes per annum.

Meeting the agreed housing delivery target will be challenging because it will require more than a 50% increase in NSW's average completion rate of 48,000 homes per annum. This requirement comes at a time when NSW recorded its lowest dwelling approval rate in the past 10 years (44,263 dwellings in 2023). Without an immediate increase in supply, rental availability and affordability will worsen.

Housing affordability and essential workers

While the housing supply and demand misalignment affects most people in NSW, it particularly impacts essential workers in metropolitan areas. Essential workers, who cannot work remotely, have less flexibility regarding job location when seeking employment.

A Report released in June 2025 from an Inquiry by the Legislative Assembly Select Committee on Essential Worker Housing, found that limited housing options are having a significant impact on the essential workers who are crucial to New South Wales.

Chapter Four – 'Increasing supply of well-located housing options for essential workers' summarises that:

> The NSW Government should be maximising opportunities to provide essential worker housing on government-owned land, particularly vacant Crown land. Transferring these assets to Homes NSW or Landcom would allow these agencies to develop well-located essential worker housing for rent or sale to essential workers. This land could also be sold or leased at below-market rates to developers to produce essential worker built-to-rent housing or mixed-used developments with a substantial portion of essential worker housing[1].

In 2017 the Greater Sydney Commission identified Sydney as "one of the least affordable housing markets globally and the least affordable Australian City" (Greater Sydney Regional Plan, p.68).

A 2023 Report prepared for Sydney University concluded that since 2011, across Greater Sydney the proportion of essential workers living in the private rental sector has increased and the proportion purchasing a home with a mortgage has declined. Further, based on indicative essential worker salaries, there are no Local Government Areas (LGAs) across Sydney with a median house price that is affordable to an early career essential worker. Even median prices for townhouses and apartments (strata titled properties) are largely unaffordable.

The Report conducted a comparison of the 2011 and 2021 ABS data revealed that the concentration of essential workers relative to the labour force generally has declined in expensive inner and middle ring areas of Sydney where concentrations were already low, which includes LGAs in the Eastern Suburbs, Inner West and North, including Willoughby. More affordable outer suburban areas with historically high relative concentrations of essential workers have seen an increase in concentration between 2016 and 2021[2].

According to the 2021 Census, data showing where essential workers were living and working show a significant number travelling very long distances to their place of employment. For example, approximately 450 Registered Nurses working in inner subregions of Sydney also commute in from outside of the metropolitan region[3].

[1] Legislative Assembly Select Committee on Essential Worker Housing. Options for essential worker housing in New South Wales. https://www.parliament.nsw.gov.au/tp/files/191174/Tabling%20copy%20-%20Report%20-%20Options%20for%20essential%20worker%20housing%20in%20New%20South%20Wales%20(June%202025).pdf.
[2] Gilbert, C., Nasreen, Z., and Gurran, N. (2023) Tracking the housing situation, commuting patterns and affordability challenges of essential workers: a report prepared for HOPE Housing, Sydney: The University of Sydney and HOPE Housing. https://urbanism.sydney.edu.au/wp-content/uploads/2023/03/Gilbert-Nasreen-and-Gurran-w-HOPE-Housing-FINAL-March-2023.pdf.
[3] Gilbert, C., Nasreen, Z., and Gurran, N. (2023) Tracking the housing situation, commuting patterns and affordability challenges of essential workers: a report prepared for HOPE Housing, Sydney: The University of Sydney and HOPE Housing. https://urbanism.sydney.edu.au/wp-content/uploads/2023/03/Gilbert-Nasreen-and-Gurran-w-HOPE-Housing-FINAL-March-2023.pdf.

Families and higher density living

Data from the ABS shows that family households are projected to remain the most common household type in Australia, at 68% to 70% of all household in 2046[4].

Factors such as limited housing options and the cost of property has produced a trend of families raising children in apartments, particularly in urban areas where high-density living is becoming a necessity to meet housing needs.

According to the ABS 2021 Census, about one in 20 family households in Brisbane and Melbourne lived in an apartment during the 2021 Census. In Sydney, where median house prices were more than 1.5 times higher than Melbourne's, the figure was closer to one in 5 (five)[5].

Despite these trends, there are significantly fewer three- or four-bedroom units compared to your housing sector. According to CoreLogic[6], three or more-bedroom houses make up about 90 per cent of the market for house listings, whereas for units, it's only about 29 per cent of listings. ABS Census data supports these findings, with three or more bedroom houses accounting for 90.2 per cent of dwellings nationwide, compared to just 16.6 per cent for three or more bedroom apartments[7].

The supply of apartments is shaped by a range of market predictions, including developer perceptions of demand, market research, cost constraints and profit margins.

Consequently, there is a nationwide shortage of large, three-bedroom or more apartments in Australia because smaller, more profitable units have been prioritised, leading to families struggling to find suitable housing, especially in cities.

Despite being a growing cohort of apartment dwellers, assumptions that apartments are “temporary”, “stepping stones” and “unsuitable for families” have contributed to a landscape where Australian apartments have largely failed to meet the needs and preferences of families with children.

In addition to limited availability, among the key challenges for families are spatial constraints, inadequate storage, poor acoustic performance, a lack of play space and inadequate family-friendly neighbourhood infrastructure[8].

The future generations of all household types are more likely to live in apartments across all life stages. Failure to accommodate families’ needs in the design and delivery of apartment housing now will have significant consequences for the future success of cities.

Rise in lone person households

The rise in lone person households reflects a long-running transition in demographics and contemporary economic-cultural change. Census data from the ABS shows more than one in four Australian households were lone person households in 2021, and the average household size decreased from 2.6 to 2.5 between 2016 and 2021[9]. This marks the first decline since 2000, continuing a century-long contraction from approximately 4.5

[4] ABS. Household and Family Projections, Australia. https://www.abs.gov.au/statistics/people/population/household-and-family-projections-australia/latest-release.
[5] ABC News. As Australia's largest cities densify, family-friendly apartments are in short supply. https://www.abc.net.au/news/2025-02-13/family-friendly-apartment-australian-cities-housing-density/104904044.
[6] The case of Australia’s missing family-sized apartments, February 2025. https://view.com.au/news/nsw/the-case-of-australia-s-missing-family-size-apartments/.
[7] ABS. Housing: Census 2021. https://www.abs.gov.au/statistics/people/housing/housing-census/latest-release#:~:text=Key%20statistics%20*%20There%20were%2010%2C852%2C208%20private,were%201%2C043%2C776%20unoccupied%20dwellings%20on%20Census%20Night.
[8] James Martin Institute for Public Policy. Planning for the inclusion of families in apartments. Policy Insights Paper. Dr Sophie-May Kerr, May 2024. https://cityfutures.ada.unsw.edu.au/documents/762/JMI-Policy-Insights-Paper-Planning-for-the-inclusion-of-families-with-children_vmaiiJn.pdf.
[9] Australian Institute of Family Studies. (2023). Households shrink as more people living alone. AIFS, Melbourne. https://aifs.gov.au/sites/default/files/2023-08/Media-release-FF-Households-shrinking.pdf.

persons per household in 1911. Women comprise a modest majority of solo households, and those living alone are more likely to be in young-adult and older-adult life stages as increasing living standards are making it more feasible for people to live alone[10].

This phenomenon is representative of shifting priorities to follow traditional labour, housing and family formation, highlighting broader transformations in living arrangements. These shifts commonly link lone person households to delayed partnership and fertility, change in life aspirations and preferences for personal autonomy. In addition, globalised labour markets and digital economies have further diversified lone person profiles, including mobile professionals and digital nomads[11].

The increase in high-density living, including studio apartments and co-living developments, have also played a pivotal role in attributing to the rise in lone-person households. The economic drivers of this change are double-edged. While higher incomes and a deepening rental market have enabled solo living, especially in urban centres, inequalities and housing costs can contribute to solitary living. For example, widowed older women or younger adults priced out of family formation. An analysis by the Australian Housing and Urban Research Institute (AHURI) revealed that in period from 2011 to 2021, there was a rapid increase in lone person households relative to overall household growth, and ABS projections predict approximately 27% of households will be occupied by solo dwellers by 2046, highlighting the impact of tightening housing markets and the emergence of diverse tenure pathways, such as build-to-rent housing[12].

Changing family composition

The composition of families has undergone sustained and multifaceted change over recent decades, driven primarily by an ageing population, changes in partnership behaviours, and structural transformations in the economy and housing system. Couple households without children have increased as a proportion of all families, while couple families with children have declined. This pattern is supported by Census data from 2021, whereby 39% of households were couples without children and just over half of couple families had children living with them[13]. This trend is complemented by a steady rise in one-parent families and the growth of other non-traditional family forms, such as siblings or other related people living together.

Structural changes to families are also attributed to the rise in single-parent households. Historical trends indicate decreasing trends in marital relationships and the evolving social behaviours that have contributed to the larger proportion of single-parent households with children. At the same time, the proportion of one-parent families with non-dependent children has risen, reflecting a cohort effect of earlier separations and extended adolescence. Similarly, young adults are more likely to delay family formation due to the high costs of housing, and older adults downsize into couple-only households, while some households adopt multigenerational or shared living arrangements[14].

Economic and housing structures have contributed to changes in how family composition is expressed spatially. Increased housing costs, tenure insecurity and varying standards of amenity shape decisions about family formation and household composition.

[10] Cole, P.N. (2021). The Rise of One-Person Households. Socius: Sociological Research for a Dynamic World, vol. 7. https://journals.sagepub.com/doi/full/10.1177/23780231211062315.
[11] Druta, O., Ronald, R. and Heath, S. (2021). Urban Singles and Shared Housing. Social and Cultural Geography, 22(9). https://www.tandfonline.com/doi/full/10.1080/14649365.2021.1987507#d1e144.
[12] Australian Housing and Urban Research Institute. (2022). Census Reveals Changes in the Makeup of Households from 2011 to 2021. AHURI, Melbourne. https://www.ahuri.edu.au/analysis/brief/census-reveals-changes-makeup-households-2011-2021.
[13] Australian Institute of Family Studies. (2023). Families and family composition. AIFS, Melbourne. https://aifs.gov.au/research/facts-and-figures/families-and-family-composition.
[14] Australian Institute of Family Studies. (2025). Latest Trends – Children, Divorce and One-Parent Families. AHURI, Melbourne. https://aifs.gov.au/research/facts-and-figures/divorces-australia-2024.

Land use mix and housing typologies strongly influence the formation and maintenance of social ties, and therefore the stability and composition of family networks. These spatial mechanisms mean that family change is both reflected in and constituted by the built environment.[15]

High density development and community cohesion

High-rise residential development poses implications for the social cohesion of communities, which are highly dependent on building design, housing tenure, housing typology, urban form and location, residential mobility and resident demographics. At a neighbourhood scale, well-designed, mixed-use high-rise development can generate social value by concentrating amenities, enabling incidental encounters and supporting diverse land uses that underpin weak social networks critical to community cohesion. Given the transition to higher density living in Sydney, and more broadly across Australia, research undertaken at Deakin University suggests social connections should be encouraged in the built environment to reduce isolation and promote social health and wellbeing across various age, cultural and socioeconomic groups[16].

Recent Australian studies document a growing share of families living in apartments, demonstrating a shift in the predominant demographic of apartment dwellers from young professionals. Between 2011 and 2021, there has been a 51% increase in households with children living in apartments. NSW has the highest number of apartment buildings, with one quarter of apartments being occupied by families with children.[17]

The mix of tenure and market dynamics are important to consider as investor-driven development with short-term tenancies may result in weaker social ties than owner-occupied or long-term rental communities. In contrast, developments that integrate a range of tenures, including community facing facilities and programs are more likely to sustain social networks.[18] While high-rise development can both enable and erode social cohesion, the balance lies between planning and design choices. The activation of ground-floor public realms, accessible green space, inclusive common areas, tenure diversity and responsive governance provides opportunities for socially resilient and cohesive communities to reside in high-rise developments.

Ageing population

Improvements in living conditions and better healthcare have increased life expectancy and resulted in a rapidly growing older population. Worldwide, by 2030, one out of every six people will be over 60 years old. The demographic trend of population aging has caused an imbalance among children, adults, and older people. This shifting age structure has a substantial demographic impact and affects the social context of the increasing older population[19].

According to the Australian Institute of Health and Welfare, on 30 June 2020, there were an estimated 4.2 million older Australians, over 1 in 6 people were aged 65 and over.

The number and percentage of older Australians is expected to continue to grow. By 2066, it is projected that older people in Australia will make up between 21% and 23% of the total population. For those aged 85 and over, the proportion has increased from 0.5% (63,200) in 1970 to 2.1% on 30 June 2020 (528,000). The proportion is expected to continue to rise to between 3.6% and 4.4% in 2066.

---

[15] Mouratidis, K. (2021). Urban Planning and Quality of Life: A Review of Pathways Linking the Built Environment to Subjective Well-Being. Cities. https://www.sciencedirect.com/science/article/pii/S0264275121001293.
[16] Hall, C & Anddrews, F. (2020). Designing High-Density Neighbourhoods to Promote Social Health in Australia. Journal of Social Inclusion, 10(2). https://journalofsocialinclusion.com/articles/10.36251/josi147.
[17] May-Kerr, S. (2024). Planning for the Inclusion of Families With Children in Apartments. James Martin Institute for Public Policy. https://www.unsw.edu.au/content/dam/pdfs/ada/city-futures/JMI-Policy-Insights-Paper-Planning-for-the-inclusion-of-families-with-children_vmaiiJn.pdf.
[18] Stone, W & Hulse K. (2007). Housing and Social Cohesion: An Empirical Exploration. AHURI, Melbourne. https://www.ahuri.edu.au/sites/default/files/migration/documents/AHURI_Final_Report_No100_Housing_and_social_cohesion_an_empirical_exploration.pdf.
[19] Paltasingh, T. (2025). Introduction: Emerging Issues in Aging. In: Handbook of Aging, Health and Public Policy. Springer, Singapore. https://doi.org/10.1007/978-981-16-1914-4_265-1.

According to a report by the Australian Institute for Health and Welfare, many older Australians report a desire to age in place[20], remaining in their current accommodation. The main reason given for this is a desire to remain linked by proximity to the community and services with which they are familiar but not necessarily to the family home[21]. Ageing in place prioritises the individual's well-being, autonomy, and deep connections to familiar places and people.

Despite the preference of older people to remain in their homes, ageing in place is not always easy. Apartment living is one option that has grown as more older Australians choose to downsize and seek more manageable housing options as they age.

According to an analysis by the City Futures research group from the University of NSW[22], many of these Baby Boomers will downsize but will do so close to where they currently live. This means that large numbers of apartments are likely to be required close to amenities.

The need to provide more affordable and accessible apartments for older people is being reflected in the housing market. In recognition, there is now a significant and ongoing rise in independent living units (ILUs) in Sydney, driven by the growing ageing population, increased demand for downsizing, and supportive planning reforms that encourage more seniors housing development. NSW has implemented incentives, such as bonus floor space for higher-density areas, to boost ILU construction. This is leading to more project listings and increased interest in retirement living.

Increasing populations and demand on social infrastructure

Increasing development and density in urban centres reshapes the demand for, and provision of social infrastructure. Social infrastructure is increasingly important, both as material assets that enable service delivery, and also provides relational spaces that cultivate civic ties. Understanding its interacting with development requires attention to physical capacity, governance and financing arrangements, and the socio-spatial distribution of need[23].

Recent data suggests there is a temporal and spatial mismatch between development and social infrastructure. In fast-growing suburbs, housing supply can outpace the delivery of schools, primary health care, public open space and community facilities, producing a lag in the provision of infrastructure that undermines liveability, amenity and disproportionately affects lower-income households. Given around 40% of Australia's population lives in Sydney and Melbourne alone, the long-term success of cities rests on planning, funding and delivery of infrastructure to support new populations[24] .

According to the Social and Cultural Infrastructure Strategy prepared by the Northern Sydney Regional Organisation of Councils (NSROC) in 2020, the magnitude of growth in the northern Sydney region has not been accompanied by an increase in the provision of social infrastructure.

The Strategy notes that there are high utilisation rates for halls, meeting rooms and community facilities in some Councils, and in some cases, additional residents will exacerbate current shortages in facilities. Further, employment growth, particularly in North Sydney, Macquarie Park and St Leonards, and to a lesser extent Chatswood and Hornsby, will exacerbate demand for social infrastructure by non-residents[25].

[20] Australian Government. Australian Institute of Health and Welfare. The desire to age in place among older Australians. Bulletin 14, 2013.
[21] Olsberg D & Winters M 2005. Ageing in place: intergenerational and intrafamilial housing transfers and shifts in later life. Melbourne: AHURI.
[22] Urban Taskforce. Urban Ideas. Apartment Living for Seniors. https://www.urbantaskforce.com.au/urbanideas/issue6/files/inc/a9079bb0b2.pdf.
[23] Enneking, G., Custers, G., Engbersen G. (2025). The Rapid Rise of Social Infrastructure: Mapping the Concept Through a Systematic Scoping Review. Cities, 158. https://www.sciencedirect.com/science/article/pii/S0264275124008229.
[24] Wear, A. (2016). Planning, Funding and Delivering Social Infrastructure in Australia's Outer Suburban Growth Areas. Urban Polic and Research, 34(3). https://www.researchgate.net/publication/294876247_Planning_Funding_and_Delivering_Social_Infrastructure_in_Australia's_Outer_Suburban_Growth_Areas#read.
[25] Northern Sydney Regional Organisation of Councils (NSROC). Social and Cultural Infrastructure Strategy. Final Report, 8 April 2020

The design and spatial configuration of social infrastructure is equally important. Research demonstrates that co-located, multi-functional infrastructure produces complementary activities that promote everyday contact, mutual and social inclusion. Conversely, fragmented or dispersed facilities reduce opportunities for incidental interaction, weakening local social capital. The delivery of social infrastructure is somewhat limited by the governance and financing of infrastructure, whereby the provision of additional infrastructure is only realised when a critical population level has been reached[26].

[26] Lawon, K., Pawson, H., Troy, L., Van Den Nouwelant, R. & Hamilton, C. (2018). Social Housing as Infrastructure: An Investment Pathway. AHURI, Melbourne. https://www.ahuri.edu.au/sites/default/files/migration/documents/AHURI-Final-Report-306-Social-housing-as-infrastructure-an-investment-pathway.pdf.

5. Social Locality

The social locality identifies the places and stakeholders that may be impacted by the Proposal. This section provides information to assist the community and stakeholder engagement process and inform the social baseline.

The Proposal may have a range of impacts that are local to the project and across the LGA.

People in the primary area (immediately surrounding the site) have the potential to be directly and most impacted by issues like increased population, disruptions to day-to-day routines due to increased traffic and parking, changes to amenity and construction activity.

Those in secondary areas (more general areas in the LGA) may be impacted by issues like increased demands on social infrastructure, haulage routes that include transportation of goods, materials and equipment, and the movement of the project construction workforce.

Through the scoping study and the identification of potential impacts the following geographic areas, and the residents and stakeholders within, were recognised as the social locality.

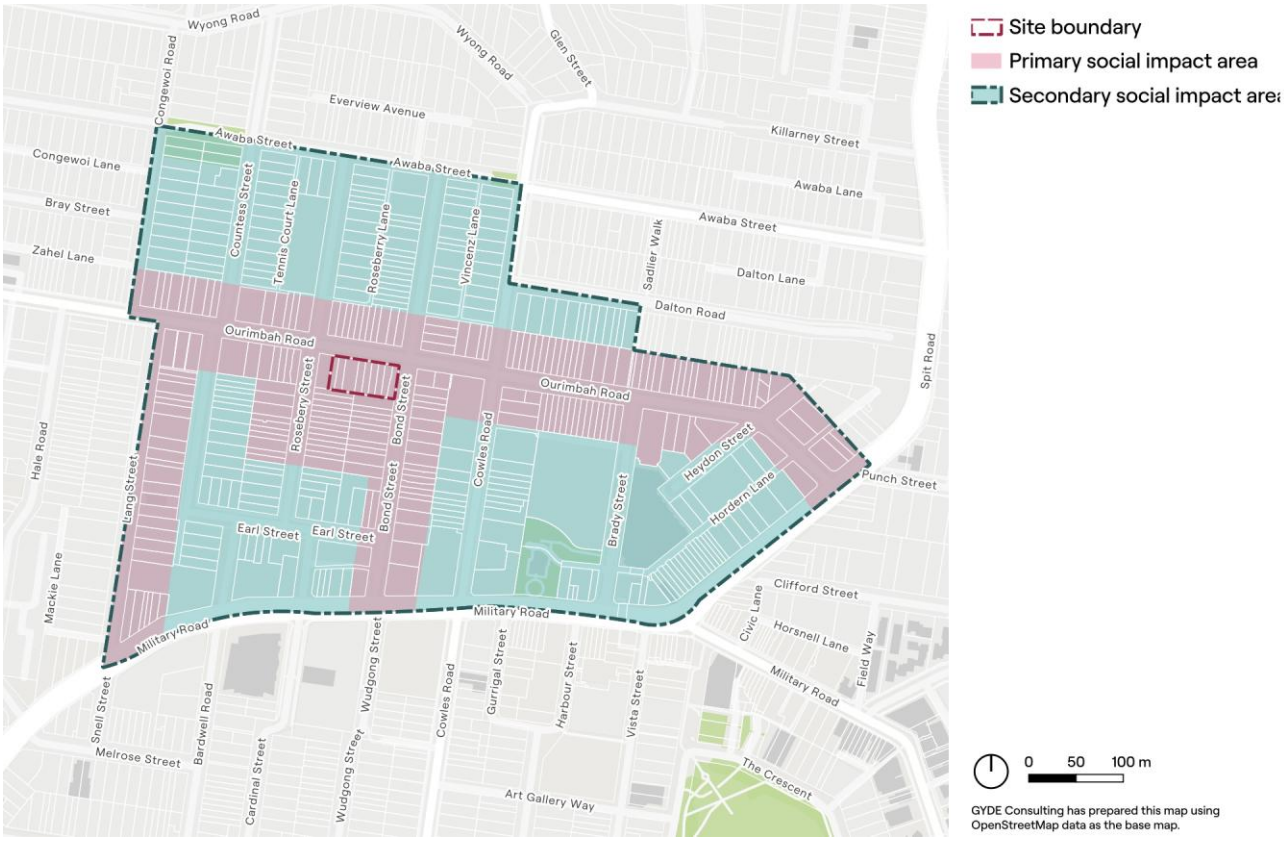


Figure 7 Social locality. Source: Gyde

6. Population and Place

This section provides a brief description of the demographic and projected population characteristics, as well as key features of locality. This information provides an understanding of the population and place in the context of the Proposal.

6.1 Population and Projection Summary

Population profiles and projections provide secondary data that creates a greater understanding of the characteristics of communities now and into the future.

The primary source of demographic data is the ABS 2021 Census, while forecasts are sourced from the Department of Planning, Housing and Infrastructure's Common Planning Assumptions Population Projections, 2024.

Demographic and projection data used in the summary is from the Mosman LGA.

6.2 Key Demographic Insights

The Mosman LGA exhibits the characteristics of a highly established, affluent residential area with a mature demographic profile and a well-educated population. While overall population growth is projected to remain modest over the long term, the age structure is expected to shift significantly, with strong growth in older age cohorts and a corresponding decline in younger and working-age groups.

The existing household structure already reflects relatively small household sizes, with a high proportion of lone-person households and couples without children. This trend is projected to strengthen over time, with continued growth in these smaller household types. However, it is important to note that couple families with children will remain a significant and stable component of the community, continuing to represent a key household group despite a declining share overall. This indicates that while demand for smaller dwellings will increase, there will remain an ongoing need to accommodate family households within the area.

The existing household structure already reflects relatively small household sizes, with a high proportion of lone-person households and couples without children. This trend is projected to strengthen over time, with continued growth in these smaller household types. However, it is important to note that couple families with children will remain a significant and stable component of the community, continuing to represent a key household group despite a declining share overall. This indicates that while demand for smaller dwellings will increase, there will remain an ongoing need to accommodate family households within the area.

The socio-economic profile of Mosman is characterised by high levels of educational attainment and a workforce concentrated in professional and knowledge-based industries. This supports demand for high-quality housing with strong amenity and access to public transport and local centres. However, the high cost of housing presents a barrier to lower- and moderate-income households, including key workers, which may impact the diversity and functioning of the local community over time.

The socio-economic profile of Mosman is characterised by high levels of educational attainment and a workforce concentrated in professional and knowledge-based industries. This supports demand for high-quality housing with strong amenity and access to public transport and local centres, such as Spit Junction. However, the high cost of housing presents a barrier to lower- and moderate-income households, including key workers, which may impact the diversity and functioning of the local community over time.

Demographics

Source: ABS,2021- Mosman (LGA)

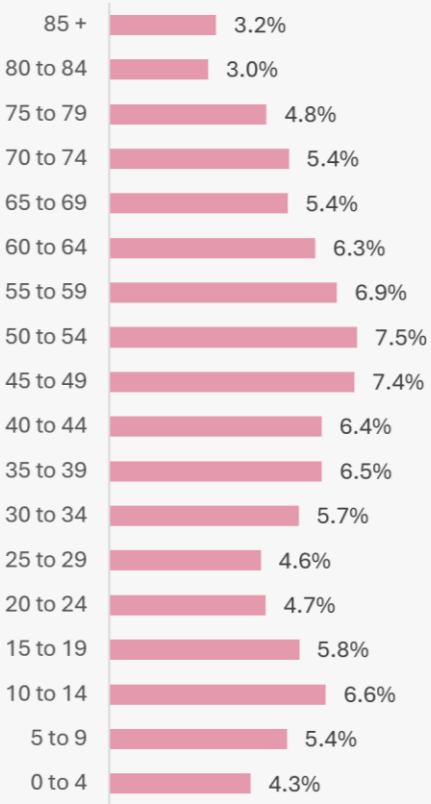
Total Population in 2021

28,350

24 residents identify as **Aboriginal**, representing **0.3%** of the population

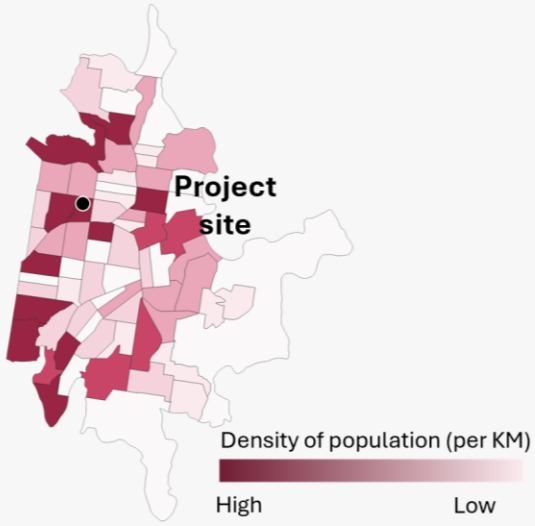
AGE STRUCTURE

Median Age (in 2021): 45



WHERE ARE PEOPLE LIVING?

Population Density



HOUSEHOLD TYPE & SIZE (Top 4)

Total Household in 2021: 13,727
Average size: 2.1 person per household

25.2% **(3,382)** of households are **couple families with children.**

24.6% **(3,299)** of households are **couple families without children.**

27.3% **(3,685)** of households are **lone person**

6.4% **(853)** of households are **single parent family.**

CULTURAL DIVERSITY

38.5% residents were **born overseas**, and **80.0% speak a language other than English at home.**

Top 5 Languages Spoken at Home

1.	Chinese	4.1%
2.	Iberian Romance	1.9%
3.	Indo-Aryan	0.9%
4.	French	1.1%
5.	Italian	0.8%

HEALTH

33.5% of residents have a long-term health condition.

6.7% (1,890) of residents have **arthritis**

6.7% (1,896) of residents have **asthma.**

5.9% (1,663) of residents have **a mental health condition.**

3.5% (993) of residents have **need for assistance** with core activities.

DWELLINGS STRUCTURE

Total Dwelling in 2021: 13,411

33.2% (4,449) of dwelling are **separate house**

54.0% (7,243) of dwelling are **flat or apartment.**

11.5% (1,540) of dwelling are **semi-detached, row or terrace house, townhouse etc**

	Number of bedroom				
	One	Two	Three	Four	Five
Separate house	20	170	958	1,764	968
Flat or apartment	1,694	3,127	1,021	74	18
Semi-detached, row or terrace house, townhouse etc	24	234	820	267	37

INCOME

Median household weekly incomes (in 2021): $2,822

EDUCATION

54.5% of residents have a **bachelor degree or above**

Top 5 Educational Attainment

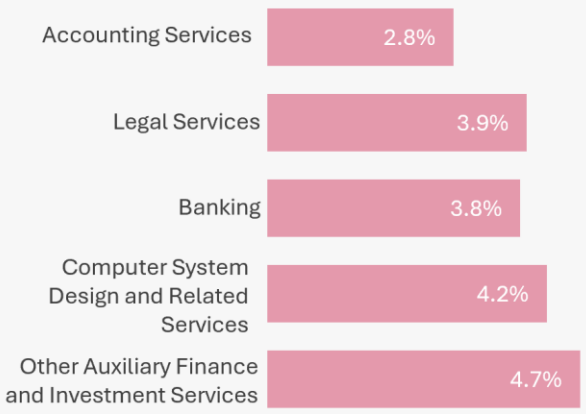
1.	Bachelor Degree level and above	12,945	**54.5%**
2.	Year 12	3,151	**6.8%**
3.	Advanced Diploma and Diploma level	2,316	**4.6%**
4.	Year 10	1,004	**2.4%**
5.	Certificate level III	807	**1.7%**

EMPLOYMENT

50.4% residents (10,960) are in the labo force, and 48.1% (10,479) residents are employed, including full-time, part-time, and those away from work.

Top 5 Industry Employers

(% of employed resident)



Population Projections

Source: ABS,2021- Mosman (LGA)

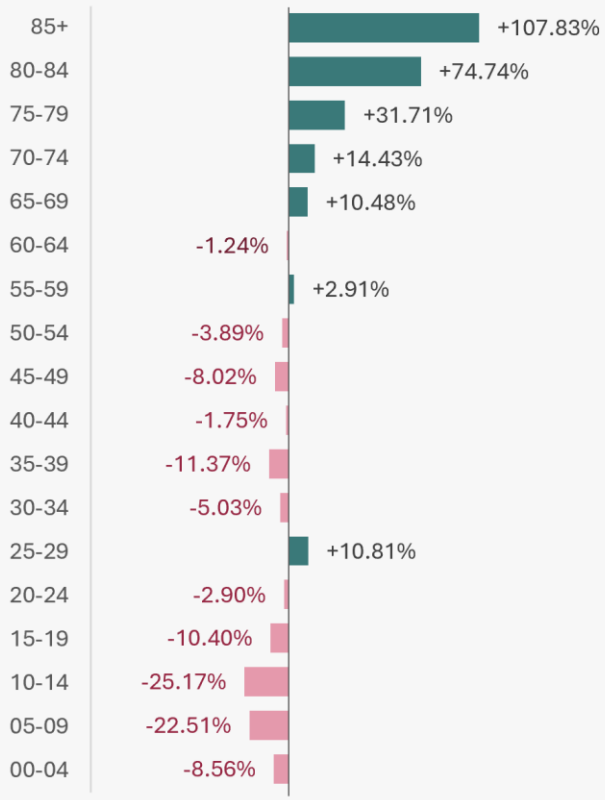
+3.2% (918)
Population growth projected from 2021 to 2041.

Total Population Change from 2021 to 2041

2021	2041
28,350	29,268

FUTURE AGE STRUCTURE

- Median Age (in 2041): **49.1**
- Median Age increase (2021 to 2041): **4.1 years**

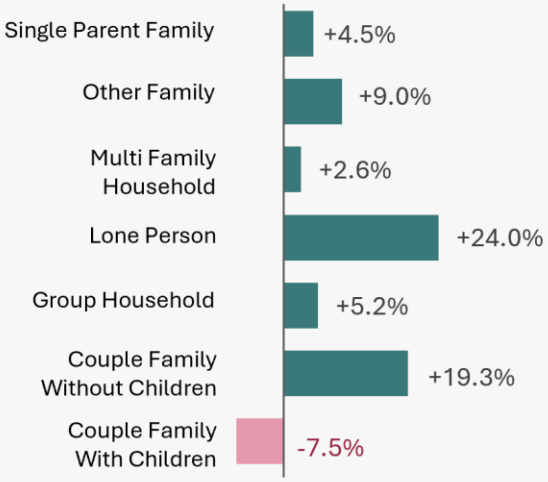


FUTURE HOUSEHOLD TYPE

+2.4% (317)
Household growth projected from 2021 to 2041.

Total Household Change from 2021 to 2041

2021	2041
13,410	13,727



There will be a significate **increase in lone person and couple-family-without-children households,** reflecting an **ageing population and a shift toward smaller household structures.**

The **decline in younger and working-age groups,** alongside significant **growth in older cohorts,** reflects an ageing population and a contracting future workforce.

6.3 First Nations People

In the Mosman LGA in 2021, 24 people identified as Aboriginal, making up 3% of the population. The Mosman area features a rich Aboriginal heritage tied to the **Borogegal** and **Cammeraygal** peoples of the Dharug language group, who managed the local bushland and waterways for thousands of years. Evidence of their occupation remains throughout Mosman's foreshores and bushland. Significant physical remnants include ancient engravings, paintings of whales and ancestral beings, and widespread shell middens.

6.4 Housing Affordability

Rental housing in Mosman LGA represents a relatively small component of the local housing market; however, it plays an important role in supporting housing diversity and accommodating lower-income households, younger residents, and more mobile populations within a high-value area.

The 2021 data highlights a pronounced affordability challenge across the rental market. Households in very low-income brackets experience the highest levels of rental stress, with the majority allocating more than 30% of their income to rent. While affordability improves for moderate-income households, a notable proportion continue to experience rental stress, indicating that affordability constraints extend beyond the lowest-income groups.

At the time of the 2021 Census, the median weekly household income in Mosman was approximately $2,822. Despite this relatively high income level, rental costs remain significant, particularly for lower-income households who face substantially higher cost burdens. Since 2021, rental prices across Greater Sydney have increased at a rate that has outpaced income growth, suggesting that current affordability pressures are likely more severe than reflected in the data. Households previously at the margin of affordability are likely to have transitioned into housing stress, while those already experiencing stress may be facing increasing financial pressure.

Overall, the findings indicate a persistent mismatch between rental costs and household incomes in Mosman LGA, particularly for very low- and low-income households. This has implications for housing accessibility, tenure stability, and the ability of key workers and lower-income groups to remain within the area.

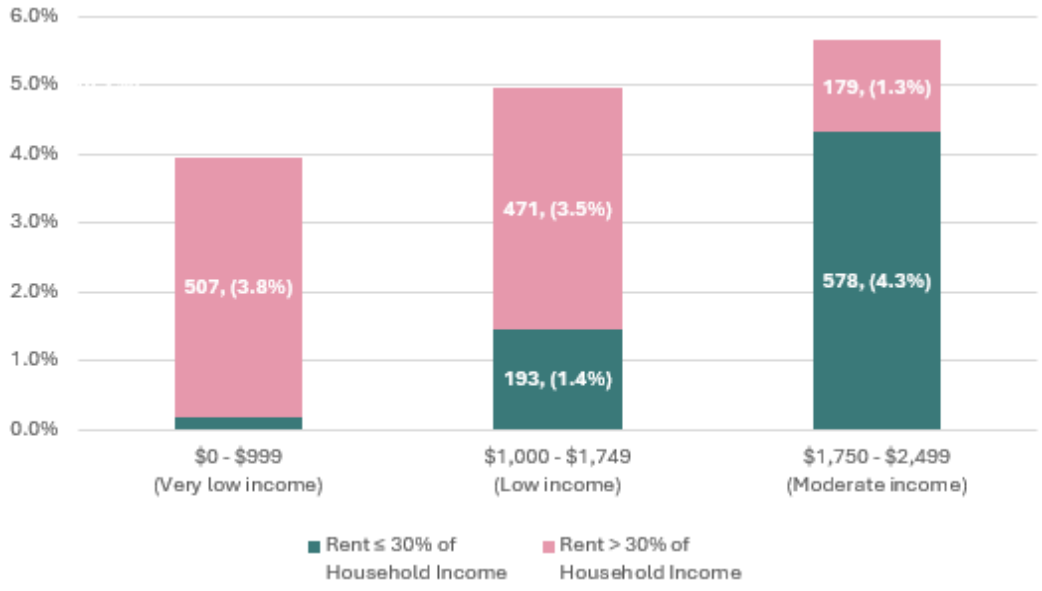


Figure 8 Households paying less and greater than 30% of total weekly household income on rent. Source: ABS

Note: Percentages are calculated based on renter households only, not all households. Income groups are defined in accordance with the State Environmental Planning Policy (Housing) 2021 (Housing SEPP), using Greater Sydney median household income ($2,077 per week) to classify very low-, low-, and moderate-income households. These classifications are applied to interpret rental affordability levels.

6.5 The Essential Workforce

The most recent data from Realestate.com shows the average rent for units in Sydney varies significantly by property type, with the median around $980 per week. For specific examples, a 1-bedroom unit can be approximately $785 per week, a 2-bedroom unit around $1,200 per week, and a 3-bedroom unit about $1,850 per week, according to data from July 2025.

Mosman LGA' s median weekly rents were $993.00 for all units (May 2026). As noted above, several households face significant housing affordability pressures.

Table 4. shows the percentage of selected essential workers weekly salaries (trainee, December 2025) based on median weekly rents in Mosman LGA.

Table 4 Estimated weekly rental commitments based on base weekly salaries for essential workers in NSW*

Estimated Weekly Rental Commitments	Ambulance Officers and Paramedics	Child Carers	Fire and Emergency Workers	Police	Primary School Teachers	Registered Nurses	Average
Weekly Salary - Trainee	$1,250.10	$948.00	$959.50	$1,567.63	$1,389.40	$1,382.80	**$1,249.57**
% of salary on rents	79.4%	104.7%	103.5%	63.3%	71.4%	71.8%	**83.3%**

* Award salaries as presented above do not consider overtime or penalty rates

Figure 9. highlights the distribution of the essential workforce across greater Sydney, noting most of these workers live in the south west and western Sydney.

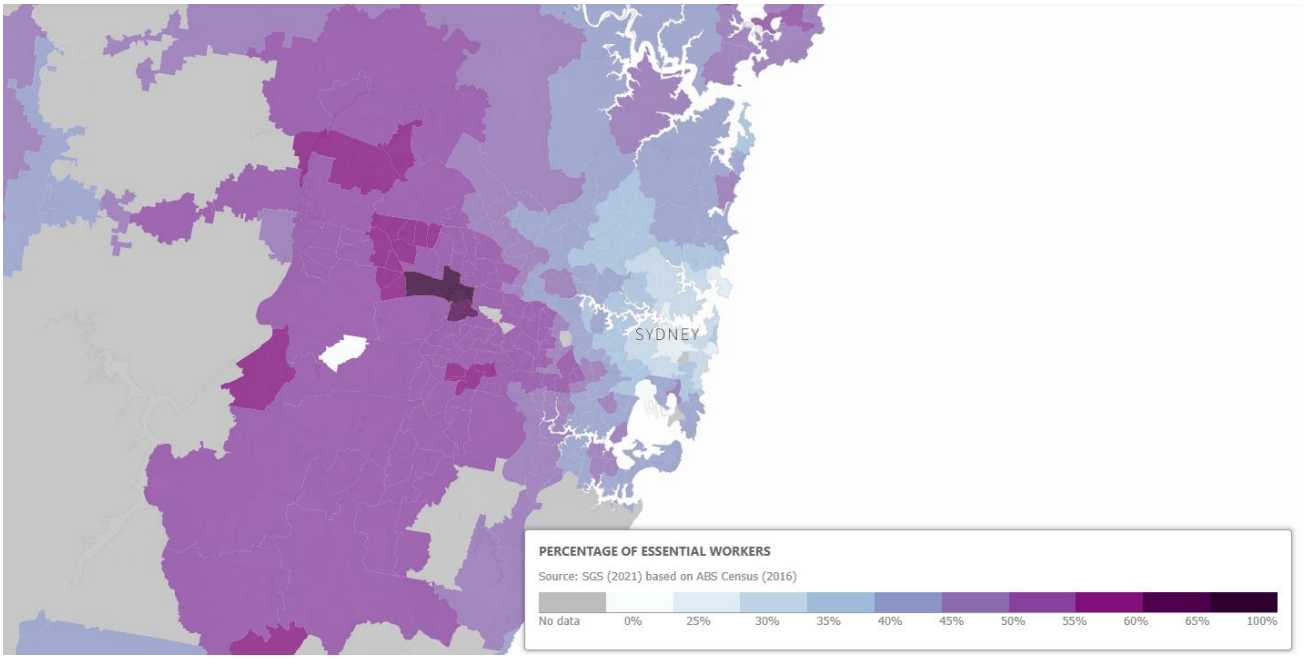


Figure 9 Distribution of essential workers across Sydney. Source: SGS Economics and Planning

6.6 Social Infrastructure

Social infrastructure is a key component of liveability, providing access to essential community services and resources. Access to a wide range of different social infrastructure types is important for the creation and ongoing development of healthy communities. Access to social infrastructure promotes physical activity and social interactions that are essential for positive health outcomes.

The table below identifies the social infrastructure categories and the numbers that exist within 800m of the site. **Figure 10**. shows the concentration of social infrastructure within 800m of the site. The results of the social infrastructure audit for each of the categories above are provided in **Appendix A.**

SOCIAL INFRASTRUCTURE CATEGORIES	EXISITING SOCIAL INFRASTRUCTURE
Community & Cultural Community Centres / halls; Seniors centres; Youth centres; Neighbourhood centres; Performing arts theatre; Art Gallery; Museums; Libraries; Arts, cultural and heritage space.	There are 6 community and cultural facilities in the area. This includes the Art Gallery, Lawn Tennis Club, Mosman Square Seniors Centre, Fire Station, Mosman Library and Public Library.
Education & Training Universities; TAFEs; Secondary schools; Primary Schools.	There are 3 education and training centres in the area. Of these facilities, 2 are primary public schools and 1 is a religious primary school. The site is in the catchment area for Middle Harbour Public School which has a student body of 533. There are a total of 1254 students across the education facilities in the area.
Childcare & Early Years Kindergarten / preschool; Outside of school hours care (OOSHC); Long day care.	There are 9 childcare centres. This includes 2 long day care centres, with a total of 158 places, 3 outside of school hours care (OOSHC) centres, with 447 places, 5 preschool / kindergartens, with 283 places.
Health Hospitals; medical centres and GPs; Community health centres.	There are 8 health facilities in the area, all of which are aged care facilities. In addition to these facilities there are 6 medical centres in the area.
Open Space Structured recreation and open space: Sports Ground and facilities; Leisure and Aquatic Centres; Indoor sports centres; playgrounds; skate parks; off leash dog parks. **Recreation** Unstructured recreation and open space: Informal play spaces; walking trails; natural areas; public gardens.	There are 14 open space and recreation facilities surrounding the site. There are 7 parks, 3 sporting facilities and 4 playgrounds.

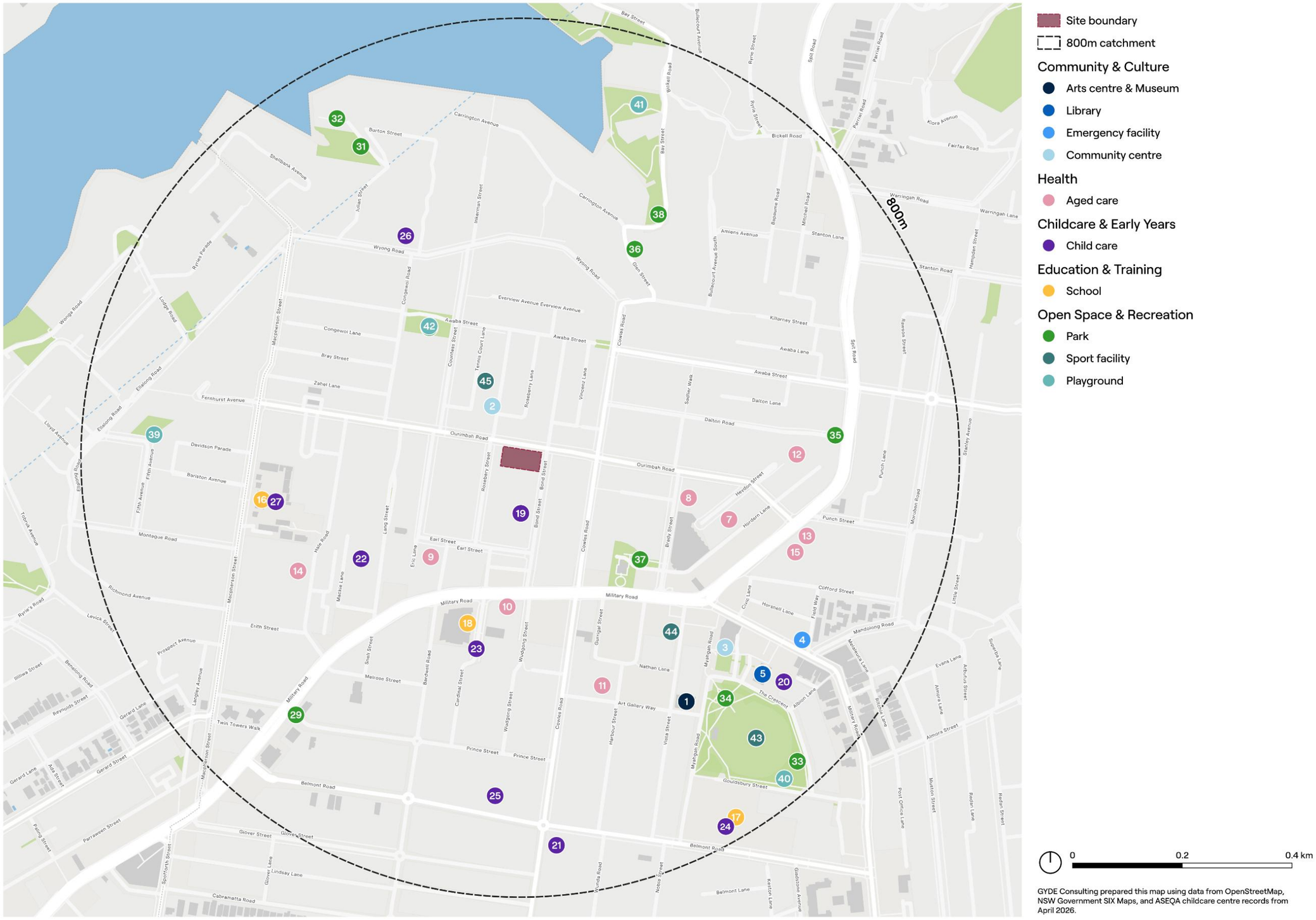


Figure 10 Social infrastructure heat map. Source: Gyde

6.7 Transport

Public transport opens personal mobility for all members of the public, and as a much more affordable option creates social opportunity for members of the community who may not have access otherwise. This is extremely important for younger and older people, and those without access to a private motor vehicle, who may not have other transport options but are still able to experience the benefits of accessing a range of goods and services, visiting friends and various places.

Type	Details / Destinations / Frequency
 **Bus**	Several bus stops are located within 800m radial distance from the site. There is an existing bus stop located directly outside the site, at the western end of the Ourimbah Road site frontage which is serviced by Bus Route 243. Bus Route 243 operates daily between City, Wynyard and Spit Junction via North Cremorne, with buses arriving every 15 minutes during peak periods, and every 30-40 minutes during off-peak periods Bus stops are also located on Military Road, approximately 260m (4 minutes walking distance) to/from the site, which is serviced by Bus Routes 100, 114, 144, 229, 230, 246, and 249 Spit Junction B-Line bus stop is located approximately 650m walking distance to/from the site on Military Road. The B-Line (Route B1) is a high-frequency "turn-up-and-go" bus service connecting Mona Vale and Wynyard Station (Sydney CBD). Operating with a signature fleet of yellow double-decker buses, the route is designed to provide greater capacity, comfort, and reliability for daily commuters. B-Line services operate between 4:30am-12:30am, 7 days per week, every 3 to 5 minutes during peak times and every 10 minutes during off-peak times. Key stops along the route are Mona Vale, Warriewood, Narrabeen, Collaroy, Dee Why, Brookvale, Manly Vale, Spit Junction, Mosman, Neutral Bay, and Wynyard. There is a good level of pedestrian connectivity, including safe and convenient footpaths to the bus stops.
 **Active**	The existing bicycle network in the vicinity of the site, which includes several on-road bicycle routes along Countess Street, Earl Street, and Wyong Road.

6.8 Goods and Services

The site is walking distance from Mosman town centre. Centred around Military Road, Mosman town centre provides a cosmopolitan village like atmosphere renowned for high-end fashion boutiques, historic architecture, and vibrant cafe and restaurant culture. In addition, Bridgepoint Shopping Centre houses everyday essentials, including supermarkets, specialty grocers, and health services.

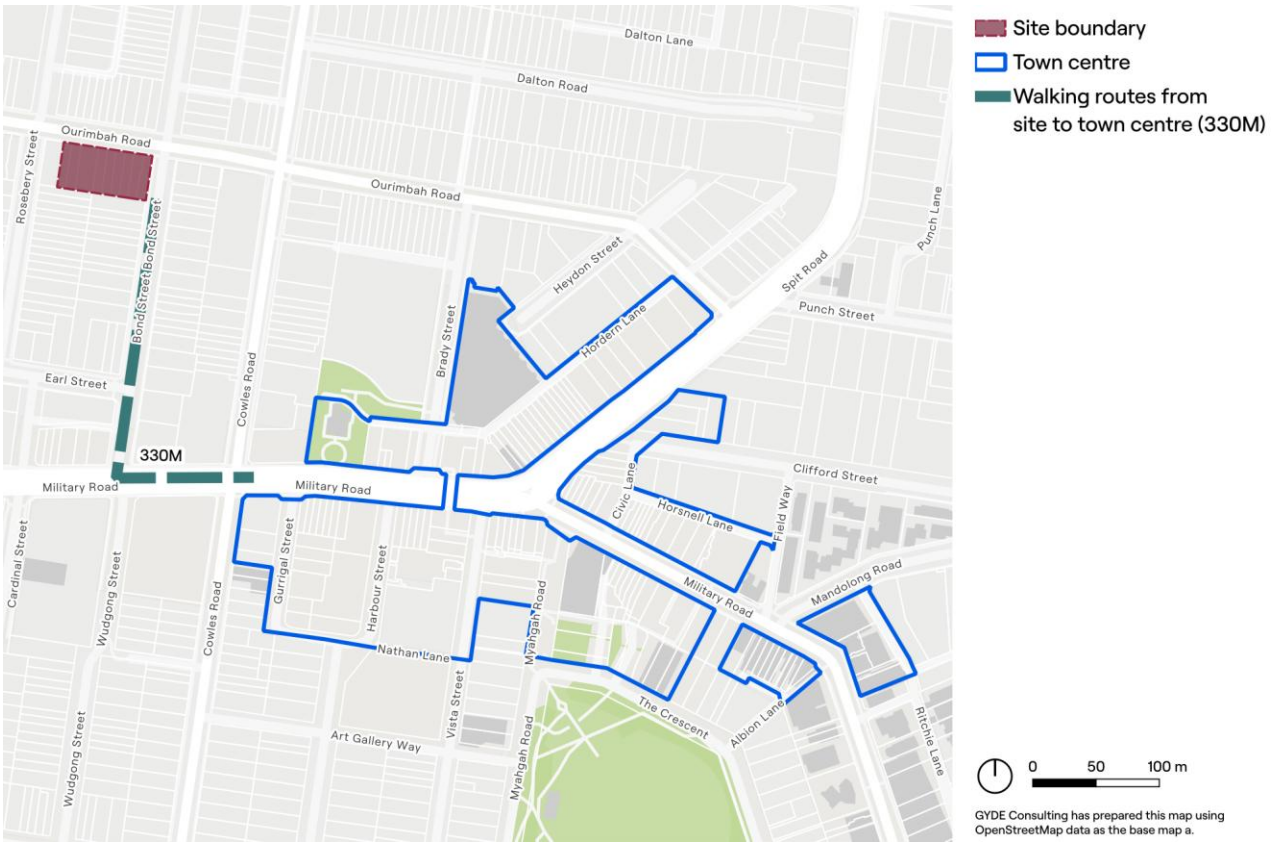


Figure 11 The site and proximity to Mosman town centre. Source: Gyde

6.9 Character and Heritage

Mosman's visual character is shaped by the interplay of its harbour setting, topography, vegetation and architectural expressions within the built environment.

The area has a vast collection of residential and commercial buildings, objects and landscapes that define the development of the community and define the stages of European settlement from the earliest days of the colony to the beginning of the 20th Century.

Mosman has a diverse and well-preserved collection of residential architecture, featuring around 500 heritage-listed items and 13 Heritage Conservation Areas.

Federation, art deco and Victorian style dwellings are prominent throughout the suburb, featuring decorative woodcarvings, terracotta roof tiles, and Australian flora motifs. Mosman's established heritage properties and gardens form a significant part of the areas character.

There are several locally listed heritage items within the vicinity of the subject site (within 350m). Most notable is Item 200 under the MLEP which is the shops and flats immediately adjoining the site to the west.

Figure 11. below identifies the heritage items immediately surrounding the site as well as the closest Heritage Conservation Areas.

Figure 12 Heritage items and Heritage Conservation Area (HCA). Source: Gyde

7. Engagement

Community engagement provides opportunities for residents in the area surrounding the proposed development to put forward their views and provide inputs aimed at creating better social outcomes.

Consistent with the community consultation objectives of DPIE's SIA Guideline, community and stakeholder objectives for this SIA include:

- providing meaningful opportunities across the project planning lifecycle for communities to understand both the nature and complexity of potential positive and negative impacts, ensure inputs from the community inform the development of purposeful enhancement and mitigation measures.
- to use culturally appropriate methodologies to ensure Aboriginal and culturally diverse communities are engaged, and their perspectives, insights and feedback valued and considered.
- to tailor and organise engagement to ensure a range of views, concerns and community aspirations.
- to target engagement to understand and respond to the degree of potential impacts experienced by different residents and communities across the social locality.
- to ensure inputs, outputs and measures to enhance and / or mitigate impacts are reported back to the community.

The engagement activities and outputs listed below are based on primary research, engagement undertaken specifically for the social impact assessment, and secondary data collected through other engagement conducted for the Proposal.

7.1 Engagement Activity

Two community drop-in sessions were held at Mosman Art Gallery on 18 May from 4:30-6:30pm and 27 May 10am-12pm, these sessions were attended by 35 members of the community.

Community flyers were distributed to 1,916 letterboxes on Wednesday 13 May 2026. The flyers provided a project overview, invitation to participate in the engagement activities, and contact information for the community enquiries.

The session was attended by the project manager, architect, community engagement manager and a First Quadrant representative, who were able to provide up-to-date information and technical advice in response to community enquiries.

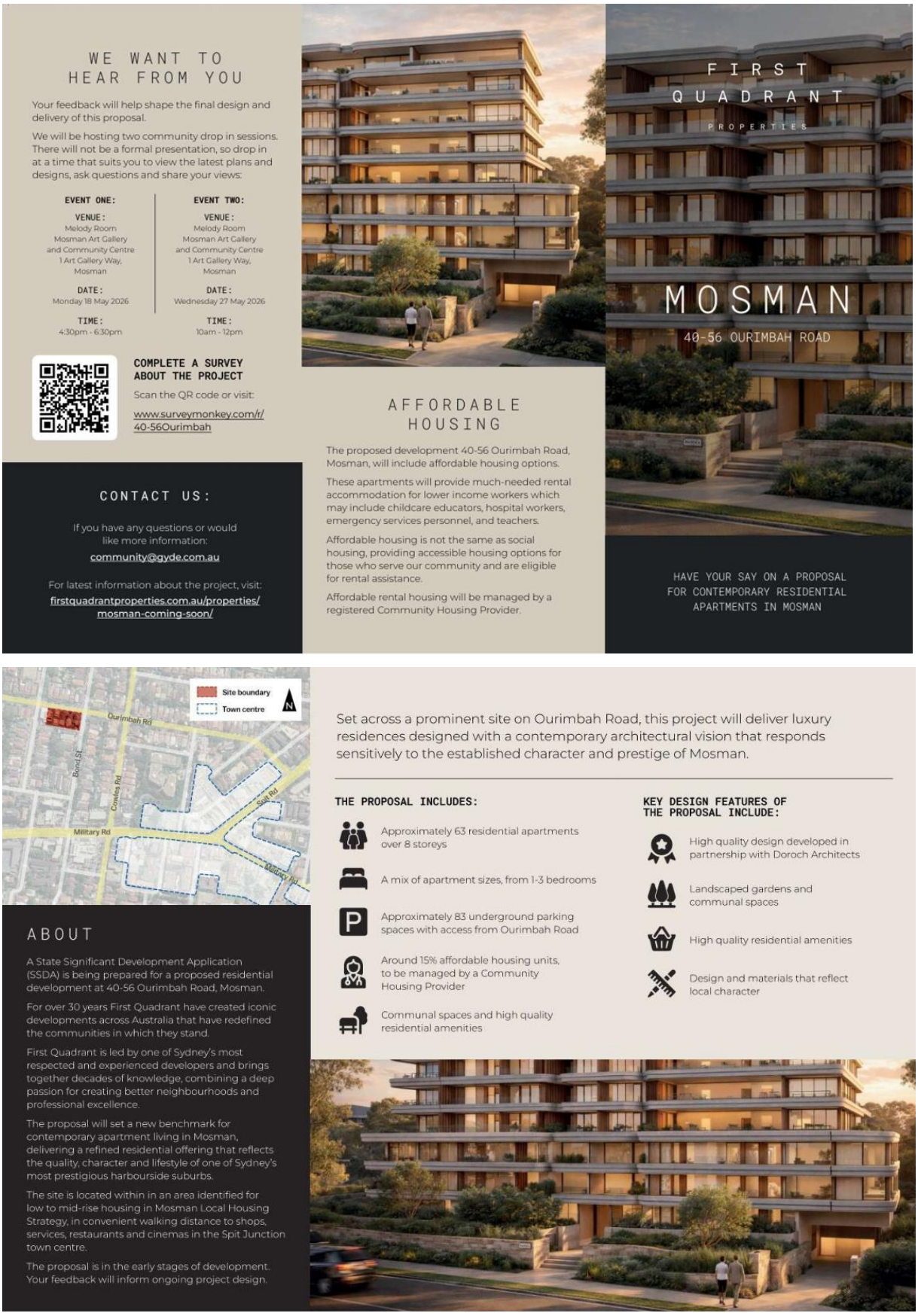


Figure 13 Brochure sent to residents. Source: Gyde

7.1 Engagement Responses

The following provides a breakdown of the primary research and relevant supporting secondary research results conducted to inform the social impact assessment. Responses are generally grouped together by engagement activity, while some community feedback is provided verbatim to support the commentary.

Survey

There were 17 surveys completed. The majority were completed by local residents, followed by site neighbours.

A summary of the qualitative data collected through the self-administered survey is provided below. The survey summary includes verbatim responses related to the most significant benefits and concerns identified.

Survey Questions	Responses
Important aspects of living in Mosman	The most popular responses included: • Local character (81%) • Leafy, tree lined streets (69%) • Walkable access to local shops and services (63%) • High quality lifestyle and amenity (56%) • Easy access to city centre (50%) • Close proximity to local transport (44%) • Family oriented community (44%) Comments included: • Low density environment • Not too crowded • Boutique feel and friendly streets • Minimal apartment buildings
Do you think housing in Mosman meets your current and future needs?	The most popular responses included: • My current / future needs are met in Mosman (75%) • I can find and access housing easily (56%) • I would like to see more affordable housing in Mosman (19%) • I would like to see more housing diversity in Mosman (12.5%) • It is hard to find and access housing here (0%) Comments included: • I would like to see less apartment buildings being proposed • The scale of development is disproportionate to the local area • More seniors living apartments would be helpful • More active transport should be supported with bike paths, trees and seating on Ourimbah Road • Car parking should be reduced due to proximity to local transport
Important aspects of the proposal	The most popular responses included: • Landscape that reflects the local area (44%) • High quality housing (38%) • Affordable housing for essential workers (19%) • Housing close to public transport, shops and services (19%) • More housing choice in Mosman (6%)

Survey Questions	Responses
	Comments included: • Visual integration with existing streetscape and adjoining streets • Protecting the character of Mosman and preserving our community • Sufficient parking to keep cars off streets • New developments should be lower in scale
Awareness of Mosman Council plans	• Yes, I am aware (82%) • No, I am not aware (18%)
Community concerns	• Scale of the development is out of character for the local area • Traffic congestion on surrounding roads, both during construction and on completion • Affordable housing in not considered feasible in this area due to pricing • Relationship to surrounding heritage conservation areas • Parking and public transport capacity • Tree canopy impacts and preference for increased tree canopy cover along the street • Local infrastructure needs upgrading before more housing is delivered in the area
Construction impacts	• Traffic congestion • Disruption of utilities • Disposal of building waste • Construction noise impacts • Worker parking in the local area
Further comments	• Mosman is quiet, leafy and low density and should remain that way • Affordable housing thresholds will be impossible to achieve in this area • The scale of the proposal is out of keeping with local character and should be considered in the context of other large scale proposals • More trees and green landscaping would be appreciated • It should not go ahead due to density and related traffic impacts

Community Drop-In Session

Across the two community drop in sessions, there were 35 attendees.

The key issues that were raised included:

- Building height, scale and the relationship of the proposed apartment buildings to the neighbouring context
- Traffic and vehicle access. While there was some concern about access from Ourimbah Road, there was a general consensus that access from Bond Street was not viable due to constraints
- Parking. Local residents wanted confirmation that adequate parking would be provided on site, especially for visitors, to minimise on-street parking impacts
- The proposed amount and management of affordable housing within the development, including whether affordable housing is feasible in the Mosman LGA

- Impacts on local amenity, including privacy, overlooking, overshadowing and view loss
- Landscaping, green space and communal space provision
- While some people were opposed to the height and scale of the development, it was widely understood that the proposal is in line with the NSW Government LMR policies and the proposed Mosman Council Masterplan for the area.
- The planning approval process, including timing for the State Significant Development Application and future public exhibition.

8. Technical Report Review

The purpose of this review is to identify any findings from the technical reports that may have related social impacts. This information is used to inform the residual impact assessment by applying the enhancement and mitigation measures identified in the reports.

Although the extent will depend on the project, if there are impacts that traffic, noise, construction and other activities, they are likely to be social impacts.

These impacts are generally assessed by a range of subject matter specialists, and the mitigation measures that are recommended in technical reports may purposefully or unintentionally reduce or minimise these social impacts.

Where findings in the technical reports are relevant to social impacts, they are considered as part of the residual impact assessment (i.e. impacts that remain after mitigations have been implemented).

Where technical report findings do not address social impacts arising from impacts associated with activities like traffic and noise, or additional are needed, measures to mitigate these impacts are recommended in the social impact assessment.

Complete technical reports for the project can be found in the Appendices of the Environmental Impact Statement (EIS).

Report	Conclusion
Arboricultural Impact Assessment	The Arboricultural Impact Assessment (AIA) identified a total seven (7) trees within the site requiring removal to facilitate the proposed development and five (5) street trees adjoining the site to be protected and retained. The AIA concludes that the existing trees within the site predominantly comprise exotic and ornamental species of low retention value, with no significant vegetation occurs within the development site.
Landscape Report	The Landscape Report provides a scheme for the overall landscape design on the site. The Report shows new and significant plantings in public facing areas as well as the communal areas.
Noise & Vibration Impact Assessment (NVIA)	In terms of operational noise, standard acoustic treatments and management measures such as plant screening, acoustic attenuators, and quiet modes are included in the design drawings. With these measures, results indicated that noise emissions from mechanical plant would comply with required trigger levels at all nearby sensitive receivers. For construction activities the NVIA concluded that without mitigation, exceedances of the noise affected criterion are expected at the nearest residential receivers. Exceedances of the highly noise affected criterion may also be generated where activities are conducted close to the site boundary or noise-intensive activities are carried out. The NVIA recommends noise mitigation and management measures are

	implemented where feasible and reasonable. Due to the potential for exceedances of the highly noise-affected criterion, respite periods may be required to restrict noise-intensive activities to the least sensitive part of the day. In terms of vibration from construction, the NVIA that vibration intensive works have the potential to exceed cosmetic building damage criteria when conducted near the boundaries of the properties to the south and west. Additionally, vibration intensive activities may exceed human comfort criteria when conducted close to the site boundary. It is therefore recommended that vibration monitoring at sensitive receivers is conducted where works have the potential to exceed the cosmetic building damage criterion. The NVIA recommends that vibration management and mitigation measures are implemented where feasible and reasonable to minimise impacts on human comfort. The NVIA recommends several mitigation measures to minimise the impacts of construction noise and vibration.
Traffic and Parking Impact Assessment (TPIA) (includes green travel initiatives)	The TPIA evaluates if traffic and parking generated by the proposal will affect local roads and parking availability. The traffic implications of development proposals primarily concern the *nett change* in the traffic generation potential of a site compared to its existing, approved or permissible uses. Based on the RMS trip generation rate, the proposed development is expected to generate 18 vehicle trips per hour (vph) during both the weekday morning and afternoon peak periods. Existing development around the site has a traffic generation potential of 21 vph during the weekday morning peak and 22 vph during the weekday afternoon peak periods. Based on the above trip generation rates, the proposed development is expected to result in a *nett increase* of just 4-5 vph during the weekday morning and afternoon peak periods. The TPIA concludes that the nett increases in peak period traffic volumes are statistically insignificant and represent 1 additional vehicle trip being generated approximately every 12-15 minutes during the weekday morning and afternoon peak periods. In terms of the cumulative impact considering the number of developments at different stages of the planning pathway, including approved projects awaiting occupation, proposals currently under assessment within the 1km catchment, the combined is expected to result in a modest uplift in background traffic conditions over time, rather than a fundamental change in network performance. Based on the proposal for a residential development, comprising 12 affordable units and 51 market units, the proposed development requires a minimum parking provision of 65 car parking spaces. The proposed development makes provision for a total of 96 cars within a new three-level (largely basement) parking area, comprising 87 residential spaces and 9 visitor spaces, thereby satisfying the minimum parking requirements under SEPP (Housing) 2021. On this basis, the proposed parking provision is considered appropriate.

The TPIA concludes that the proposed development is supportable traffic and parking grounds and will not result in any unacceptable implications.

The TPIA also notes the proposal can significantly contribute to a greener, healthier, and more sustainable community while simultaneously reducing its environmental footprint through the implementation of this Green Travel Plan (GTP). The GTP recommends the following:

- Compliance with Parking Provisions
- Installation of Public Transport Route Maps
- Installation of Bicycle Network Maps
- Preparation of a Transport Access Guide
- Promotion of Carpooling/Ridesharing and Car Sharing
- Adoption of Electric Vehicles
- Monitoring and Review of Green Travel Plan.

Part C – ASSESSMENT

GYDE

9. Assessment

The following Assessment is informed by social baseline information to consider the potential positive and negative impacts on the community arising from the Proposal. The initial Assessment is followed by a mitigated residual risk rating.

Potential Impact	Social Impact Category	Key Considerations	Duration	Extent	Intensity / Scale	Sensitivity / Importance	Concern / Interest	Pre Mitigation Evaluation	Enhancement / Mitigation Measures	Residual Impact Significance Rating
Impacts related to increased housing supply *(encompassing diversity and affordability)*	Way of Life Health and Wellbeing	• The Proposal will provide an additional 63 dwellings for purchase and 15% affordable dwellings. • Additional housing provision is required to meet projected population increases. • There is a shortage of affordable accommodation across Sydney. • There were 1,175 households under rental stress in Mosman according to 2021 ABS Census data. • Rental costs are likely to exclude some essential workers living in the area. • The proposal aligns with the housing policy directions of all levels of government. • Some survey respondents believed one of the important aspects of the proposal was affordable housing and the potential to support essential workers. • The proposal will increase the availability of dwelling sizes to cater for different household types. • There is a growing cohort of lone person households and older people, as well as an increase in families living in apartments.	Long term	• New residents • Community housing providers • Lower income households • Essential workers	Moderate	Moderate	Moderate	Likely + Moderate = High	• Engage the services of a community housing provider and Investigate opportunities to prioritise essential workers for affordable housing units.	**High Positive**
Impacts related to location *(encompassing access to goods and services, transport and social infrastructure)*	Accessibility Way of Life Health and Wellbeing	• The proposal will provide a supply of higher density housing in a location close to transport, shopping facilities and social infrastructure. • There is a bus stop directly outside the proposal which provides services to key locations including employment and transport nodes.	Long term	• New residents	N/A	Major	Major	Likely + Major = Very High Positive	• Implement measures identified in the Green Travel Plan (GTP) to support additional use of active transport and other methods to reduce traffic congestion and contribute to community and individual health and wellbeing. • Implement measures identified in the Noise and Vibration Impact Assessment.	**Very High Positive**

Potential Impact	Social Impact Category	Key Considerations	Duration	Extent	Intensity / Scale	Sensitivity / Importance	Concern / Interest	Pre Mitigation Evaluation	Enhancement / Mitigation Measures	Residual Impact Significance Rating
		• There is a range of social infrastructure within 800m of the site. • The proposal includes communal open spaces including a swimming pool which will reduce any demands on existing social infrastructure.								
Impacts related to amenity *(encompassing built form, local character, heritage, environment, noise and visual impact)*	Surroundings Decision making systems	• 81% of survey respondents indicated that local character was important. • Some respondents also valued a low-density environment with minimal apartment buildings. • Other survey respondents believed the scale of development is disproportionate to the local area. • Survey respondents suggested the scale of the development is out of character for the local area. • Impacts on local amenity, including privacy, overlooking, overshadowing and view loss were raised in the engagement sessions. • The built form is broken into three modules across the Ourimbah Road frontage to reflect the existing subdivision rhythm of the street, with the upper levels recessed and articulated to reduce perceived bulk from neighbouring residential properties. • The architectural expression of the proposal is a direct response to the existing residential context, the prevailing one and two-storey brick housing character, and the heritage-listed building at 60 Ourimbah Road. • The podium along Ourimbah Road and Bond Street activates the frontage with private terraces and aligns with the prevailing street setbacks. • The recessed penthouse terraces and articulated upper form reduce visibility from the public domain and step the building down from its tallest expression. • The Design Verification Report for the proposal demonstrates how the proposal achieves good design in	Short term	• Nearby residents	Minimal	Minimal	Minimal	Unlikely + Minimal = Negligible	• None required.	**Negligible**

Potential Impact	Social Impact Category	Key Considerations	Duration	Extent	Intensity / Scale	Sensitivity / Importance	Concern / Interest	Pre Mitigation Evaluation	Enhancement / Mitigation Measures	Residual Impact Significance Rating
		accordance with the seven objectives outlined in the *Better Placed — An Integrated Design Policy for the Built Environment of NSW*. • There will be an initial loss of green canopy and landscaping. • A total seven (7) trees within the site requiring removal to facilitate the proposed development and five (5) street trees adjoining the site to be protected and retained. • The Landscape Report demonstrates new and additional planting that will provide a tree canopy along the frontage to contribute to public amenity.								
Impacts related to construction *(encompassing noise, vibration, air quality and construction traffic)*	Health and Wellbeing Surroundings Way of Life	• Noise and vibration from construction activity is likely to have an impact on surrounding neighbours. • Construction traffic may cause disruptions to local traffic flows. • It is possible some residents may be more vulnerable to construction impacts including older people, young children and their parents, those suffering respiratory illnesses like asthma, and shift workers.	Short term	• Nearby residents • Vulnerable residents	Moderate	Moderate	Moderate	Likely + Moderate = High	• Notify neighbouring properties of pending construction works through letterbox drops and provide a QR code for access to project information and recording any feedback. • Identify potential vulnerable communities by providing a phone contact number for households with younger children, older residents, those with asthma or mental health condition. • Parking to be made available on site for construction workforce vehicles. • Prepare and implement mitigation measures as identified in the Construction Traffic Management Plan (CTMP). The CTMP should include a green travel plan to encourage the construction workforce to utilise public and active transport. • Implement measures identified in the Noise and Vibration Impact Assessment. • Contractor to prepare a Construction Management Plan (CMP) prior to Construction Certificate (CC). The CMP will include a 'good neighbour plan' that highlights the following actions / initiatives: – mechanisms to deliver regular updates to primary	**Low Negative**

Potential Impact	Social Impact Category	Key Considerations	Duration	Extent	Intensity / Scale	Sensitivity / Importance	Concern / Interest	Pre Mitigation Evaluation	Enhancement / Mitigation Measures	Residual Impact Significance Rating
									social locality residents throughout the construction stages, including key timings of major construction milestones and activities – mechanism or register to enable feedback from primary social locality residents during the construction phase – mechanisms for primary social locality residents with young children, older people, those with health issues and shift workers to come forward and be given consideration during the construction period if required – complaints log.	
Impacts related to traffic and parking	Way of Life Accessibility	• Community engagement sessions identified concerns that traffic congestion on surrounding roads, both during construction and on completion, would be an issue. There was a general consensus that access from Bond Street was not viable due to constraints. • Residents participating in the engagement sessions wanted confirmation that adequate parking would be provided on site, especially for visitors, to minimise on-street parking impacts. • The Traffic and Parking Impact Assessment concluded that the proposal will not increase traffic congestion or reduce parking availability, and therefore unlikely to create any material social impacts.				• Nearby residents		Minimal + Unlikely = Negligible	• None required	**Negligible**

10. Summary

This section provides a broader discussion of the potential impacts based on the residual risk assessment.

The following social impacts were identified during this assessment.

Impacts related to increased housing supply

(encompassing diversity and affordability)

Housing is more than just a place to live; it's a fundamental human need and a cornerstone of a stable society. Access to good quality, affordable housing is fundamental to wellbeing. It can help reduce poverty and enhance equality of opportunity, social inclusion and mobility.

Increased density can support greater housing diversity by catering for different household types. Higher density and a mix of housing produce a more diverse range of residents (such as young families, professionals, retirees, people with disabilities).

Access to good quality rental apartments that are more affordable can help reduce poverty and enhance equality of opportunity, promote social inclusion and mobility, and economic development.

The proposal will provide 63 residential apartments including 15% affordable housing dwellings. The proposal will comprise:

- 9 x 1 bedrooms
- 32 x 2 bedrooms
- 22 x 3 bedrooms

The provision of new, diverse and affordable dwellings aligns with the National Housing Accord and several state and Council directions and policies, as noted in **Section 4.1**.

The proposal is consistent with the existing dwelling profile of Mosman, where flats and apartments comprise the largest proportion of dwelling types at 54.0%. The proposed mix of 9 one-bedroom, 32 two-bedroom and 22 three-bedroom apartments also responds to the local housing profile, noting that two-bedroom dwellings are the most prevalent apartment type in Mosman.

The provision of additional apartment housing is supported by the demographic and population projection data, which indicates a shift toward smaller household structures over time. Lone person households are projected to increase significantly, alongside growth in couple families without children. These household types are likely to be attracted to well-located apartment dwellings that enable lower-maintenance and more appropriately sized housing options. The proposed one- and two-bedroom apartments would therefore assist in meeting demand for smaller households, older residents seeking to downsize, and residents requiring more affordable or accessible housing choices within the local area.

At the same time, the inclusion of three-bedroom apartments would provide housing choice for larger households, including couple families with children, which remain a significant household type in Mosman. This ensures the proposal does not solely cater to smaller households but supports a broader range of residents and life stages.

Overall, the proposal would have a positive social impact by increasing the diversity and availability of housing in an area where apartment living is already well established. The inclusion of affordable housing further strengthens the social benefit of the development by supporting greater housing accessibility in a high-cost local housing market.

The proposal is justified in relation to impacts associated with increased housing supply as community engagement identified a clear opportunity for the development to contribute to greater housing choice and affordability in Mosman.

While the engagement process identified concerns regarding the scale of development, respondents also recognised the importance of "more affordable housing in Mosman", "more housing diversity in Mosman" and "affordable housing for essential workers". The proposal directly responds to these matters through the delivery of 63 apartments, including 15% affordable housing dwellings to be managed by a registered Community Housing Provider. This represents a positive social outcome by increasing the availability of residential accommodation in Mosman and providing housing options that may be more accessible to a broader range of households.

Affordable housing also provides opportunities for essential workers. Weekly rental prices in Mosman compared with weekly salaries of some essential workers indicates renting in the area is likely to be prohibitive.

With most essential workers living in western Sydney, the proposal may create opportunities for more to live in the area, and where relevant closer to their workplaces.

While some community members raised concerns about increased density, the engagement report notes that there was community support for increased housing supply and housing diversity in Mosman, and an understanding that the proposal forms part of wider plans for the local area. On this basis, the proposal would provide a positive social impact by increasing housing supply in a planned and accessible location, while responding to identified community interest in affordability and housing diversity.

Impacts related to the provision of increased housing supply, diversity and affordability have been assessed as **high positive**.

Impacts related to location

(encompassing proximity to goods and services, transport and social infrastructure)

The 20-minute city concept is an urban planning approach that aims to create neighbourhoods where residents can access most of their daily needs, such as workplaces, shops, schools, and healthcare, within a short walk, bike or public transport journey from their homes.

Having easy access to appropriate goods, services, transport and social infrastructure is important for liveability, and have a range of physical and health benefits for communities. In addition, active and public transport open personal mobility for all members of the public, and as a much more affordable option creates social opportunity for members of the community who may not have access otherwise.

The Proposal is in a central location with easy access to goods, services, social infrastructure and public and active transport links.

There is a significant collection of social infrastructure including open space and recreation facilities, library, childcare centres, education and training facilities and healthcare, as identified in **Section 6.4.**

The area surrounding the site is well serviced by social infrastructure that is relevant to both the current and projected population profile. There is a strong presence of aged care facilities, which aligns with population projections indicating that future growth in the age profile will be concentrated among people aged over 65 years. This suggests that the location is appropriately serviced to support an ageing population.

The site is also well positioned in relation to open space and recreation, with 14 facilities located within 800 metres, supporting opportunities for active and healthy lifestyles. While the Mosman Open Space and Recreational Needs Assessment identifies increasing pressure on open space usage, an additional population of approximately 145 (63 apartments x projected persons per household of 2.3 in 2041) is unlikely to place unreasonable demands on open space. Further, the proposal provides communal recreation spaces on site which will further reduce demands.

In addition, the site is located close to a diverse range of community and cultural facilities, including the art gallery, seniors centre and libraries. Overall, the availability of essential social infrastructure within 800 metres of the site supports a very high positive locational impact, as future residents would have convenient access to services and facilities that reflect both existing community needs and future demographic change.

There are a range of cafes, restaurants and facilities for day-to-day goods and service in Mosman town centre, approximately 330m from the site, as documented in **Section 6.6.**

The provision of housing close to amenities that supports public and active transport utilisation is aligned with several state and City of Sydney Council directions and priorities, as identified in **Section 6.5.**

The proposed development is well serviced by an extensive bus network that provides strong connectivity to the Sydney CBD and surrounding areas. An existing bus stop is located directly outside the site, with peak-period services to the City operating approximately every 15 minutes. Additional bus connections are available approximately 260 metres from the site, further increasing accessibility and transport choice for future residents. This level of service indicates that the site benefits from high-frequency public transport and strong regional connectivity. Accordingly, the location is well suited to increased residential density, as existing transport infrastructure is in place to support future population growth and reduce reliance on private vehicle use.

The proximity to goods, services, transport and social infrastructure options means residents are less likely to use private motor vehicles, encouraging more physical activity and creating more opportunities for connecting socially. These benefits can make a major change to community and individual health and wellbeing.

Engagement outcomes also support the suitability of the site for additional housing supply, with respondents identifying “walkable access to local shops and services”, “easy access to city centre” and “close proximity to local transport” as important aspects of living in Mosman. Housing close to public transport, shops and services was also identified as an important aspect of the proposal.

Impacts related to location have been assessed as **very high positive**.

Impacts related to amenity

(encompassing built form, local character, heritage, environment, noise and visual impact)

Amenity is the pleasantness, attractiveness, desirability or utility of a place, facility, building or feature. Amenity is important to communities and other stakeholders.

In some instances, local amenity can be adversely impacted by development. This can occur for a range of reasons, including significant increases in building heights and view loss, more traffic, reduced parking, overshadowing and higher population densities. A loss of amenity has the potential to negatively impact residents in several ways, including their health.

Local character is a place's unique identity, a combination of its physical appearance, natural environment, built form, history, and culture, all interacting to create a distinct and desirable neighbourhood. Understanding and preserving local character is important for creating sustainable, vibrant, and liveable communities.

Where there was opposition to the proposal from residents that arose through the engagement it was related to a perceived incompatibility with local character.

The perception of the area’s local character can be attributable to its low-density federation, art deco and Victorian style dwellings that are prominent throughout the suburb. The area’s heritage federation, art deco and Victorian style dwellings are prominent throughout the suburb, buildings provide a connection to the past, the physical but also the intangible qualities that shape community identity.

While this perception is consistent with the low density properties in the area, 54% of dwellings in Mosman are medium or high density apartments.

The design of the development and its architectural expression aim to respond to the existing context, including the adjacent heritage property. The setbacks provide for generous landscaping and green frontage. The proposal achieves good design in accordance with the seven objectives outlined in the *Better Placed — An Integrated Design Policy for the Built Environment of NSW*.

Noise emissions during the operational stage of the development have been assessed and judged to be compliant with required emission criteria.

The design and architectural elements of the proposal have been careful to align, in as much as possible, with the surrounding context and character. Landscaping and other measures will be implemented to ensure a

pleasant and attractive physical environment. Additional planting will provide a green canopy that will contribute to public amenity.

Regardless of these positive measures, it is likely the views of some residents will remain opposed to the very nature of higher density development in Mosman, and this will be irreconcilable in the short term.

In summary, the proposal has been designed to reflect local character and is not inconsistent with the majority of the dwellings in Mosman. Additional planting will contribute to public amenity.

While these impacts are assessed as positive, for some residents 'character' will be a major oppositional factor and may feel that any decision to approve the development may not align with their views. The level of opposition is however likely to dissipate over time.

Impacts related to amenity have been assessed as **negligible.**

Impacts related to traffic and parking

Motorised road traffic has a range of negative social impacts. Traffic creates air pollution and noise, which are linked with several health concerns and reduced wellbeing. Increases in traffic levels also increase collision risk for cyclists and pedestrians. This may reduce the propensity for walking and cycling, leading to a reduction in physical activity and levels of accessibility to local facilities, and ultimately to social exclusion and to the deterioration of health and well-being. High traffic levels also separate communities, with potential effects on social cohesion.

The absence of parking, or the presence of it, can have a significant impact on surrounding communities and frustrate residents, who at times are forced to park further from their residences. This can have a major impact on older people or those with a disability. Parking is generally a fiery issue across car dependent Australian cities. Parking issues can temporarily occur during the construction phases of a development project.

Responses from engagement participants raised traffic and parking as a potential issue. Some residents were concerned about the potential for impacts resulting from new residents parking on the street, while others suggested parking should be reduced in light of the proposal's proximity to pic transport options.

The Traffic and Parking Impact Assessment concludes that the nett increases in peak period traffic volumes are statistically insignificant and represent 1 (one) additional vehicle trip being generated approximately every 12-15 minutes during the weekday morning and afternoon peak periods. The Assessment also notes the cumulative impact from development projects awaiting occupation and proposals currently under assessment are expected to result in a modest uplift in background traffic conditions over time, rather than a fundamental change in network performance.

The proposed development makes provision for a total of 96 cars within a new three-level (largely basement) parking area, comprising 87 residential spaces and 9 visitor spaces, thereby satisfying the minimum parking requirements under SEPP (Housing) 2021. On this basis, the proposed parking provision is considered appropriate.

Analysis of the car ownership of the households in Mosman in 2021 shows that 85.8% of the households owned at least one car. Based on 2021 car ownership the parking provision provided by the proposal is sufficient.

Also, the Proposal is located close to public transport to encourage public transport patronage and reduce private motor vehicle use. This aligns with state and local housing policies that also aim to reduce private motor vehicle usage.

In response to community concerns regarding traffic congestion and the capacity of the local road network and public transport, the proposed development has considered the provision of generous off-street parking for both residents and visitors. This would assist in reducing potential pressure on surrounding streets and support the transport needs of future residents.

Impacts related to traffic and parking have been assessed as **negligible.**

Impacts related to construction

(encompassing construction traffic, noise and vibration, air quality)

Those living close to construction sites can suffer from the annoyance of noise and vibration, which can cause sleep disturbances, cognitive impairment, decreased mental wellbeing and other health and wellbeing impacts. Children, particularly those with complex cognitive issues, the elderly and those with underlying mental health conditions are particularly vulnerable to the impacts of noise.

Construction sites can also generate additional traffic in an area. Heavy vehicles cause noise and air pollution, while the traffic generated by the construction workforce can place additional demand on parking in suburban streets.

According to the NSW Environment Protection Agency (2013), a range of health implications, including impacts on cardiovascular and respiratory health, can result from air born particle pollution, which includes dust and combustion emissions.

For construction activities the NVIA concluded that without mitigation, exceedances of the noise affected criterion are expected at the nearest residential receivers. Exceedances of the highly noise affected criterion may also be generated where activities are conducted close to the site boundary or noise-intensive activities are carried out.

The NVIA recommends noise mitigation and management measures be implemented where feasible and reasonable. Due to the potential for exceedances of the highly noise-affected criterion, respite periods may be required to restrict noise-intensive activities to the least sensitive part of the day.

In terms of vibration from construction, the NVIA that vibration intensive works have the potential to exceed cosmetic building damage criteria when conducted near the boundaries of the properties to the south and west. Additionally, vibration intensive activities may exceed human comfort criteria when conducted close to the site boundary. It is therefore recommended that vibration monitoring at sensitive receivers is conducted where works have the potential to exceed the cosmetic building damage criterion.

The NVIA recommends that vibration management and mitigation measures are implemented where feasible and reasonable to minimise impacts on human comfort.

The NVIA recommends several mitigation measures to minimise the impacts of construction noise and vibration.

A construction traffic management plan and construction management plan with appropriate mitigation measures, including those listed in this assessment, will be required prior to construction certificate (CC).

While construction activities are likely to result in impacts, particularly for residents directly surrounding the site and those that may be more vulnerable like younger children, older people and asthma suffers, they will be temporary and are likely to be lower level provided the appropriate mitigation measures are implemented.

Impacts related to construction have been assessed as **low negative.**

11. Conclusion

The primary purpose of the SIA will be to bring about a more sustainable result from a project that minimises any potential negative impacts and enhances positive impacts.

The assessment concludes that the Proposal has the potential to result in significant positive social impacts.

Negative impacts resulting from construction, however these will be temporary and provided the appropriate mitigation measures are in place these have been assessed as minor. The management and monitoring of these impacts will be the responsibility of the Applicant and the relevant contractors.

Based on the assessment of social impacts and residual significance, the proposal is suitable and warrants approval subject to the implementation of the following mitigation measures:

- Engage the services of a community housing provider and Investigate opportunities to prioritise essential workers for affordable housing units.
- Implement measures identified in the Green Travel Plan (GTP) to support additional use of active transport and other methods to reduce traffic congestion and contribute to community and individual health and wellbeing.
- Implement measures identified in the Noise and Vibration Impact Assessment.
- Notify neighbouring properties of pending construction works through letterbox drops and provide a QR code for access to project information and recording any feedback.
- Identify potential vulnerable communities by providing a phone contact number for households with younger children, older residents, those with asthma or mental health condition.
- Parking to be made available on site for construction workforce vehicles.
- Prepare and implement mitigation measures as identified in the Construction Traffic Management Plan (CTMP).
- Implement measures identified in the Noise and Vibration Impact Assessment.
- Contractor to prepare a Construction Management Plan (CMP) prior to Construction Certificate (CC). The CMP will include a ‘good neighbour plan’ that highlights the following actions / initiatives:
    - mechanisms to deliver regular updates to primary social locality residents throughout the construction stages, including key timings of major construction milestones and activities
    - mechanism or register to enable feedback from primary social locality residents during the construction phase
    - mechanisms for primary social locality residents with young children, older people, those with health issues and shift workers to come forward and be given consideration during the construction period if required
    - complaints log.

Appendix A

Social Infrastructure Audit Sheet

GYDE

Name	Category	Type
Mosman Art Gallery	Community & Culture	Arts Centre & Museum
Mosman Lawn Tennis Club	Community & Culture	Community Centre
Mosman Square Seniors Centre	Community & Culture	Community Centre
Mosman Fire Station	Community & Culture	Emergency Facility
Mosman Library	Community & Culture	Library
Mosman Public Library	Community & Culture	Library
Aveo Heydon Grove Independent Living Units	Health	Aged Care
Aveo Mosman Grove	Health	Aged Care
Bupa Mosman	Health	Aged Care
Mackillop Grange	Health	Aged Care
Montana Aged Care Facility	Health	Aged Care
The Garrison and Killarney Retirement Centre	Health	Aged Care
The Manors of Mosman	Health	Aged Care
Uniting the Garrison Mosman	Health	Aged Care
Middle Harbour Public School	Education & Training	School
Mosman Public School	Education & Training	School
Sacred Heart Catholic Primary School	Education & Training	School
Bond Street Montessori Early Learning Centre	Childcare & Early Years	Child care
Giraffe Early Learning Centre	Childcare & Early Years	Child care
KU – Mosman Community Pre-school	Childcare & Early Years	Child care
Mosman Kinderland	Childcare & Early Years	Child care
SCECS OSHC Sacred Heart Mosman	Childcare & Early Years	Child care
Shadforth Outside School Hours Care	Childcare & Early Years	Child care
The Killarney School	Childcare & Early Years	Child care
The Northern Nursery School	Childcare & Early Years	Child care
Kids Cottage Middle Harbour	Childcare & Early Years	Child care
Bay Street Park	Open Space & Recreation	Park
Brothers Memorial Park	Open Space & Recreation	Park
Countess Park	Open Space & Recreation	Park
Joel's Reserve	Open Space & Recreation	Park
Le Gay Brereton Park	Open Space & Recreation	Park
Memorial Park	Open Space & Recreation	Park
Mosman Park	Open Space & Recreation	Park
Mosman Parks	Open Space & Recreation	Playground
Quakers Hat Park	Open Space & Recreation	Playground

Reservoir Park	Open Space & Recreation	Playground
Stan Mccabe Park	Open Space & Recreation	Playground
Allan Border Oval	Open Space & Recreation	Sport Facility
Mosman Swim Centre	Open Space & Recreation	Sport Facility
Tennis Courts	Open Space & Recreation	Sport Facility

GYDE

gyde.com.au