



LEEDS STREET SOCIAL IMPACT ASSESSMENT

25 – 27 Leeds Street, Rhodes
Wangal Country

Prepared for
BILLBERGIA
10 SEPTEMBER 2024



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1. EXECUTIVE SUMMARY

Urbis Pty Ltd (Urbis) was engaged by BBG Management Pty Ltd (the proponent) to prepare a Social Impact Assessment (SIA) for a mixed use, residential development at 25-27 Leeds Street, Rhodes (the site). The legal description of the site is outlined in the table below.

Property Address	Title Description
25 Leeds Street	Lot A in DP329241 and Lot C in DP367132
27 Leeds Street	Lot 2 in DP1192949
Site Area	11,692sqm

REPORT PURPOSE AND SCOPE

A SIA is an independent and objective study which identifies and analyses the potential positive and negative social impacts associated with a proposed development. It involves a detailed study to scope potential positive and negative social impacts, identify appropriate mitigation and enhancement measures and provide recommendations aligned with professional standards and statutory obligations.

The NSW Department of Planning, Housing and Infrastructure's (DPHI) Social Impact Assessment Guideline (2023) states that a SIA should consider the likely changes to the following social elements of value to people: way of life, community, accessibility, culture, health and wellbeing, surroundings, livelihoods and decision-making systems.

This SIA report has been prepared in accordance with the Social Impact Assessment Guideline to address the Secretary's Environmental Assessment Requirements (SEARs) issued for the project (SSD-67424709).

POTENTIAL POSITIVE AND NEGATIVE SOCIAL IMPACTS

The methodology to prepare this SIA is outlined in Section 2 and was informed by DPHI's SIA Guideline (2023). Potential social impacts of the proposal are assessed by comparing the magnitude of impact (minimal to transformational) against the likelihood of the impact occurring (very unlikely to almost certain) per DPHI's Guidelines.

The potential enhanced positive and mitigated negative social impacts identified are listed below. The full assessment of each impact is provided in Section 6. A discussion of identified cumulative social impacts is also provided in Section 7.2.1. This includes an overview of the impacted stakeholders, duration of impact and mitigation measures. A summary of this discussion is provided below.

PROPOSED MITIGATION, ENHANCEMENT AND MANAGEMENT MEASURES

A consolidated list of measures to enhance positive social impacts and mitigate negative social impacts identified throughout this report and summarised in the table above is provided in Section 7 of this report. This section also contains additional SIA recommendations to further enhance positive impacts and mitigate negative impacts.

Table 1 Summary of potential positive and negative social impacts

Impact category	Impact description	Mitigated assessment	Recommendations provided
Way of life	Increased supply of affordable housing	High positive for future residents of the site.	No
Community	Perceived impact on community cohesion	High positive for current and future residents of the site.	Yes. Refer to Section Community (Section 7.2.1)

Impact category	Impact description	Mitigated assessment	Recommendations provided
Accessibility	Exacerbation of existing stress on transport infrastructure.	Low negative for residents, workers and surrounding users of the road network. High negative for the users of public transport in the short term, with the impact likely to turn neutral in the long term due to future transport infrastructure projects planned for Rhodes.	Yes. Refer to Section Exacerbation of existing stress on transport infrastructure (Section 7.3.1)
Accessibility	Increased demand on services and facilities	Low positive for residents, workers and surrounding users in the short term, with the impact likely to turn neutral in the short term once identified services and facilities have been delivered.	Yes. Refer to Section Increased demand on services and facilities (Section 7.3.2)
Culture	Potential impact to Aboriginal culture and heritage	Medium positive to the local Aboriginal community and future residents and visitors of the site	Yes. Refer to Section Culture (Section 7.4.1)
Health and wellbeing	Perception of increased risk to pedestrian safety and movement	Low negative to neutral for residents, pedestrians, commuters, visitors, and community members of the site.	Yes. Refer to Section Health and wellbeing (Section 7.5.1)
Surroundings	Impacts to residential amenity through operational and construction noise	Low negative to residents and visitors of the site.	Yes. Refer to Section Impacts to residential amenity through operational and construction noise (Section 7.6,1)
Surroundings	Impacts to visual amenity from surrounding residents and on key public areas	Low negative for residents and surrounding precinct users of the site.	Yes. Refer to Section Impacts to visual amenity from surrounding residents

Impact category	Impact description	Mitigated assessment	Recommendations provided
			and on key public areas (Section 7.6.2)
Livelihoods	Supporting improved employment activities	High positive to local workforce	Yes. Refer to Section Livelihoods (Section 7.7.1)
Livelihoods	Perceived impact to property values in local areas	Low negative to immediate residents	No
Cumulative social impacts	<p>A discussion on cumulative impacts is outlined in Section 6.8. This includes the following cumulative social impacts:</p> <ul style="list-style-type: none"> ▪ Cumulative social impacts during construction ▪ Cumulative pressure on existing services and facilities ▪ Cumulative change to local character 		Yes. Refer to Section Cumulative impacts (Section 7.8)

2. INTRODUCTION

Urbis Pty Ltd (Urbis) was engaged by Billbergia Pty Ltd (the proponent) to prepare a Social Impact Assessment (SIA) for 25-27 Leeds Street, Rhodes (the site). This application seeks consent for a mixed-use residential development, involving the construction of six buildings, ranging in height from 10 to 17 storeys. It also includes the construction of through site links and foreshore public domain (park and promenade).

2.1. REPORT PURPOSE AND SCOPE

A SIA is an independent and objective study which identifies and analyses the potential positive and negative social impacts associated with a proposed development. It involves a detailed study to scope potential positive and negative social impacts, identify appropriate mitigation and enhancement measures and provide recommendations aligned with professional standards and statutory obligations. It is the intention of that the SIA process will inform the proposal, not just reflect and report on impacts.

Social impacts can be understood as the consequences that people (individuals, households, groups, communities, or organisations) experience when a new project brings change. A SIA considers physical and intangible impacts, direct and indirect impacts, short term (construction) and long term (operational) impacts.

The NSW Department of Planning, Housing and Infrastructure's (DPHI) Social Impact Assessment Guideline (2023) states that a SIA should consider the likely changes to the following social elements of value to people.

Figure 1 SIA categories



Source: Graphic created by Urbis. Information sourced from SIA Guideline (DPHI 2023, p. 19).

2.2. SIA GUIDELINES AND REQUIREMENT

This SIA aligns with the best practice methods contained within the DPHI's SIA Guideline (2023). The DPHI SIA Guideline (2023) provides a framework to identify, predict and evaluate likely social impacts and helps to provide greater clarity and certainty for proponents and the community.

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 09/02/2024 and issued for the SSDA (SSD-67419241). Specifically, this report has been prepared to respond to the SEARs requirement issued below.

Table 2 SEARs Requirements

Item	Description of Requirement	Section Reference (this Report)
20. Social Impact	<ul style="list-style-type: none">Provide a Social Impact Assessment prepared in accordance with the Social Impact Assessment Guidelines for State Significant Projects.	Section 7 – 8

2.3. PROJECT OVERVIEW

This application seeks consent for a mixed-use residential development, involving the construction of six buildings, ranging in height from 10 to 17 storeys. In September 2022, SJB won an Architectural Design Competition for the site, which resulted in a high-quality scheme that aligns with the desired future character of the Rhodes Precinct.

Following the gazettal of the affordable housing bonus scheme in December 2023, the Applicant has undertaken a 'design integrity' pathway to carefully manage the additional 30% floor space and height incentives, while retaining the core design principles of the competition-winning scheme.

Specifically, the SSDA seeks development consent for:

- Site preparation works including demolition and removal of existing structures on the site, tree and vegetation removal.
- Bulk excavation to accommodate the proposed consolidated basement structure.
- Construction of six (6) mixed-use buildings (ranging from 10 to 17 storeys).
- On-site car parking and loading within two basement levels, accessed from Blaxland Road.
- Construction of through site links and foreshore promenade.

The purpose of the project is to facilitate the delivery of (market and affordable) housing at a strategically located site and to deliver a built form outcome that is consistent with the desired future character of the Leeds Street Character Area.

Figure 2 Proposed development



Source: SJB Architects, 2024

2.4. AUTHORSHIP AND SIA DECLARATION

The authorship SIA Declarations for this report are provided in the following sections.

2.4.1. Authors

This report has been prepared by a suitably qualified and experienced lead author and reviewed and approved by a suitably qualified and experienced co-author, who hold appropriate qualifications and have relevant experience to carry out the SIA for this Project. The following introduces each author:

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Affiliations

Experience

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2.4.2. Declaration

The authors declare that this SIA report:

- Was completed on 10 September 2024.
- Has been prepared in accordance with the EIA process under the EP&A Act
- Has been prepared in alignment with the DPHI's (2023) SIA Guideline
- Contains all reasonably available Project information relevant to the SIA
- As far as Urbis is aware, contains information that is neither false nor misleading.



Alyce Noney
Associate Director
10 September 2024

2.5. SIA GUIDELINE REVIEW QUESTIONS AND RESPONSES

The review questions outlined by the SIA Guideline (2023) are designed to confirm that the requirements of the SIA Guideline have been fulfilled when considering the scale of social impacts associated with the proposed development. Table 3 below outlines these review questions and indicates how they have been addressed in this SIA.

Table 3 SIA Guideline review questions and responses

SIA Review questions	Addressed by report (yes/no), relevant section
Does the lead author meet the qualification and experience requirements?	Yes, See Section 2.4
Has the lead author provided a signed declaration?	Yes, See Section 2.4
Would a reasonable person judge the SIA report to be impartial, transparent and suitably rigorous given the nature of the project?	Yes
Project's social locality and social baseline	
Does the SIA report identify and describe all the different social groups that may be affected by the project?	Yes, See Section 4
Does the SIA report identify and describe all the built or natural features that have value or importance for people, and explain why people value those features?	Yes, See Section 4
Does the SIA report identify and describe historical, current, and expected social trends or social changes for people in the locality, including their experiences with this project and other major development projects?	Yes, See Section 4
Does the social baseline study include appropriate justification for each element, and provide evidence that the elements reflect both relevant literature and the diversity of view and likely experiences?	Yes, See Section 4
Does the social baseline study demonstrate social-science research methods and explain any significant methodological data or limitations?	Yes, See Section 3
Identification and description of social impacts	
Does the SIA report adequately describe likely social impacts from the perspectives of how people may experience them, and explain the research used to identify them? When undertaken as a part of SIA scoping and initial assessment, has the plan for the SIA report been detailed?	Yes. See Section 7 SIA report not undertaken for scoping
Does the SIA report apply the precautionary principle to identifying social impacts, and consider how they may be experienced differently by different people and groups?	Yes. See Section 7
Does the SIA report describe how the preliminary analysis influenced project design and EIS engagement strategy?	Yes. See Sections 7 and 8 for recommendations on project design.

SIA Review questions	Addressed by report (yes/no), relevant section
Community engagement	
Were the extent and nature of engagement activities appropriate and sufficient or canvass all relevant views, including those of vulnerable or marginalised groups?	Yes. See Section 5
How have the views, concerns and insights of affected and interested people influenced both the project design and each element of the SIA report?	Yes. See Sections 4 - 8
Predicting and analysing social impacts	
Does the SIA report impartially focus on the most important social impacts to people at all stages of the project, without any omissions or misrepresentations?	Yes. See Section 7
Does the SIA report analyse the distribution of both positive and negative social impacts, and identify who will benefit and who will lose from the project?	Yes. See Section 7
Does the SIA report identify its assumptions, and include sensitivity analysis and alternate scenarios? (including 'worst-case' and 'no project' scenarios where relevant?)	<p>The methodology section of the report sets out the key assumptions underpinning the assessment (refer to Section 3). This includes the assumption that information provided through other technical reports (e.g., traffic and noise) are accurate.</p> <p>The SIA considers alternative site scenarios from the perspective of the 'worst case' scenario (i.e., no technical mitigations), in alignment with the EIS.</p> <p>We note that consideration of alternative site options (e.g., no development, different types of development) have been considered separately as part of the business case process, which has informed the EIS, and upon which the SIA has drawn. It is the role of the SIA,</p>

SIA Review questions	Addressed by report (yes/no), relevant section
	<p>however, to assess the chosen development scenario at hand – not other alternative scenarios considered at the business case stage.</p> <p>Therefore our sensitivity analysis and assessment of ‘worst case’ scenarios relate to a ‘no mitigations’ scenario for the chosen development option.</p> <p>This evidence is clearly assessed as part of the SIA at Section 7.</p>
Evaluating significance	
Do the evaluations of significance of social impacts impartially represent how people in each identified social group can expect to experience the project, including any cumulative effects?	Yes. See Section 7
Are the evaluations of significance disaggregated to consider the likely different experiences for different people or groups, especially vulnerable groups?	Yes. See Section 7
Responses, monitoring and management	
Does the SIA report propose responses that are tangible, deliverable, likely to be durably effective, directly related to the respective impact(s) and adequately delegated and resourced?	Yes. See Section 8
Does the SIA report demonstrate how people can be confident that social impacts will be monitored and reported in ways that are reliable, effective and trustworthy?	Yes. See Section 8
Does the SIA report demonstrated how the proponent will adaptively manage social impacts and respond to unanticipated events, breaches, grievances and non-compliance?	Yes. See Section 8

2.6. STRUCTURE OF THIS REPORT

This SIA has seven chapters as summarised below:

- **Chapter 1** (this chapter) introduces the proposal, purpose and scope of this report.
- **Chapter 2** outlines the legislative requirements and methodology applied to complete this SIA.
- **Chapter 3** provides a social baseline of the study area including social and demographic characteristics, and policy context.
- **Chapter 4** provides an overview of the field study undertaken to inform the SIA, including an overview of the key findings.
- **Chapter 5** provides an overview of the site's social locality.
- **Chapter 6** assesses the positive and negative social impacts of the proposal, including with and without mitigation and enhancement measures (Social Impact Assessment).
- **Chapter 7** outlines the mitigation, enhancement, and management measures of the assessed impacts.

3. METHODOLOGY

This section outlines the methodology to prepare this assessment, with reference to the relevant legislative requirements and guidelines. The scope of this SIA has been developed in accordance with the:

- SEARs for the Project
- SIA Guideline (DPHI 2023)
- The social characteristics and community values of the local area and City of Canada Bay LGA.

3.1. ASSESSMENT METHODOLOGY

The methodology undertaken to prepare this SIA is outlined in Table 4. The methodology was informed by the guidance contained within the SIA Guideline and Technical Supplement (DPHI 2023).

Table 4 Methodology overview

Stage	Activities
Stage 1: Inception and social baseline	<ul style="list-style-type: none"> ▪ Site visit of surrounding land uses and site. ▪ Review of relevant state and local policies and strategies to understand potential social implications. ▪ Analysis of relevant data sets to understand the existing community profile and community values, strengths and vulnerabilities. ▪ Identification of the project's area of social influence and likely impacted groups. ▪ Early identification of potential social impacts (positive and negative) based on research tasks undertaken.
Stage 2: SIA field study	<p>As specified in the DPHI Guideline, SIAs require community and stakeholder engagement to be undertaken to develop an understanding of impacts on communities and people as a result of a project. Community and stakeholder engagement also provides the opportunity for potentially impacted people and groups to provide feedback and input into a project. To achieve this, the following engagement activities were conducted:</p> <ul style="list-style-type: none"> ▪ Engagement with City of Canada Bay Council ▪ Engagement with the local community through a community newsletter via letter box drop, online community survey and two community information sessions. ▪ Analysis of field study data and identification of key themes.
Stage 3: Impact scoping	<ul style="list-style-type: none"> ▪ Review of social baseline and SIA field study outcomes ▪ Review of proposal plans, project documentation and relevant technical assessments ▪ Identification and scoping of potential social impacts (positive and negative), mitigation and enhancement measures. ▪ Identify potential opportunities for additional measures to be incorporated into the proposal.

Stage	Activities
Stage 4: Assessment and reporting	<ul style="list-style-type: none"> ▪ Assessment of social impacts (positive and negative) with and without mitigation and enhancement measures. ▪ Provision of recommendations to further reduce negative social impacts and enhance positive social impacts. ▪ Preparation of draft and final SIA reports.

3.2. APPROACH TO ASSESSING SOCIAL IMPACTS

The assessment of social impacts can be approached in several ways. The Technical Supplement of DPHI's SIA Guideline highlights a risk assessment methodology, whereby the significance of potential impacts is assessed by comparing the magnitude of an impact against the likelihood of the impact occurring.

The DPHI's risk assessment methodology has been applied in this SIA and is outlined in Section 6.

3.3. ASSUMPTIONS

- This report is dated 10 September 2024 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date.
- In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.
- All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and forecasts set out in this report will depend, among other things, on the actions of others over which Urbis has no control.
- Information provided through other technical reports that have informed the identification and assessment of impacts is assumed to be accurate.
- This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

4. SOCIAL BASELINE

This chapter provides a social baseline of the study area including the site's location, defined social locality, policy context, demographic characteristics, and identified vulnerable groups.

4.1. SITE LOCATION

4.1.1. Local context

The site is located at 25-27 Leeds Street, Rhodes, within the City of Canada Bay LGA and is situated on the peninsula of Rhodes East. The site is legally described as Lot 2 in DP1192949, Lot A in DP329241 and Lot C in DP367132 and is currently owned by Billbergia Pty Ltd.

Leeds Street is a light industrial area, bound by the Parramatta River to the north, Concord Road to the east, Leeds Street to the south and Blaxland Road to the west. The site is surrounded by public open spaces such as John Whitton Reserve, Mill Park and Uhr's Reserve. Rhodes Boat Ramp is located adjacent to the site at the northern end of Blaxland Road.

The T9 Railway line runs parallel to the site along Blaxland Road. Rhodes train station is 800m (10 minute walk) to the south of the site via Blaxland Road.

The site is currently used for light industrial purposes. 25 Leeds Street houses a two-storey warehouse that is currently occupied by a furniture display room and commercial kitchen. Access to this warehouse is via Leeds Street, and onsite carparking is provided at the front of the building, down the western side and in a small carpark at the rear of the site. 27 Leeds Street contains a larger, two-storey warehouse and distribution centre. Vehicular access to 27 Leeds Street is via Blaxland Road. On site carparking is provided to the north of the building, along the Parramatta River.

The Billbergia Group is seeking approval for approximately 340 dwellings (57 affordable and 283 private market) across six mixed use residential towers. The development also includes through site links, foreshore park and promenade, and onsite car parking.

Figure 3 Leeds Street site



Source: Urbis GIS, 2023

Figure 4 Site photos



Picture 1 Industrial use on east side of site boundary



Picture 2 Graffiti on south side fence of site boundary



Picture 3 Overgrowth on west side of site



Picture 4 Residential land uses south of site



Picture 5 Rhodes boat ramp located west of the site



Picture 6 Western boundary of site adjacent to Rhodes boat ramp

Source: Urbis, 2024

4.1.2. Regional context

The site sits within the central area of Rhodes. Rhodes has been identified as an important Strategic Centre in the Eastern City District Plan, with significant opportunities to create additional jobs and homes. Rhodes is approximately 12km north-west of the Sydney Central Business District (CBD) and approximately 7.5km east of Parramatta CBD. To the south of Rhodes is the Concord Health District which comprises a Public Teaching Hospital and various other health services.

Rhodes comprises two distinct localities to the east and west of the rail line. Rhodes West has transformed from a former heavy industrial area into a high density residential, retail and business area. Rhodes East, by contrast, is mainly single storey homes with some office and industrial areas.

Figure 5 Rhodes Precinct Structure Plan (Rhodes Place Strategy, 2021, p.10)



Source: Rhodes Place Strategy, 2021, p.10

Rhodes is well connected to other places on the harbour: west by the Bennelong Bridge to Wentworth Point and Sydney Olympic Park, north to Meadowbank by the John Whitton Bridge, northeast to Ryde by the Ryde Bridge, and south via the Kokoda Track Memorial Walkway to Concord. Rhodes is serviced by public transport on the Northern Line and the regional road network, however as identified by the Rhodes Place Strategy (2021), this infrastructure is under pressure and is also a barrier to walking and cycling and movement between east and west.

4.1.3. Housing context

The Rhodes Place Strategy was prepared by the NSW Government in 2021, in partnership with the City of Canada Bay, following extensive consultation over several years. The Strategy sets out a long-term vision for Rhodes to guide future development over 20 years up to 2041. The Strategy identifies the opportunity to provide up to 4,200 dwellings within Rhodes, along with new facilities including transport infrastructure, a primary school, and open space. Importantly, the Place Strategy has identified a dwelling cap for the area to ensure that infrastructure can be delivered to meet the demands of the anticipated incoming population. Based upon transport and traffic modelling, this cap is placed at 3,000 dwellings, with development of further dwellings dependant on the delivery of key transport infrastructure including the quadruplication of the Northern Line to enable more trains to stop at Rhodes, Sydney Metro West, and potential expansion of Parramatta Light Rail (PLR 2) to Wentworth Point and Sydney Olympic Park.

The NSW Government has introduced several reforms under the State Environmental Planning Policy (Housing SEPP 2023) in response to the housing affordability crisis. The reforms aim to increase the supply of social and affordable housing for low-income households and essential workers. This includes a bonus height and Floor Space Ratio of up to 30% where eligible projects include a minimum of 15% of the GFA as affordable housing.

Projects that meet the criteria will be assessed under a State Significant Development (SSD) pathway and assessed by DPHI. The NSW Government has deemed four Billbergia sites within Rhodes (including this proposal) as an eligible project under this reform. These sites are outlined in Figure 6 below.

Figure 6 Billbergia sites across Rhodes Precinct: (1) Leeds Street; (2) Blaxland Road; (3) Marquet Street; (4) Llewellyn Street.



Source: Billbergia, 2024

4.2. POLICY CONTEXT

A review of relevant state and local policies was undertaken to understand the strategic context of the proposal and any potential impacts (positive and negative). This included:

State


- Greater Sydney Region Plan – A Metropolis of Three Cities (GSC, 2018)
- Future Transport Strategy (2022)
- Rhodes Place Strategy (2021)
- Eastern City District Plan (2018)
- NSW Housing Strategy: Housing 2041



Local


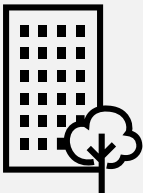
- City of Canada Bay Foreshore Access Strategy (2020)
- City of Canada Bay Community Strategic Plan (CSP) – Our Future 2036 (2022)
- City of Canada Bay Affordable Housing Contribution Scheme (2021)
- City of Canada Bay Local Housing Strategy (LHS) (2019)
- City of Canada Bay Local Strategic Planning Statement (LSPS) (2020)

The key social themes from the policy review are summarised in review below.

Table 5 Key social themes from policy review

Theme	Summary of findings
<p>Anticipating a Growing Population</p> 	<p>Rhodes is expected to experience significant population growth, with its population expected to double by 2041. According to the LSPS and LHS, this increase has been driven by the demand for housing across Greater Sydney, with Rhodes typically identified as a desirable area due to its strategic position along a major transport corridor between Parramatta and the Sydney CBD.</p> <p>Given this expected growth in housing demand, the Rhodes Place Strategy 2021 was adopted to provide a 20-year vision for the area. The vision foresees Rhodes as a sustainable, thriving and people-focused place that respects heritage and is supported by a forward-thinking transport strategy and meaningful connections to the water, encouraging people to walk further, stay longer, enjoy and take pride in the community identity of Rhodes.</p> <p>It is also supported by a planning and infrastructure delivery framework to guide and support the development of Rhodes. This includes planning controls such as changes to the City of Canada Bay LEP, a 3,000-dwelling cap based upon a transport capacity study and staging in order to align infrastructure provision with the rollout of development.</p>

Theme	Summary of findings
<p>Providing diverse housing in appropriate locations</p> 	<p>A major priority of the Greater Sydney Region Plan (2018) is to address the ongoing housing demand facing Sydney, citing the need for Sydney to deliver 36,250 new dwellings per year to accommodate forecast population growth. The Rhodes Place Strategy aims to deliver 4,200 new homes to help support this demand, with an initial cap of 3,000 homes pending further infrastructure. The combination of affordable housing targets, the planned mix of dwellings, better walking and cycling connections and access to public transport will help to realise Council's ambitions for Rhodes. This reflects the goals of the NSW Housing Strategy which intends to deliver better housing outcomes including housing in the right locations, housing that suits diverse needs, and housing that feels like home.</p> <p>The LHS identified the greatest demand for dwellings within the City of Canada Bay LGA between 2018 and 2036 is likely to be for flats, units and apartments with 92% of the projected demand for this type of development. The LSPS and LHS acknowledge that Rhodes will be a place for higher density housing that will make a significant contribution to the broader LGA's housing requirements. In particular, Rhodes East (where the site is located) has been identified by the LHS as an area to accommodate additional high-density development to leverage the strategic transport and infrastructure positioning of Rhodes.</p> <p>The issue of affordable housing is one predominately faced by lower income households, who could be key workers, sole parents or students. As outlined by the LHS, the lack of diversity between the extremes of higher density apartments and low density detached housing is also having an impact on housing affordability. To address this, Priority 5 of the LSPS aims to provide housing supply, choice and affordability around key transport nodes, corridors and centres, the NSW Government has introduced several reforms under the State Environmental Planning Policy (Housing SEPP 2023) in response to the housing affordability crisis, including a bonus height and Floor Space Ratio of up to 30% where eligible projects include a minimum of 15% of the GFA as affordable housing.</p>
<p>Respecting and integrating Aboriginal culture</p> 	<p>Direction 1 of the CSP envisions a connected community wherein local communities are diverse, inclusive, and safe places which honour all cultures. A key goal within this direction is to celebrate, recognise, and honour Aboriginal and Torres Strait Islander cultures, such as through partnership with Indigenous groups and organisations. Similarly, Priority 7 of the LSPS intends to create vibrant places that respect local heritage and character, including the unique and special Aboriginal, built, archaeological and landscape heritage significance of the area.</p> <p>This intention is realised throughout the Rhodes Place Strategy, particularly in relation to the opportunities for Aboriginal cultural heritage interpretation and ecological experiences as part of the Big Move 2 to liberate the Parramatta River Foreshore and green space throughout Rhodes. A key action to ensure this move is the undertaking of an Aboriginal Cultural Heritage Assessment across the Rhodes peninsula, which should include an interpretation strategy which outlines ways to build on the cultural</p>

Theme	Summary of findings
	significance of the area, such as through landscape design, interpretive signage and place naming.
<p>Supporting growth through active and public transport connections</p> 	<p>According to the LHS, ensuring the delivery of transport infrastructure aligns with population growth will be key to supporting the delivery of more houses in Rhodes. Community consultation undertaken as part of the CSP notes there are concerns from residents in the LGA around the potential impact population growth will have on traffic congestion, parking and access to regular public transport. A number of transport upgrades have been identified to support this growth and mitigate potential traffic impacts including the delivery of the Sydney Metro, Parramatta Light Rail (Stage 2) and WestConnex.</p> <p>In addition to the delivery of new and upgraded transport infrastructure, several strategies identify the need to provide increased active transport connections to support this growth. Council's CSP contains a priority commitment to ensure that Rhodes is an exemplar for development by encouraging active and public transport through implementing precinct-wide sustainability initiatives. Consultation reflected the community's desire for improved cycle and pedestrian paths, more pedestrian crossings and lower speed limits to improve pedestrian safety, improved lighting along foreshore walks and paths, and providing safe spaces for young people to come together safely to socialise.</p> <p>The Rhodes Place Strategy also identified a number of infrastructure upgrades to support this access and connectivity. This includes a priority to improve east to west connections across the suburb through accessibility upgrades around the train station, such as a new pedestrian bridge and plaza on the eastern side of the station over Concord Road, up to 4,000qm of new public space west of the station, as well as improved connections along the Parramatta River foreshore such as two new pedestrian connections from Leeds Street to the foreshore.</p>
<p>Vision for Leeds Street</p> 	<p>The Rhodes Place Strategy identifies 'five big moves' and related initiatives to unlock the area's potential to provide green, connected public domain, enjoyment of the Parramatta River, an integrated movement network, people-focused building and neighbourhood design, and a mix of activities at key destinations. This place-based approach builds on the existing urban fabric and character to create a pedestrian friendly, people-focused place.</p> <p>The second 'big move' of the Strategy is to liberate the Parramatta River foreshore and green space. The big move opens public access to the Parramatta River foreshore, with a new 7,500sqm foreshore park, a 15m wide promenade between John Whitton Reserve and Uhrs Point Reserve, additional public pedestrian connections from Leeds Street to the foreshore and a new ferry wharf. Leeds Street will be a new vibrant, high amenity destination on the Parramatta River – in addition to the foreshore park, promenade, and ferry wharf, the area will be a social hub of shops, recreation, café and restaurants.</p>

4.3. DEMOGRAPHIC PROFILE

A demographic profile identifies the demographic and social characteristics of a proposal's likely impacted communities and is used to inform the social locality. This is an important tool in understanding how a community currently lives and that community's potential capacity to adapt to changes arising from a proposal.

A demographic profile has been developed for Rhodes based on data from the Australian Bureau of Statistics (ABS), Profile.id and Forecast.id. The demographic characteristics of City of Canada Bay LGA and Greater Sydney have been used where relevant to provide a comparison.

4.3.1. Population and age



In 2021, there were **11,453 people living** in Rhodes, representing 12.8% of the residents in City of Canada Bay LGA. By 2041 this population is expected to increase to 22,549 people, representing a total increase of 93.9%.

Rhodes has a significantly **higher proportion of young adults aged 20-39 years** (60%) compared to City of Canada Bay LGA (31.1%) and Greater Sydney (30%). Conversely, the suburb has a **lower rate of people aged 70 and above** (3.4%) compared to City of Canada Bay LGA (12.2%) and Greater Sydney (10.7%).

Lone person households are common, representing a quarter (25.7%) of all household in Rhodes. This is a similar rate found in City of Canada Bay LGA (24.7%) and Greater Sydney (23.2%). There are however a considerably **lower proportion of couples with children** in Rhodes (32.2%) compared to City of Canada Bay LGA (43.7%) and Greater Sydney (48.4%). According to Forecast.id population forecasts, the proportion of couples with children is anticipated to increase from 20% of the 2021 population to 25.1% of the population by 2041, indicating there may be a particular demand for key facilities which service this age group.

4.3.2. Culture and diversity



Approximately 0.3% of Rhodes identify as **Aboriginal or Torres Strait Islander**. This is similar to City of Canada Bay LGA (0.6%).

Rhodes is a **highly culturally diverse suburb** with a higher proportion of people speaking a language other than English at home (80%), compared to City of Canada Bay LGA (47.1%) and Greater Sydney (42%).

The three most **common non-English languages** spoken in Rhodes are Mandarin (30.2%), Korean (10.6%) and Cantonese (8.3%). This is proportionality higher compared to City of Canada Bay LGA (8.6%, 3.2% and 3.9%) and Greater Sydney (5%, 1.1% and 2.8%) respectively.

4.3.3. Education, workforce and employment

Rhodes has **high levels of educational attainment**, with 62% holding a bachelor's degree qualification or above, compared to City of Canada Bay LGA (42.9%) and Greater Sydney (33.4%).



There is **high rate of labour force participation in Rhodes (69.5%)** compared to City of Canada Bay LGA (64.3%) and Greater Sydney (60%). Yet, Rhodes also has a **higher rate of unemployment (5.7%)** compared to City of Canada Bay LGA (4.1%) and Greater Sydney (5.1%)

There is a high proportion of people employed in **professional, scientific and technical services (17.9%)** and **financial and insurance services (12.6%)** industries compared to City of Canada Bay LGA (13.4% and 9.7%) and Greater Sydney (10.9% and 7%). There is also a **high proportion of people working in the health care and social assistance industry (10.7%)**, though it is lower compared to City of Canada Bay LGA (12.5%) and Greater Sydney (13.4%).

In Rhodes, there is a **higher proportion of people that travel to work by public transport (11%)** compared to City of Canada Bay LGA (6.1%) and Greater Sydney (5.6%). There is **comparable rate of people that bicycle or walk to work (2.8%)** compared to City of Canada Bay LGA (2.2%) and Greater Sydney (2.7%). Correspondingly, **there is a lower proportion of people that travel to work by vehicle (22.9%)** compared to City of Canada Bay LGA (31.4%) and Greater Sydney (36.9%).

4.3.4. Housing and affordability



The majority of dwellings in Rhodes are **flats or apartments (95.1%)**. This is proportionally higher compared to City of Canada Bay LGA (52.2%) and Greater Sydney (30.7%).

Rhodes has **high levels of renters (59.2%)** compared to 37.8% in City of Canada Bay LGA and 35.9% in Greater Sydney, while there are **low rates of home ownership (38.2%)** compared to City of Canada Bay LGA (59.8%) and Greater Sydney (61.1%).

There is a **higher level of housing stress within Rhodes**, with a notably higher proportion of households with mortgage repayments greater than 30% of household income (35%) compared to City of Canada Bay LGA (22.7%) and Greater Sydney (19.8%). The rate of households with rent repayments greater than 30% of household income in Rhodes (35%) is comparable to Greater Sydney (35.3%) though higher compared to City of Canada Bay LGA (31.7%).

There is a **lower proportion of social housing dwellings in Rhodes (0.3%)** compared to City of Canada Bay LGA (2.4%) and Greater Sydney (4.1%).

**Rental affordability snapshot (2024) for the closest comparative Statistical Area (Ryde) shows that no households are affordable and appropriate for those on income support and only 2% are affordable and appropriate for those on a minimum wage.*

4.3.5. Health and wellbeing

Rhodes has a **lower proportion of people one or more long-term health conditions (14.3%)** compared to City of Canada Bay LGA (25.9%) and Greater Sydney (27.5%).



The most common long-term health conditions in Rhodes were asthma (3.5%), mental health condition (3.3%), diabetes (2.3%) and arthritis (1.7%)

4.3.6. Crime and safety

As part of the demographic profile, data from the NSW Bureau of Crime Statistics and Research (BOCSAR) was also analysed on 12 April 2024 to understand the crime and safety context around the site. This data is accurate as of December 2023. Crime data from the BOCSAR indicates that Rhodes has generally higher rates of crime compared to City of Canada Bay LGA but lower compared to NSW averages. However, there were some crime types where Rhodes had lower rates of crime per 100,000 people than the City of Canada Bay LGA and NSW averages, including: assault (non-domestic), assault (domestic) and steal from motor vehicle.

4.3.7. Vulnerable groups

There are vulnerable groups in the community who may experience impacts from the proposal differently or disproportionality. A review of key demographics of these potential groups has been analysed below to help inform the social locality and identify potential social impacts to this community.

SEIFA

- According to the 2021 Socio Economic Indexes for Areas (SEIFA), there is some variation in terms of socio-economic advantage and disadvantage between communities within the local area and regional area. The ABS Index of Relative Socio-economic Advantage and Disadvantage summarises information about the economic and social conditions of people and households within an area. This index includes both relative advantage and disadvantage.
- The suburb of Rhodes ranked in the top 5% of NSW suburbs in the index of relative socio-economic advantage and disadvantage.
- City of Canada Bay LGA ranked in the top 10% of NSW LGAs in the index of relative socio-economic advantage and disadvantage.
- This indicates that Rhodes and City of Canada Bay LGA experience a relative lack of disadvantage and greater advantage in general. This may be partly due to higher rates households with high incomes and people in skilled occupations (ABS 2021).

Disability

- In Rhodes, 1.7% of the population reported needing help in their day-to-day lives due to disability. This is proportionately lower compared to City of Canada Bay LGA (4.3%) and Greater Sydney (5.2%)
- In Rhodes, 5.6% of people unpaid assistance to a person with a disability, long-term illness or old age. This is proportionately lower compared to City of Canada Bay LGA (11.1%) and Greater Sydney (10.6%)

Homelessness

Data on the estimated levels of homelessness according to the ABS 2021 Estimating Homelessness: Census is only available at LGA level and has been gathered for City of Canada Bay LGA.

- In 2021, there were **no people** in City of Canada Bay LGA recorded living in improvised dwellings, tents, or sleeping out.
- There were 41 (4.6 per 10,000) people in City of Canada Bay LGA residing in supported accommodation for the homelessness, compared to 6.2 per 10,000 people in NSW.
- There were 27 (3.0 per 10,000) people in City of Canada Bay LGA who were temporarily residing in another household, compared to 5.1 per 10,000 people in NSW.

- There were 201 (23 per 10,000) people in City of Canada Bay LGA living in crowded dwellings, compared to 37 per 10,000 in NSW.
- There were 103 (11.6 per 10,000) people in City of Canada Bay LGA living in 'severely' crowded dwellings, compared to 18.1 per 10,000 in NSW.

5. SIA FIELD STUDY

As specified in the DPHI Guideline, SIAs require community and stakeholder engagement to be undertaken to develop an understanding of impacts on communities and people as a result of a project. Community and stakeholder engagement also provides the opportunity for potentially impacted people and groups to provide feedback and input into a project. To achieve this, Urbis' Social Planning and Engagement teams developed and undertook an integrated SIA field study and engagement program which was supported by the relevant expertise within each of the teams to inform the nature of the conducted SIA field study and activities, including the outcomes of the social baseline (see Section 3) to identify the stakeholders and methods.

While community engagement activities did not exclude individuals and groups, activities were focused on individuals and groups within the immediate social locality (see Figure 8) as well as key stakeholders.

The methods of engagement and consultation with community and key stakeholders are provided in Table 6

Additional communication and engagement activities were also undertaken by representatives from the Urbis Engagement team with nearby landholders and other agencies. These activities are detailed in full in the Engagement Outcomes report.

Table 6 Summary of community and stakeholder engagement activities

Method	Administered	Timeframes	Invited	Participated
Community survey	Online survey distributed via community newsletter. See Appendix A for community newsletter and Appendix B for SIA community survey.	30 April 2024 to 21 May 2024	All residences and businesses located in the suburb of Rhodes (5,870 letterboxes). See community newsletter distribution area in Figure 5.	83 responses
Community drop-in sessions	Face to face	8 May 2024 and 11 May 2024	Local residents within the suburb of Rhodes	Approximately 60 people in total
In-depth interview with Council's social planning representative	Online – See Appendix C for SIA Discussion Guide Questions.	10 May 2024	City of Canada Bay Council social planning representative	1 Council representative

5.1. IN-DEPTH INTERVIEWS SUMMARY OF FINDINGS

An online meeting with City of Canada Bay Council's social planning representative was undertaken to discuss key issues to be addressed in the SIA. The following provides a summary of the discussion points related to the social impacts of the proposal:

- Rhodes has varying levels of density, with Rhodes East less developed than the high-density environment of Rhodes West. Rhodes has a very diverse population, and the suburb is very walkable due to the many through site links in the suburb. Utilisation and activity around the Rhodes foreshore area is high amongst residents and is frequently used for active and passive recreation.
- Council is aware of the significant development happening in Rhodes and support the integration of affordable housing into these developments.

- There is an overall need for community spaces and social infrastructure in Rhodes. The implementation of services and infrastructure is dependent on the number of dwellings and residents.
- There are not many services in Rhodes that cater for the large multicultural community. Residents tend to travel to Burwood, Ashfield, Ryde and Wentworth Point to connect with culturally appropriate services. Accessibility for people with disability also remains a concern for all new developments in Rhodes.
- The Rhodes community is generally sensitive to high-density development as the suburb is already quite dense. There are not many access points into Rhodes, which contributes to traffic congestion. There is a general need for more on-site parking to address additional vehicles coming into the area.
- Several positive impacts were identified from the proposed development, notably increased diversity in housing and proximity to open space. The proposed development should consider walkability and community connectivity, access to the nearby train station and passive surveillance.
- The biggest negative impact that was identified was poor design associated with built form and density. It was identified that good design would mitigate these issues, particularly in terms of flow of area, walkability, commuting and movement of people through the space.

5.2. COMMUNITY DROP-IN SESSION SUMMARY OF FINDINGS

Representatives from Billbergia and the Urbis Social Planning and Engagement teams conducted two community drop-in sessions which were attended by approximately 60 people. The purpose of these sessions was to inform, consult, and answer questions from local residents across the four development sites (as outlined in Figure 6), including on this proposal. Table 7 below contains a summary of findings from the drop-in sessions.

Table 7 Summary of community drop in session outcomes

Themes	Summary of feedback received
Traffic and transport	<p>Community members raised concerns related to potential traffic and transport impacts. This included:</p> <ul style="list-style-type: none"> ▪ Increases in traffic generation ▪ Rhodes train station capacity ▪ Parking. <p>For the Leeds Street site, community members also expressed concern about traffic generated the proposed Rhodes East public school. The school is proposed to be opposite the Leeds Street site and should accommodate 1,000 children. The school is in the early planning phase, with the exact timing of the opening of the school unknown at this stage. Community members however expressed concern about the safety of students during construction and operation, as well as general school zone traffic.</p>
Infrastructure	<p>There were general recommendations from the community to deliver infrastructure prior to dwellings to ensure the population growth is supported. Community members also expressed concerns that Rhodes is lacking in existing infrastructure, and that this will be exacerbated by the proposed extra dwellings.</p> <p>For the Leeds Street site in particular, community members expressed concern about the preservation of existing infrastructure, including parking near the boat ramp and the location of the ferry wharf. There were also concerns about the lack of communal open space within the proposal, suggesting some units should be replaced with open</p>

Themes	Summary of feedback received
	space or communal facilities. There was however support for the waterfront promenade and waterfront dining experience.
Local character	<p>Some community members expressed concerns about the character of the Rhodes community changing if the proposal is approved, due to:</p> <ul style="list-style-type: none"> ▪ Overpopulation and increased density ▪ Inclusion of affordable housing and potential increases in crime. <p>In addition to impacts of overpopulation and increased density on the local character of Rhodes, community member also expressed concern over preserving heritage sites around Leeds Street, particularly: the façade/building of the old 'Rider and Bell' factory.</p>
Proposal height	<p>Community members expressed concerns around the height of the proposal and the impact of overshadowing upon:</p> <ul style="list-style-type: none"> ▪ Private views ▪ The proposed school ▪ Parramatta River ▪ Mill Park
Communal space and public amenity	As above, some community members expressed concerns over lack of communal open space within the proposal, suggesting some units should be replaced with open space or communal facilities.
Landscaping	Concern was raised in relation to the use and viability of planters at higher levels due to wind and sunlight impacts.
Developer contributions	Questions were raised regarding developer contributions, with suggestions for contributions to be reinvested into Rhodes rather than surrounding suburbs.
Positive feedback	Positive comments were received including support for Billbergia due to existing developments in the area which have had positive impacts on the community.

5.3. COMMUNITY SURVEY SUMMARY OF FINDINGS

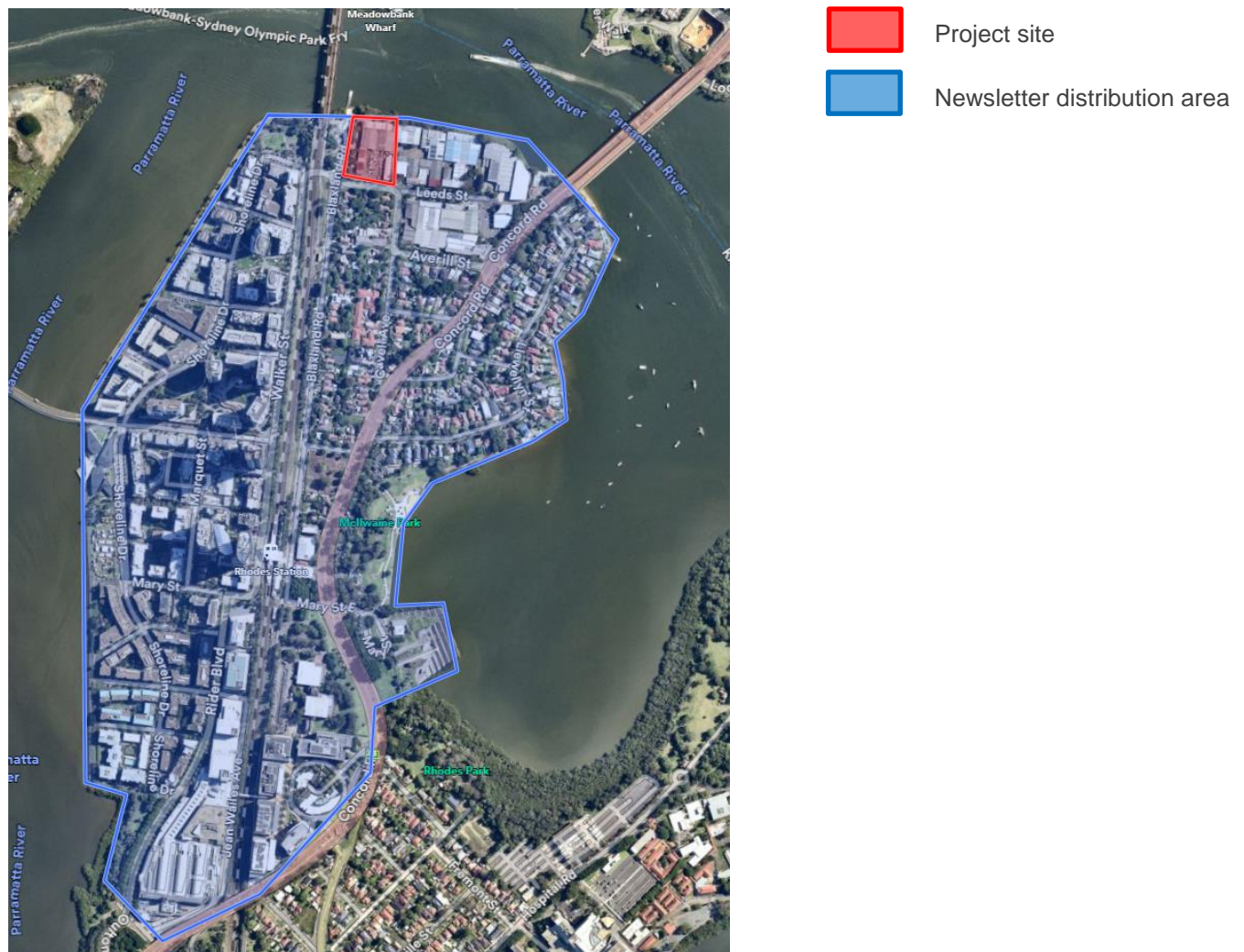
A community survey was developed to understand the potential social impacts of the proposal and potential mitigation and enhancement measures. The community survey was distributed via a community newsletter to all residences and businesses located in the suburb of Rhodes (5,870 letterboxes) (see Figure 7 for community newsletter distribution area). A copy of the newsletter and community survey is included in Appendix B of this report.

Throughout the engagement period, 130 survey responses were received. This included 83 completed survey responses and 47 incomplete responses (i.e. one or more questions were skipped). The following process was undertaken to analyse the responses:

- Responses were read to identify unique themes for each survey question
- The total number of responses containing each unique theme was recorded for each survey question
- The frequency of each unique theme was calculated by percentage.

The community survey asked respondents about all four Billbergia sites, with responses analysed to provide detailed insights for each particular site (in this case, Leeds St). As some survey questions were open-ended and did not limit respondents to a choice of one theme per response, respondents often identified multiple themes per question. Some respondents did not answer all questions in the survey, and blank responses were removed from totals when calculating the percentages noted below.

Figure 7 Community newsletter distribution area



Source: Nearmaps

Question 1: Which of the following best describes you?

There were 117 responses to this question with respondents able to select multiple options. Of these:

- 84% (or 98 respondents) were local residents of Rhodes
- 3% (or 4 respondents) were local residents of suburbs around Rhodes
- 4% (or 5 respondents) were workers or business owners in Rhodes
- 1% (or 1 respondent) were workers or business owners in suburbs around Rhodes
- 4% (or 5 respondents) were regular visitors to Rhodes
- 3% (or 4 respondents) were regular visitors to suburbs around Rhodes

Question 2: In a few words, what do you value about living in Rhodes and/or the surrounding suburbs?

There were 79 individual responses to this question. Overall, the responses demonstrated that local residents enjoy living in Rhodes and value the community, amenities and surroundings. A high proportion of respondents noted that they felt Rhodes was too crowded.

Key themes raised included:

- **Community:** respondents described safety (20% or 16 respondents), community (14% or 11 respondents), peace and/or quiet (9% or 7 respondents) as key aspects that they value in Rhodes.
- **Amenities:** respondents (10% or 8 respondents) appreciated their proximity to the train station and public transport and to shops including Rhodes Shopping Centre (9% or 7 respondents). Other respondents listed nearby restaurants, parks and amenities as things they value about the area.
- **Convenience:** respondents (44% or 35 respondents) appreciated the proximity of Rhodes CBD to other parts of Sydney, with many respondents (25% or 20 respondents) describing the area as convenient.
- **Aesthetic value:** respondents (18% or 14 respondents) enjoyed the views in the area, particularly the water view and appreciated the natural environment in the area (10% or 8 respondents).
- **Population density:** some respondents (28% or 22 respondents) thought the area was too crowded. Other impacts raised from this included the traffic congestion (9% or 7 respondents). Some respondents (8% or 6 respondents) stated they did not find the area too crowded, with people citing that the area is not overdeveloped or densely populated.
- **Other:** other values raised with minor comments included property value, lifestyle, and the perception that the current community is highly educated.

Question 3: In a few words, what do you like about working in Rhodes and/or surrounding suburbs?

There were 5 responses to this question.

Most respondents stated that they appreciated the community and amenities in the area. Other comments included valuing the proximity to water and the convenient location Rhodes provides.

Question 4: In a few words, what do you like about visiting Rhodes and/or surrounding suburbs?

There were 7 responses to this question.

Most respondents stated that they enjoy the community, proximity to water and shopping in the area. Other comments included the availability of transport, connectivity, and convenience of the area.

Question 5: Approximately 1,590 new apartments (including 272 affordable units and 1,318 private market dwellings) are proposed across the four Billbergia sites. How do you expect the development of more houses in the suburb will impact the Rhodes community?

There were 89 responses to this question. Of these:

- **6% (5 respondents)** expected that the proposal would positively impact the community.
- **88% (78 respondents)** expected that the proposal would negatively impact the community.
- **6% (5 respondents)** expected that the proposal would both positively and negatively impact the community.

- **No respondents expected that the proposal would neither positively nor negatively impact the community.**
- **1% (1 respondent) was unsure what impact the proposal would have on the community.**

Question 6: In a few words, can you tell us why you feel this way?

There were 84 responses to this question. Overall, more than half of the survey respondents thought the population of Rhodes was already too dense, and either objected to or had strong reservations about the developments.

A high proportion of respondents did not believe there were sufficient amenities to support an increased population, with people noting that roads and public transport infrastructure were already under pressure.

Key negative themes raised included:

- **Population density:** 58% (49 respondents) said the population in Rhodes was too dense or would become too dense if the development was built.
- **Traffic:** 36% (30 respondents) thought that the development would worsen bad traffic, with some commenting that it already takes over 20 minutes to travel out of Rhodes by car. 11% (9 respondents) commented that it would exacerbate the limited parking availability in the area.
- **Supporting infrastructure:** 17% of respondents (14 respondents) commented that the current amenities and facilities in Rhodes would not cope with an increased population, including comments about inadequate green or open space (6% or 5 respondents) or insufficient school or childcare facilities (6% or 5 respondents).
- **Public transport:** 14% (12 respondents) stated that the trains in the area are already at capacity during peak times. Several respondents pointed out that the train station is also used by people from Wentworth Point, and this is not accounted for when considering train usage and capacity.
- **Safety concerns:** 10% (8 respondents) were concerned the developments might encourage crime in the area or decrease safety in the area. There were also comments that an increase in traffic from the development could increase the safety risk for pedestrians in the area.
- **Property values:** 6% (5 respondents) expressed disappointment at the idea that the development would cause property prices in the area to decrease, with one respondent stating that they 'paid a lot of money for my apartment and didn't want their property to reduce in value because of this proposal'. There were several objections that the proposed affordable housing part of the development would reduce the value of properties, as well as cause tension in the community due to the increased diversity.
- **Construction and design impacts:** 7% (6 respondents) described construction impacts as a negative effect on the community, with 4% (3 respondents) specifically describing noise pollution from construction as a negative impact of the developments. 4% (3 respondents) noted that poor design choices may impact lifestyle for locals, with respondents noting possible wind tunnels and obstructed sunshine as examples.

There were some positive sentiments expressed about the proposed development. There were some respondents that believed an increased population would result in increased community facilities for the area, while others thought that the development would positively impact property values. Other positive impacts listed by respondents included increased diversity, an increase of modern buildings in the area, and an increased market for new retail opportunities.

Question 7: Which of the following Billbergia sites do you think will have a positive impact on the community?

There were 117 responses to this question, with the option to select more than one option.

- 16% (19 respondents) selected Leeds Street.
- 12% (14 respondents) selected Blaxland Road.
- 11% (13 respondents) selected Marquet Street.
- 9% (10 respondents) selected Llewellyn Street.
- 50% (58 respondents) selected None.
- 3% (3 respondents) selected Unsure.

Question 8: Please describe any positive impacts you anticipate will be generated by the site/sites and how they can be enhanced. These could include impacts to you, other members of the community, short and long-term impacts, impacts during construction, and/or impacts during the operation of the solar farm. Positive impacts may be in relation to: Way of Life; Community; Accessibility; Culture; Health and Wellbeing; Surroundings; Livelihoods; and Decision-making Systems.

There were 16 responses to this question.

Key positive themes raised included:

- **Community and culture:** 25% (4 respondents) suggested that increased diversity would have a positive impact on the local community. There were also comments that suggested the developments could provide a more diverse social life for residents and could allow more people to move to the area and enjoy the convenience of the location.
- **Surroundings:** 25% (4 respondents) believed that Rhodes still had the capacity for increased density and development and supported the proposals. Other comments stated that Billbergia tended to manage their buildings professionally after they had been built and that the development could result in greater vibrancy, commercial presence, and more walkable streets.
- **Improved facilities and amenities:** Other positive comments suggested that the development may alleviate pressure on local housing supply, result in improved facilities and amenities for the area, increase safety, and provide more open space.

Several respondents (25% or 4 respondents) commented that they did not believe there would be any positive impacts from the developments.

Question 9: Are there any specific groups or members of the community that you think will be positively impacted by the site/sites? If so, please describe.

There were 17 responses to the question. A high proportion of respondents (29%, 5 respondents) stated that there were no groups who would benefit from the proposal. Groups that respondents thought would benefit included:

- Local residents
- People struggling to enter the rental market, including key workers, students, young families, and young professionals
- Downsizers
- Local retailers
- City of Canada Bay Council

Question 10: Which of the following Billbergia sites do you think will have a negative impact on the community? Please select all that apply.

There were 256 responses to the question, with the option to select more than one option.

- 22% (57 respondents) selected Leeds Street.
- 24% (62 respondents) selected Blaxland Road.
- 26% (66 respondents) selected Marquet Street.
- 24% (61 respondents) selected Llewellyn Street.
- 2% (4 respondents) selected None.
- 2% (6 respondents) selected Unsure.

Question 11: Please describe any negative impacts you anticipate will be generated by the site/sites and how they could be mitigated (reduced). These could include impacts to you, other members of the community, short and long-term impacts, impacts during construction and/or impacts during the operation of the solar farm. Negative impacts may be in relation to: Way of life; Community; Accessibility; Culture; Health and Wellbeing; Surroundings; Livelihoods; and Decision-making systems.

There were 60 responses to this question. Overall, the negative impacts predicted by the community were largely associated with the increased population. These included an inadequate number of amenities and facilities for local residents, and increased traffic on roads and public transport.

Key negative themes raised included:

- **Way of life:** A high proportion of respondents (43%, 26 respondents) commented that the developments would have a negative impact on their way of life. Specifically, 17% (10 respondents) attributed this to density or crowding, 10% (6 respondents) attributed increased traffic and 7% (4 respondents) suggested that there would be increased noise which would negatively impact their way of life. Other comments included the suggestion that the development would decrease the economic value of their properties and the overall area.
- **Culture:** 5% (3 respondents) suggested that too much diversity or the introduction of new people to the area would negatively impact the culture of Rhodes. Other comments stated there would need to be new amenities developed to support the developments to mitigate impacts to culture.
- **Accessibility and amenity:** 7% (4 respondents) commented that public transport in the area is already at capacity and would not cope with an increased population in the area. 8% (5 respondents) generally commented that there was not sufficient infrastructure to support the proposed developments. There were also comments that amenities generally needed to be improved for safety reasons, with concerns that development would cause less trees and green spaces.

Question 12: Are there any specific groups or members of the community that you think will be negatively impacted by the site/sites? If so, please describe.

There were 52 responses to this question. Overall, more than half of respondents (52% or 27 respondents) stated that the developments would negatively affect everyone living in Rhodes. Only 4% (2 respondents) stated there were no groups who would be negatively affected.

Respondents suggested it would negatively impact vulnerable groups, including children, elderly people, people with low education, refugees, women, and people with disabilities. Some respondents suggested that the new community who moved into the proposed development would negatively impact current residents. Other respondents expressed that the development would negatively impact those with views from their

properties, immediate neighbours, and those impacted by construction noises. Other listed groups also included commuters and families.

5.4. SUMMARY OF SIA FIELD STUDY FINDINGS

This section outlines the key social impacts identified by participants throughout the SIA field study and previous engagement. All consultation sought to understand how participants viewed their community, and to identify how the proposal may impact their community.

Participants identified key values and concerns relating to the project, as well as opportunities to mitigate or enhance any potential positive or negative impacts as shown in Table 8.

Table 8 Community identified values, concerns, and opportunities

Values	Concerns	Opportunities
<ul style="list-style-type: none"> ▪ Culturally diverse population ▪ High educational status of the community ▪ Walkability and connectivity of suburb ▪ Open space for active and passive recreation ▪ Safe, quiet and private place to live ▪ Close proximity to Rhodes CBD and other areas of Sydney ▪ Proximity to local amenities, such as shops, train station and public transport ▪ Proximity to local amenities, such as shops, train station and public transport ▪ Beauty of water views and natural environment 	<ul style="list-style-type: none"> ▪ Overcrowding due to increased density ▪ Perceived decrease in safety and increase in antisocial behaviour due to changed community composition ▪ View loss and overshadowing of open spaces due to building height ▪ Accessibility concerns to proposed development for people with disability ▪ Perceived negative impact on property values ▪ Insufficient services and amenities to support a growing population ▪ Traffic congestion ▪ Limited car park availability (including on-site car parking) ▪ Public transport already at capacity and unable to accommodate additional population ▪ Construction impacts, such as noise pollution 	<ul style="list-style-type: none"> ▪ Provision of services and facilities to meet increased demand (e.g. schools, public transport, footpaths, social infrastructure, green space) ▪ New developments will alleviate pressure on housing supply and increase investment in amenities and facilities ▪ More affordable housing for key workers, young families and young professionals ▪ Increased connection and accessibility to open space ▪ Contribution to the Rhodes Place Strategy, including alignment with activation and place priorities

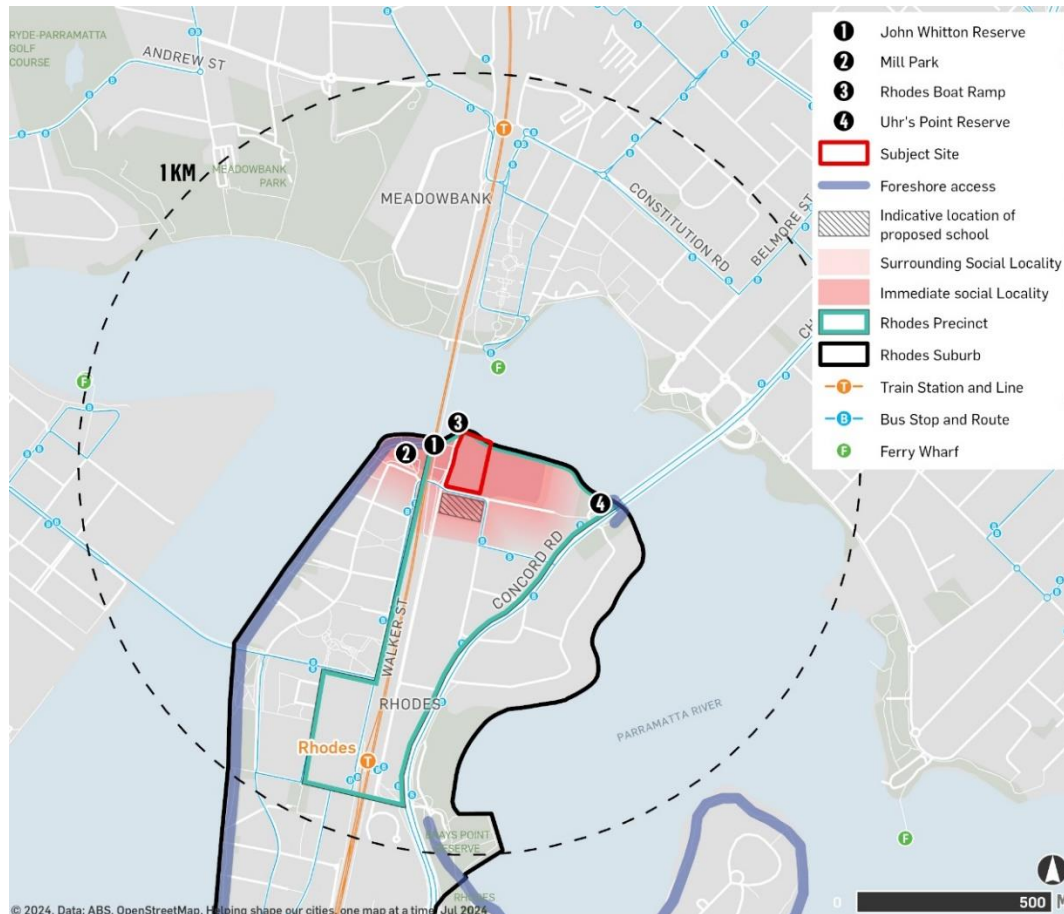
6. SOCIAL LOCALITY

A proposal's social locality defines the area or areas in which individuals and communities will be primarily impacted by a proposal in varying ways. An initial estimation of a social locality is made during early phases of an assessment, to identify potential social impacts and affected groups, and to inform the baseline research and engagement process. The social locality is then refined by research, engagement and the technical report findings.

The social localities identified for the proposal include:

- **Immediate social locality:** this area includes the land uses and users immediately surrounding the proposal site, including John Whitton Reserve, Mill Park and Rhodes Boat Ramp to the west of the site (regular users, visitors) and light industrial buildings to the east of the site (workers, businesses and their customers). The immediate social locality also includes the indicative location of the proposed school, which is opposite the site and is bound by Blaxland Road, Leeds Street and Cavell Avenue. The proposed public school site is currently occupied separate houses (residents), but will be used by students, parents/guardians and staff in the future. The public school is currently in the early planning stages, with the exact timing of operation unknown at this stage. The surrounding social locality also covers existing and proposed foreshore access which will be further activated by the site's proposed foreshore park and promenade. There is the potential for these groups to experience localised impacts from the proposal such as noise, changes to traffic, access to facilities and visual amenity.
- **Surrounding social locality:** this area includes the residents and businesses nearby the site including along Leeds Street and Averill Street, between Blaxland Road and Cavell Avenue, and along Meredith Avenue, as well as regular recreational users and visitors of Uhr's Point Reserve (to the east of the site) and the shoreline strip of Mill Park (to the west of the site).
- **Broader precinct:** this area includes the regional population who contribute and/or benefit from localised impacts such as housing demand and transport usage, including those living in the suburbs of Rhodes and Wentworth Point.

Figure 8 Social locality



7. SOCIAL IMPACT ASSESSMENT

This chapter provides a ranking of the identified social impacts of the Project. It is structured by the social impact categories outlined in the SIA Guideline (DPHI 2023).

Each impact is assessed in accordance with the risk assessment methodology applied in the SIA Guideline Technical Supplement, whereby the significance of potential social impact is assessed by comparing the magnitude of the impact against the likelihood of the impact occurring. This methodology is outlined below.

Table 9 Significance matrix

		Magnitude level				
		1	2	3	4	5
Likelihood level		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	Medium	Medium	High	High
D	Unlikely	Low	Low	Medium	Medium	High
E	Very unlikely	Low	Low	Low	Medium	Medium

Source: DPHI, 2023, SIA Guideline: Technical Supplement, p. 13

Table 10 Likelihood levels

Level	Definition
Almost certain	Definite or almost definitely expected (e.g. has happened on similar projects)
Likely	High probability
Possible	Medium probability
Unlikely	Low probability
Very unlikely	Improbable or remote probability

Source: SIA Guideline: Technical Supplement (DPHI 2023, p. 12)

Table 11 Magnitude levels

Magnitude level	Meaning
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.
Major	Substantial deterioration/improvement to something that people value highly, either lasting for an indefinite time, or affecting many people in a widespread area.

Magnitude level	Meaning
Moderate	Noticeable deterioration/improvement to something that people value highly, either lasting for an extensive time, or affecting a group of people.
Minor	Mild deterioration/improvement, for a reasonably short time, for a small number of people who are generally adaptable and not vulnerable.
Minimal	Little noticeable change experienced by people in the locality.

Source: SIA Guideline: Technical Supplement (DPHI 2023, p. 13)

Table 12 Dimensions of social impact magnitude

Dimension	Explanation
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.

Source: SIA Guideline: Technical Supplement (DPHI 2023, p. 12)

Mitigation and enhancement measures

Social impacts are assessed before and after the implementation of mitigation measures (for negative social impacts) and enhancement measures (for positive social impacts). These measures can take different forms and may be incorporated in the design, planning, construction, or operational stage of the proposed development.

SIA recommendations

SIA recommendations are proposed throughout the impact assessment to further enhance positive social impacts and mitigate negative social impacts. These measures have not been included in the assessment of mitigated or enhanced impacts, but have been recommended as additional measures for consideration by the proponent to enhance the social outcomes of the proposal. Mitigation and enhancement measures which are committed to and have informed the assessment of mitigated and enhanced social impacts are detailed in the 'mitigated' and 'enhanced' sections of each social impact throughout this section and summarised in Section 7. SIA recommendations are identified separately from the mitigated and enhanced assessment for each impact, and are summarised in Section 8.

7.1. WAY OF LIFE

7.1.1. Increased supply of affordable housing

Impacted groups: Broader Rhodes precinct (lower income households and renters within the local and regional area)	Duration: Operation
Unmitigated assessment: High positive	
<p>As discussed in the Policy Context (Section 4), there is significant demand for housing across Greater Sydney, with the need to deliver 36,250 new dwellings annually to meet forecasted growth. The policy context also identified the need for a greater supply of affordable housing, with Council's LSPS noting there is a lack of affordable housing supply and choice around key transport nodes, corridors and centres in the LGA.</p> <p>The proposal will introduce 51 new affordable dwellings (15%) into Rhodes. The T9 Railway line runs parallel to the site along Blaxland Road, with Rhodes train station being 800m (10-minute walk) south of the site via Blaxland Road. Incoming residents to the affordable housing will also be located within walking distance to a range of services and facilities, including several public transport options, and a range of open spaces such as Mill Park, John Whitton Reserve, and the water foreshore.</p> <p>Consultation undertaken as part of the SIA Field Study (Section 5), indicated that there was positive sentiment around the introduction of affordable housing, with some noting that groups such as students, young workers, families and key workers could stand to significantly benefit from this provision.</p> <p>Given the proposed quantity and quality of affordable housing in an area of suitable identified need, this unmitigated impact is assessed as high positive, given the likely likelihood and major magnitude.</p>	
Mitigated assessment: High positive	
<p>To ensure that the provision of affordable housing is delivered and managed appropriately, Billbergia intends to continue existing partnerships with an accredited Community Housing Provider (CHP), such as Evolve Housing or St George Community Housing.</p> <p>Assuming this partnership with a registered CHP, this mitigated impact is assessed as high positive, given the likely likelihood and major magnitude.</p>	
SIA recommendations	
No recommendations are proposed at this stage.	

7.2. COMMUNITY

7.2.1. Perceived impact to existing community cohesion

Impacted groups: Immediate social locality (current and future residents of the proposal)	Duration: Operation
Unmitigated assessment: Medium negative	
<p>The introduction of dwellings and new residents into an area is likely to result in change to the existing community. This will be felt most by existing residents in the local area, as well as future residents who move into the new development.</p>	
<p>The Rhodes Place Strategy (2021), which provides a 20-year vision for the area, aims to create a sustainable, thriving and people-focused place that takes pride in the community identity of Rhodes. The Strategy contains a number of initiatives, such as providing people-focused building and neighbourhood design (including the provision of affordable housing) and unlocking the area's green spaces, to help contribute to local community cohesion and vibrancy as the area grows. For Leeds Street in particular, one of the big moves of the Place Strategy will be to create a new destination on the Parramatta River, featuring the foreshore park, promenade, ferry wharf and a hub of shops, recreation, cafes and restaurants. The development of Leeds Street site will contribute to this big move, particularly through the provision of the foreshore park and promenade.</p>	
<p>The SIA Field Study (Section 5) highlighted that the provision of affordable housing was raised as a concern by community members due to the introduction of new people (from potentially varying socio-economic and cultural backgrounds) into the existing community. In particular, the increased diversity was cited as a concern from some members of the community for the potential impact to neighbour safety (for both existing residents and incoming populations), as well as the ability for the incoming population to positively contribute to the social cohesion of the existing Rhodes community.</p>	
<p>With consideration to existing concerns around community cohesion, the unmitigated impact of the proposal is assessed as medium negative, given the possible likelihood and moderate magnitude.</p>	
Mitigated assessment: High positive	
<p>The proposal has been designed to support the integration of all residents, including both private market and affordable housing residents, to the site and surrounding community.</p>	
<p>In regard to the incoming community, the integrated design of the building ensures that private and affordable housing dwellings will not be visually or physically separated to encourage community connection. The proposal also includes an array of shared, communal open spaces for all residents to gather and meet, providing opportunities for social interaction and forming social connections. Each building has an array of communal areas for incoming residents:</p>	
Building A	
<ul style="list-style-type: none"> Two communal spaces located on the ground floor and second floor that includes provision for a golf simulator. One communal open space located on level 3 that includes amenities such as a pool, sauna and a bookable communal function room. 	
Building B	

- One communal open space located on level 9 that includes kitchen facilities, lawn space and multiple seating options.
- One communal open space on Level 11 that provides residents with a green, outdoor space that can be used for an array of activities. There is provision for astro turf to support communal informal activities.

Building C

- One communal space on level 11 that provides residents with a green, outdoor space that can be used for an array of activities. The outdoor kitchen and entertainment area provides access to an selection of amenities.

The affordable housing components of the proposed development will be managed by an accredited community housing provider (CHP), who are best placed to manage the social and wellbeing needs of affordable housing residents. Billbergia has an established and ongoing relationship with a range of CHPs, including Evolve Housing and St George Community Housing, and will be supported in these connections for the future development site.

In regard to the existing community, the SSDA Design Report, prepared by SJB (2024), further outlines that the proposal's podium will provide a high quality, active interface along Blaxland Road, Leeds St and the Foreshore, reinforcing linkages to destinations and providing an inclusive place for social connection. Active frontages are proposed along the Leeds St interface and wrapped around the Blaxland Road interface. Activation will also be achieved through the Blaxland Lane link from Leeds Street to the foreshore which provides a publicly accessible linkage through the site to key areas. This will help encourage this area to become a useful civic space, as well as public thoroughfare, helping to further integrate the incoming community with the existing Rhodes community.

There are several contribution plans that apply to the four sites being developed (including Leeds St) and Billbergia will be required to pay these levies to support state and local infrastructure. The contribution plans that apply include City of Canada Bay Local Infrastructure Contributions Plan (Local Section 7.11 Plan), City of Canada Bay Affordable Housing Contributions Scheme, and Housing and Productivity Contribution (Regional Contributions). These levies are likely to fund the delivery of social infrastructure across the suburb, which will help to further support places for all community members to interact, socialise and connect with others.

A range of consultation activities have also been undertaken as part of this proposal to help provide further clarity on the affordable housing components and to reduce potential fear in the community. These activities are outlined in Section 5 of this report, and include a letterbox drop to 5,870 households, two drop-in events with project boards, and email, survey and phonline feedback options.

With consideration of the proposed communal spaces and facilities for residents, visitors and workers, and the focus on social connection, the mitigated impact is assessed as **high positive**, given the likely likelihood and moderate magnitude.

SIA recommendations

- Following lodgement of the Leeds Street proposal, provide the local community with information about affordable housing. This information should include details of the integrated design and shared communal areas of the development to reduce fear and anxiety associated with the new residents of these dwellings.
- Undertake a community open day once the Leeds Street site becomes operational to invite the community in and facilitate community connections.

- Consider ongoing programming activities in the community spaces of the Leeds Street development to encourage social interaction and community connections over time.

7.3. ACCESSIBILITY

7.3.1. Exacerbation of existing stress on transport infrastructure

Impacted groups: Immediate social locality (surrounding precinct users, surrounding residents and workers, and future residents of the proposal)	Duration: Construction and operation
Unmitigated assessment: <ul style="list-style-type: none"> ▪ Road network – low negative ▪ Public transport – high negative 	
<p>The incoming population from the proposal will have a corresponding impact on levels of traffic and congestion which already exist within the area.</p> <p>The SIA Field Study (Section 5) indicated that community members were concerned about the proposal increasing traffic and exacerbating congestion in the local area, as well as a lack of parking for the additional vehicles coming into the area. This consultation indicated there was a general sentiment that key infrastructure should be delivered prior to housing developments to help accommodate projected population growth, although some community members consulted did not believe that this would be undertaken. Feedback from community information sessions also highlighted the need to upgrade public transport infrastructure and increase the capacity of Rhodes train station, with concerns that additional population growth would exacerbate existing congestion.</p> <p>Community members also expressed concerns about the traffic impacts of the proposed Rhodes East public school, which is located opposite the proposed Leeds Street site. While still in its early planning phase, the school is predicted to accommodate 1,000 children, with concerns raised for the safety of children in the vicinity of the proposed development, as well as traffic impacts related to school zones.</p> <p>During the SIA Field Study (Section 5), community members also raised concerns over the cumulative impacts of additional traffic generated by multiple developments in the area. This is discussed in the following sections.</p> <p>The Traffic Impact Assessment (TIA), prepared by Traffix (2024) states that the intersection of Leeds St/Blaxland Road/Walker Street is currently operating at a satisfactory level with some capacity. It was also noted that the site is currently well serviced by public transport options.</p> <p>The TIA outlines that the vehicle entry/exit for the proposed development is along a two-way access driveway from Blaxland Road. It is expected to generate 63 vehicle trips per hour in the AM and 52 vehicle trips per hour in the PM and, based on the assessment in the TIA, is not expected to have any unacceptable traffic implications in operation. The provision of car parking spaces also satisfies Council's LEP maximum requirements.</p> <p>With consideration of the existing community experience, and in the context of the TIA findings, the unmitigated impact of the proposal in relation to road network is assessed as low negative, given the unlikely likelihood and minor magnitude. The unmitigated impact of the proposal in relation to public transport however, given community concern, is assessed as high negative, given the likely likelihood and moderate magnitude.</p>	

Mitigated assessment:

- Road network – low negative
- Public Transport – high negative; neutral in the long term

The Preliminary Construction Transport Management Plan (CTMP) and Green Travel Plan (GTP) by Traffix (2024) notes that traffic generated by construction will be substantially less than future operational traffic and will not have any unacceptable impacts on the surrounding road network.

The TIA outlines that current public transport infrastructure is located in close proximity to the site. Buses along Walker Street/Averill Street have reliable and regular bus services. Billbergia is already providing free shuttle buses (Baylink Shuttle) to transport people from surrounding suburbs and is expected to continue this service at least until the light rail becomes operational.

There are a number of transport infrastructure projects planned for Rhodes in the long term (beyond the 3,000-dwelling threshold), aligned with the strategic vision for the area (Section 4.2). This includes the Sydney Metro West, potential upgrades to the arterial road network (such as the intersection of Concord Road and Homebush Bay Drive), future upgrades to the Northern Rail Line, and a potential Parramatta Light Rail Stage 2.

With consideration of the CTMP and GTP mitigation measures outlined, the mitigated impact of the proposal in relation to the road network continues to be **low negative**. The mitigated impact in relation to the public transport remains **high negative** in the short term, with the impact likely to turn **neutral** in the long term due to the range of transport infrastructure projects planned for Rhodes in the future.

SIA recommendations

- Advocate to the NSW Government on the continued and timely delivery of future transport infrastructure planned for the Rhodes precinct.

7.3.2. Increased demand on services and facilities

Impacted groups: Immediate social locality (surrounding precinct users, surrounding residents and workers, and future residents of the proposal)

Duration: Operation

Unmitigated assessment: High negative

All communities need access to social infrastructure to engage in sustainable and healthy lifestyles. Based on the average household size for Rhodes (2.18 per household), the proposal may accommodate approximately 340 dwellings of people (of varying household types), which are likely to place additional pressure on surrounding social infrastructure in the suburb, including open space, services and facilities.

The proposal is located adjacent to a light industrial area on the waterfront bound by Parramatta River to the north, Concord Road to the east, Leeds Street to the south and Blaxland Road to the west. The site is in a landmark waterfront location along the Parramatta River and is surrounded by public open spaces such as John Whitton Reserve, Mill Park and Uhr's Reserve.

The SIA Field Study (Section 5) reiterated the need to deliver a range of services and infrastructure prior to the development, ranging from public transport, open space, education facilities, retail and public amenities. Some community members expressed concerns over a lack of communal open space within the proposal, suggesting that some units should be replaced with open space or communal facilities. There was support however for the waterfront foreshore and promenade, and its future uses such as

waterfront dining. Concerns were raised about the location of the proposed school, and the ability for the facility to cater for the growing population of children and young people.

With consideration of the convenient location of the proposal site to a number of services and facilities, but also acknowledging community concern on service use and demand, this unmitigated impact is assessed as **high negative**, given the likely likelihood and moderate magnitude.

Mitigated assessment: Low positive (short term); Neutral (long term)

As outlined in Section 4.2, the Rhodes Place Strategy has identified a 3,000-dwelling cap for the area to ensure that infrastructure and services can be delivered to meet the demands of the incoming population. The proposal will contribute to the delivery of these new dwellings but will not exceed the capacity limit currently in place.

The design also includes a number of measures to help service the needs of incoming residents to the site and reduce cumulative pressure on existing facilities. This includes the provision of cafes, wellness facilities, and food and beverage premises on the podium level of the proposal. The proposal also includes several private communal spaces for residential use only throughout all four buildings including a sun deck, communal seating areas (including lounge and day beds), and BBQ/kitchen area to support some immediate social and recreation needs. The proposal also includes 5,000m² of publicly accessible open space provision.

The proposal's podium, with active interfaces along Blaxland Road and Leeds, will reinforce linkages to surrounding open spaces including John Whitton Reserve, Mill Park and Uhr's Reserve. This proposal site is also in an advantageous location to access open space provisions in Meadowbank due to the proximity of public transport and bridge access. Currently Rhodes Foreshore cannot be accessed by the public. By creating an avenue of access to Rhodes Foreshore through this proposal, access to public open space amenity is enhanced.

The suburb is also expected to have access to a new Recreation Centre, which is planned for opening in 2025. This centre is located within walking distance of the site and has been partially funded by Billbergia. The centre will include a gym and creche, gymnastics centre, multi-use courts, childcare centre, allied health services, and communal space (inclusive of café, community lounge and bookable workshop space). The centre is expected to accommodate and alleviate some of the existing recreation and health needs of the incoming and existing community.

The NSW Government has planned to deliver a primary school in Rhodes East, which is opposite the Leeds Street site and currently in the early planning stage. The school will contribute to the delivery of key community infrastructure and will support the increasing population of couples with dependants in the area.

As mentioned, there are several contribution plans that apply to the four sites being developed (including Leeds St) and Billbergia will be required to pay these levies to support state and local infrastructure. The contribution plans that apply include City of Canada Bay Local Infrastructure Contributions Plan (Local Section 7.11 Plan), City of Canada Bay Affordable Housing Contributions Scheme, and Housing and Productivity Contribution (Regional Contributions). These levies are likely to fund the delivery of needed services and facilities needed across the suburb.

With consideration of the above measures, the mitigated impact is assessed as **low positive** in the short term, given the likely likelihood and major magnitude. The mitigated impact will likely turn **neutral** over the long term once the identified services and facilities have been delivered.

SIA recommendations

- Continue consultation and collaboration with Council on the delivery of local social infrastructure.
- Working with relevant local and state agencies to upgrade or maintain marine/boating/foreshore infrastructure

7.4. CULTURE

7.4.1. Potential disruption to sites of Aboriginal significance

Impacted groups: Immediate social locality (Local Aboriginal people and communities, future residents and visitors)	Duration: Construction and operation
Unmitigated assessment: Low negative	
<p>The construction of any urban development should consider impacts on Aboriginal objects, the landscape, or the spiritual connection that Aboriginal people have with Country.</p> <p>Development of the Aboriginal Cultural Heritage Assessment Report (ACHAR), prepared by Urbis (2024), involved consultation with relevant Aboriginal people and organisations relevant to the study area. The ACHAR found that no known Aboriginal places have been identified within the subject area or within 500m of the proposed site. As there are no known Aboriginal objects within the subject area and it is unlikely to retain any unknown Aboriginal objects, the ACHAR states that the proposed physical works are unlikely to cause either direct or indirect harm to Aboriginal objects or negatively impact inter-generational equity.</p> <p>With consideration of the ACHAR findings, and assuming proposed procedures for unexpected finds will be developed and implemented, the unmitigated impact is assessed as a low negative, given the very unlikely likelihood and moderate magnitude.</p>	
Mitigated assessment: Medium positive	
<p>As identified in Section 4.3, 0.3% of the Rhodes population identify as Aboriginal and/or Torres Strait Islander, similar to City of Canada Bay rates (0.6%).</p> <p>The City of Canada Bay CSP envisions a connected community which honours all cultures, with a key goal to celebrate, recognise and honour Aboriginal and Torres Strait Islander cultures. The City of Canada Bay LSPS also intends to respect local heritage and character, including unique and special Aboriginal, built, archaeological and landscape heritage significance of the area. Furthermore, the Rhodes Place Strategy commits to undertaking an Aboriginal Cultural Heritage Assessment across the Rhodes Peninsula, including an interpretation strategy, which outlines ways to build on the cultural significance of the area, such as through landscape design, interpretive signage and place naming.</p> <p>The Design Statement by SJB (2024) outlines a Connecting with Country approach and process which covers initiation and concept design (up to DA submission), design development (post-consent), design delivery and post-delivery phases. The design consultants will collaborate with First Nations knowledge holders to form an authentic design narrative that is deeply embedded in culture and place. This collaboration will occur through activities such as cultural research, walking Country, yarning, Indigenous interpretation, and continued Indigenous partnerships through long term maintenance strategies and ongoing community inclusion.</p> <p>The Design Statement also notes the desire to specific activities, such as the desire to integrate Indigenous vegetation and landscaping, through the site, reflecting the ageless of Aboriginal enterprises</p>	

through the proposed retail sector on the ground floor, as well as celebrating Aboriginal and intercultural heritage through public art and interpretation strategies for the site.

The proposed implementation of Indigenous elements and processes above represents a positive contribution of the proposal towards recognising and reflecting Aboriginal culture and heritage. The mitigated impact is therefore assessed as **medium positive**, given the possible likelihood and moderate magnitude.

SIA recommendations

- Commit to the procurement of local Aboriginal artists and businesses to deliver Aboriginal artwork and installations throughout the Leeds Street site.

7.5. HEALTH AND WELLBEING

7.5.1. Perception of increased risk to pedestrian safety and movement

Impacted groups: Immediate social locality (including residents, pedestrians, commuters, visitors, and community members)

Duration: Construction and operation

Unmitigated assessment: Medium negative

As a result of the proposed activities during construction and operation, some people raised in the SIA Field Study (Section 5) that there may be an increased risk to public safety as more people move through the area. In particular, this concern pertained to the perceived risks associated with an increase in traffic and general construction activities, and the potential impact to accessibility, pedestrian movement and wayfinding. Given the site's close proximity to the proposed Rhodes East public school, concerns were also raised about the pedestrian safety of students and parents within school zones.

The proposal is located on the waterfront, bound by Parramatta River to the north, Concord Road to the east, Leeds Street to the south and Blaxland Road to the west. The immediate urban context surrounding the site is characterised by a mix of retail, residential, industrial and recreational land uses (such as Mill Park, John Whitton Reserve, Uhr's Reserve and the water foreshore).

The Policy Context (Section 4.2) demonstrates the strong value placed on community safety as a central aspect of the vision for Rhodes. For example, the City of Canada Bay, Our Future 2036 Community Strategic Plan (2021) outlines specific measures for increased and improved movement throughout Rhodes to promote a vibrant and active suburb.

Noting the extent of community concern for safety and pedestrian movement, and the potential impact to accessibility as a result of construction and operation activities, this unmitigated impact is assessed as **medium negative**, given the possible likelihood and minor magnitude.

Mitigated assessment: low negative to neutral

To minimise potential risks to pedestrian safety, the preliminary Construction Traffic Management and Pedestrian Management Plan (CTM&PMP) (Traffix, 2024) outlines how pedestrian and cyclist movement through the entrance of the development will be managed during construction. This includes maintaining pedestrian access along footpaths during construction works with traffic spotters stationed at the site driveways to safely manage pedestrian activity when a construction vehicle is entering and exiting the site.

The Rhodes Place Strategy (2021) outlines that facilitating an active and safe north-south connection through Leeds St is a main priority in the development of Rhodes. The Strategy notes that a 20m wide public link in direct line of sight to Paramatta River from Cavell Avenue is imperative to creating safety for pedestrians through the foreshore. The activation of Blaxland Lane through the proposed site promotes activation between the foreshore and provide safe access to both residents and community members.

To further mitigate any increased safety risks, Urbis (2024) has prepared a Crime Prevention Through Environmental Design (CPTED) report. The CPTED assessment considers that the proposal incorporates CPTED principles which encourage passive and natural surveillance, methods of access control, territorial reinforcement, and space and activity management measures. Following this assessment, it identifies specific recommendations based upon CPTED principles which could further enhance safety and security if incorporated into the design.

Based on the outcomes of the above, and the ability of the proposal to safely facilitate pedestrian movement around the site, this mitigated impact is assessed as **low negative to neutral**, given the unlikely likelihood and minimal magnitude.

SIA recommendations

- Implement the CPTED recommendations into the proposed design, as appropriate to the development and construction staging.
- Implement and action the recommendations in the preliminary CTMP before construction works commence.

7.6. SURROUNDINGS

7.6.1. Impacts to residential amenity through operational and construction noise

Impacted groups: Immediate social locality (including residents and visitors)	Duration: Construction and operation
Unmitigated assessment: High negative	
<p>There is a potential risk for nearby neighbours and businesses to experience noise disturbance as a result of the construction and operation of the proposal. Noise can impact on the ability for individuals and groups to conduct certain activities such as sleep, or activities that require high levels of concentration, including study and work.</p> <p>When asked about potential impacts to residential amenity during construction as part of the SIA Field Study (Section 5), 88% of survey respondents felt all four sites proposed by Billbergia would negatively impact the area, specifically citing traffic concerns and the associated additional noise produced from these vehicles.</p> <p>The Noise and Vibration Impact Assessment (NVIA), prepared by E-LAB (2024) identifies the noise-generating activities resulting from construction of proposal. The assessment indicates that based on the scale of construction noise, mitigation methods will need to be implemented to reduce impacts to nearby residents.</p> <p>The NVIA identifies that noise-generating activities during operation will include external mechanical and plant systems (such as kitchen exhaust fans from the café, bathroom exhaust fans and air conditioning</p>	

units). The NVIA notes the current design proposal includes the provision of double-glazed glass which will mitigate against potential retail noise to residential areas.

The NVIA also included a further detailed assessment on the communal outdoor area noise impact. The assessment determines the impact of communal outdoor noise to be potentially to be intrusive. Further, the NVIA does not provide a detailed assessment of operational noise at this stage, and states that tenancies from commercial areas will be required to prepare an acoustics report via each individual DA needed for operation.

Noting the extent of community concern regarding noise, the limited detailed acoustic reporting during operation at this stage, and the conclusion that noise mitigation measures will be required during construction, the unmitigated impact is assessed as **High negative**, given the likely likelihood and moderate magnitude.

Mitigated assessment: Low negative

The NVIA outlines several noise control measures to mitigate noise generation and associated impacts during operation, including specific protocols for cafes/restaurants, the loading dock and turntable, the rooftop swimming pool, and general plant and equipment. Key measures are summarised below.

Operational:

- Acoustic attenuators fitted to carpark fan duct work
- Acoustic screening or louvres around carpark exhaust fan
- Acoustic insulation and insulated bends fitted to the car park fan duct work
- Installing signs in trafficable external areas asking patrons to consider the noise environment of residents while utilising the communal outdoor areas
- Avoiding playing amplified music in the communal outdoor areas.

Construction:

- Increasing the distance between noise sources and sensitive receivers
- Reducing the line-of-sight noise transmission to residences or other sensitive land uses using temporary barriers (i.e. stockpiles, shipping containers and demountable offices)
- Constructing barriers that are part of the project design early in the project to introduce the mitigation of site noise
- Installing purpose-built noise barriers, acoustic sheds and enclosures.

Assuming the mitigation methods of the NVIA are implemented, this mitigated impact is assessed as **low negative**, given the unlikely likelihood and minimal magnitude.

SIA recommendations

- Implement the recommendations and mitigation measures outlined in the NVIA, including the development of a Construction Noise and Vibration Management Plan at CC stage.
- Undertake individual Noise Impact Assessments at the Development Application stage for each tenancy in the retail and commercial areas of the proposal.

7.6.2. Impacts to visual amenity from surrounding residents and on key public areas

Impacted groups: Immediate social locality (residents and surrounding precinct users)	Duration: Construction and operation
Unmitigated assessment: Medium negative	
<p>The proposal seeks consent for the development of six multi-storey residential towers, adjacent to an existing light industrial area. The proposal's height and scale may cause visual changes for surrounding residents and users to the area.</p> <p>As highlighted in the Policy Context (Section 4.2), one of the 'big moves' of the Rhodes Place Strategy is to 'liberate the Parramatta River foreshore and green space' which has the potential to ease the impact of high-density residential development in Rhodes. This also provides greater public access to the Parramatta River foreshore, with a new 7,500sqm park, a 15m wide promenade between John Whitton Reserve and Uhrs Point Reserve, additional public pedestrian connections from Leeds Street to the foreshore, and a new ferry wharf.</p> <p>The SIA field study (Section 5) indicated that community members were concerned about the height of the proposal, and the impact of overshadowing upon private views, the proposed school, and Parramatta River. Community members also expressed concerns pertaining to the preservation of heritage sites around Leeds Street, particularly the façade/building of the old 'Rider and Bell' factory.</p> <p>With the proposal introducing a multi-storey development on the border of an existing light industrial area, the unmitigated impact on surrounding residents is assessed as medium negative, given the possible likelihood and moderate magnitude.</p>	
Mitigated assessment: Low negative	
<p>The proposal, as outline in the Design Statement prepared by SJB (2024), incorporates several mitigation measures to reduce impacts to visual amenity on surrounding residents and key public areas. The mitigation measures proposed by SJB align with the strategic framework of the Rhodes Place Strategy (Section 4.2) to provide more accessible public open space and activate the foreshore. This includes:</p> <ul style="list-style-type: none"> • 5,000 m² of public open space throughout the site to provide greater access to public open space in Rhodes. • The creation of a public art strategy including a public art installation along the foreshore to integrate interesting design elements. • Incorporation of 30% tree coverage in the proposal and the planting of 150 trees to mitigate heat effects. • 25% communal open space provision on the site to provide greater access to open space for residents. • The design of green roof on each tower to soften the urban landscape and create a visually appealing outlook that is integrated with the Foreshore. <p>The Visual Impact Assessment (VIA) prepared by Urbis assesses the visual change of the proposal from six public viewing locations (view south-west from Helene Park, view north-west from Kissing Point Park, view north from Cavell Avenue, view north from Brays Bay, view north-east along Bennelong Bridge and view south-west from Ryde Bridge). The analysis of the six public domain photomontages found that:</p> <ul style="list-style-type: none"> ▪ The visual impact for the assessed viewpoints ranges from negligible to low-medium. 	

- The proposal does not block views to any heritage items or areas of unique scenic quality.
- From distant views, the proposal is viewed in a wide visual composition amongst existing and under construction tower forms which reduces the visibility and visual impact of the proposal.
- The visual effects and impact rating for the identified Leeds Street Character Area view axis (viewpoint two) is acceptable given the view axis north along Cavell Avenue is retained and the intrinsic character of the composition remains.
- The visual effects and impacts on the Parramatta River domain were considered low and acceptable when assessed against the analytical photomontages prepared that are on or in proximity to the Parramatta River (viewpoints one, two, five and six).
- Physical Absorption Capacity (PAC) within the surrounding context is medium to high and lessens the visual effects and impacts of the proposal.
- The proposal has a high level of compatibility with the surrounding visual character.
- The proposal is compatible with the contemplated desired future character for the area.
- The proposal can be supported on visual impact grounds.

The Heritage Impact Assessment by Weir Philips Heritage and Planning (2024) further notes that the proposal will have minimal and acceptable impact on surrounding heritage buildings/items.

The above measures assist to notably reduce the proposal's impact on local character, visual amenity and privacy. Based on the outcomes of the above technical assessments, the mitigated impact on surrounding residents is therefore assessed as **low negative**, given the unlikely likelihood and minimal magnitude.

SIA recommendations

- Consider the use of artwork that reflects local values and character in the public art strategy to increase vibrancy along the foreshore. Further consider using local artists and promote community cohesion within changes to visual amenity.

7.7. LIVELIHOODS

7.7.1. Supporting improved employment opportunities

Impacted groups: Workforce in immediate and surrounding social locality

Duration: Construction and operation

Unmitigated assessment: High positive

The mixed-use nature of the development, combining residential, commercial, and recreational spaces, aligns with the vision of supporting employment opportunities in Rhodes. The proposal supports growth in employment opportunities in Rhodes through both the construction and operation of the commercial and retail sites.

Approximately 8.0% of the Rhodes population are technicians and trades workers, 4.3% are labourers and 7.5% work in retail trade, providing further opportunities for this local workforce. The provision of employment opportunities during both construction and operation will bring a positive impact to the local and regional workforce, particularly those with relevant qualifications and experience in the construction

industry, and those working in retail. Throughout the SIA survey responses, local retailers were identified as a group which would be particularly impacted positively by the development.

Information provided by Billbergia states that a peak of 230 construction workers are expected on site in the middle of construction when structure, façade, and finishing works will be simultaneously happening. The average number of construction workers is expected to be around 155 outside of the peak period. For the ongoing retail employment, Billbergia anticipated that there will be a maximum of 143 jobs created (based on BCA requirements for 10m² per employee).

Given the certainty of jobs provided during construction and into operation, the unmitigated impact is assessed as **high positive**, given the likely likelihood and major magnitude.

Mitigated assessment: High positive

No further mitigation measures implemented.

The mitigated impact remains as **high positive**.

SIA recommendations

- Commit to local employment/procurement strategies and programs that provide opportunities to source locally and/or support marginalised groups in the community. This should also consider opportunities for local retailers and opportunities for training or partnerships with local education providers.

7.7.2. Perceived impact to property values in local areas

Impacted groups: Immediate social locality
(existing residents in the immediate social locality)

Duration: Operation

Unmitigated assessment: Medium negative

As a corresponding effect of amenity impacts to the surrounding area, there is a perceived potential impact on property values in the local area. This perceived impact would predominantly affect a small number of homeowners located in the immediate social locality of the proposed development. According to the social baseline (see Section 4.3), 38.2% of Rhodes' residents own their home.

The SIA survey (Section 5) revealed that community members were concerned that the proposal would decrease property values in the area. Some of these concerns were attributed to the perception the introduction of affordable housing which lessen their own property value, as well as due to the changed quality of life due to perceived overcrowding and changed surroundings following noise and visual disruption.

There were no technical studies required to assess the economic impacts of the project, hence there is no direct evidence linking the proposed development (inclusive of the affordable housing component) would devalue properties. Furthermore, Billbergia's affordable housing component is aligned with NSW Government reforms and considered a positive measure to addressing the ongoing housing crisis.

However, the perception of decreased property values may have an adverse impact on the mental health of a small proportion of residents. As such, the unmitigated impact is assessed as **medium negative**, given the possible likelihood and minor magnitude.

Mitigated assessment: Low negative

Assuming that the proposal aligns with the mitigation measures recommended for community cohesion (Section 7.2.1), traffic (Section 7.3.1) and visual amenity (Section 7.6.2), this mitigated impact is assessed as **low negative**, given the unlikely likelihood and minor magnitude.

SIA recommendations

- No recommendations are proposed at this stage.

7.8. CUMULATIVE IMPACTS

Cumulative impacts are the result of incremental, sustained and combined effects of human action and natural variations over time and can be both positive and negative (DPHI 2022, p.4). They can be caused by compounding effects of a single project or multiple projects in an area, and by the accumulation of effects from past, current, and future activities as they arise (ibid, p.4).

The four Billbergia SSD projects have potential to deliver a combined total of approximately 1,590 new apartments. This includes a total of 272 affordable dwellings and 1,318 private market dwellings. Billbergia is also completing the second stage of its three-stage Rhodes Central mixed-use project with two residential developments (674 apartments) due for staged settlement within the next 6 – 9 months. Deicorp, Meriton and Ecove also have unrelated developments currently in various planning stages within the Rhodes Peninsula.

A discussion of identified cumulative social impacts is outlined below. These impacts should be considered as development progresses on site and within the area and could be reassessed at future development stages.

7.8.1. Cumulative social impacts during construction

There is a possibility for cumulative social impacts to occur during construction. This could include impacts to people's surroundings, health and wellbeing, and accessibility due to increased noise, air quality, traffic and changes to the pedestrian network.

The communities most impacted by cumulative social impacts associated with construction would be residents and visitors to the immediate and surrounding social locality, given the scale of development planned for this area.

To minimise the potential for cumulative social impacts during construction, the development of a Construction Noise and Vibration Management Plan at the CC stage should consider the potential cumulative impacts from surrounding developments. There should be consideration of coordinating construction activities and management measures within this plan across associated adjoining development to help minimise impacts to surrounding residents. This would include consideration of pedestrian access, to ensure continuous pathways are still available during construction, as well as coordinating construction 'relief' days and consultation mechanisms (i.e. complaints handling procedures) as appropriate.

7.8.2. Cumulative pressure on existing services and facilities

The incoming population associated with the planned and proposed developments within Rhodes will likely contribute to additional pressure on transport networks, and on surrounding services and facilities such as open space.

The dwelling cap of 3,000 dwellings outlined by the Rhodes Place Strategy and implemented into the City of Canada Bay LEP 2013 (Clause 7.7) ensures that development in the area does not surpass a sustainable level of growth. Instead, development is dependent on the timely delivery of infrastructure within the area.

The proposal will align and be assessed with the dwelling caps and will also be required to contribute to infrastructure contributions to assist in funding infrastructure and services in the local area. To help further manage this impact, it is recommended that ongoing consultation is undertaken by Billbergia with state and local agencies to support and advocate for improved delivery.

7.8.3. Cumulative change to local character

In line with the combined impacts from changed density, changed visual landscape, and changed community composition, the proposal and surrounding development will likely contribute to a cumulative change in local character. This change to local character will likely be most acute on long term residents of Rhodes.

Rhodes is part of the broader City of Canada Bay LGA. As outlined in the Policy Context (Section 4.2), Council has articulated a vision of creating vibrant, sustainable, and well-connected communities. This vision is reflected in several key strategic documents, such as the Rhodes Place Strategy, which outlines the vision for future growth and development within Rhodes. The Place Strategy also includes specific key infrastructure and design principles for the Station Gateway East area (where the site is located). To ensure that future growth within Rhodes aligns with this vision, planned and proposed development should adhere to these standards to ensure built form aligns with the future character of the area.

Billbergia's development proposal aligns closely with this strategic vision outlined by both state and local planning frameworks. This is shown through incorporating sustainability measures into the built design as well as opportunities to enhance community cohesion through the introduction of new public spaces and internal communal areas.

Given the proposal has incorporated key principles for sustainability and liveability and has been assessed by the Visual Impact Assessment as having a high compatibility with the surrounding visual character, the change to local character is considered to be in line with the strategic vision for Rhodes. The Heritage Impact Assessment by Weir Philips Heritage and Planning (2024) also notes that the proposal will contribute to altering the long-standing industrial character of the area, but this is acceptable given the large scale program of public domain and amenities that form part of the proposal, and will make a better contribution to the setting of nearby heritage items than the existing buildings on the site. However, there is still a possibility that cumulative impacts to local character will be experienced by the local community, particularly long term residents. This impact is unlikely to be mitigated due to their existing connections to the previous suburb character.

Longer term, there is an opportunity for existing and incoming residents to form new connections to the site and, in turn, to the emerging local character. In practise, this could include opportunities such as undertaking open days for new developments and incorporating a range of public art which reflects local values into the building design and public realm areas. These opportunities have been recommended as part of the impact assessment above.

8. MITIGATION, ENHANCEMENT AND MANAGEMENT

This section provides a summary of:

- Identified positive and negative social impacts,
- Corresponding unmitigated and mitigated risk rankings, and
- Proposed mitigation, enhancement and management measures.
- Further recommendations

To inform the implementation of the proposed mitigation and enhancement strategies, key potential stakeholder and/or partners have been identified. The involvement and participation of these key stakeholders and/or partners in the monitoring and management of social impacts and social benefits will improve the outcomes of the proposed mitigation and management strategies.

Not all potential impacts will be the responsibility of the proponent to mitigate or manage. In some cases, their role may be to cooperate or inform the mitigation, provide data and information to future tenants. In other cases, they may have direct responsibility for mitigation and management of the identified potential social impacts and the opportunity for partnerships.

8.1. SUMMARY OF PROPOSED MITIGATION, ENHANCEMENT, AND MANAGEMENT OF SOCIAL IMPACTS

A summary of the identified social impacts and benefits, risk ratings and proposed mitigation, enhancement and management strategies is provided in Table 13.

Table 13 Summary of proposed mitigation, enhancement and management of social impacts

Theme	Matter	Unmitigated / Unenhanced	Mitigated / Enhanced	Proposed mitigation, enhancement and management	Responsibility	Potential partners
Way of life	Increased supply of affordable housing	High positive	High positive	<ul style="list-style-type: none"> To ensure that the provision of affordable housing is delivered and managed appropriately, Billbergia intends to continue existing partnerships with an accredited community housing provider (CHP), such as Evolve Housing or St George Community Housing. 	Billbergia	Accredited CHPs (such as Evolve Housing of St George Community Housing)
Community	Perceived impact to existing community cohesion	Medium negative	High positive	<ul style="list-style-type: none"> The integrated design of the building ensures that private and affordable housing dwellings will not be visually or physically separated to encourage community connection. The proposal also includes shared, communal open spaces for all residents to gather and meet, providing opportunities for social interaction and forming social connections The affordable housing components of the proposed development will be managed by an accredited community housing provider (CHP), who are best placed to manage the social and wellbeing needs of affordable housing residents The proposal's podium will provide a high quality, active interface along Blaxland Road, Leeds St and the Forshore, reinforcing linkages to destinations and providing an inclusive place for social connection Active frontages are proposed along the Leeds St interface and wrapped around Blaxland Road interface. Activation is also proposed through the 	Billbergia	<p>City of Canada Bay Council</p> <p>Accredited CHPs</p> <p>Local activity and program providers</p>

Theme	Matter	Unmitigated / Unenhanced	Mitigated / Enhanced	Proposed mitigation, enhancement and management	Responsibility	Potential partners
				<p>Blaxland Lane link from Leeds Street to the foreshore which provides a publicly accessible linkage through the site to key areas.</p> <ul style="list-style-type: none"> There are several contribution plans that apply to the four sites being developed (including Leeds St) and Billbergia will be required to pay these levies to support state and local infrastructure. These levies are likely to fund the delivery of social infrastructure across the suburb, which will help to further support places for all community members to interact, socialise and connect with others. A range of consultation activities have also been undertaken as part of this proposal to help provide further clarity on the affordable housing components and to reduce potential fear in the community. 		
Accessibility	Exacerbation of existing stress on transport infrastructure	Road network – low negative Public transport – high negative	Road network – low negative Public transport – high negative (short term); neutral (long term)	<ul style="list-style-type: none"> Preparation of the Preliminary Construction Transport and Pedestrian Management Plan (CTPMP) and Green Travel Plan (GTP) by Traffix (2024) which include mitigation measures such as workers encouraged to carpool or take public transport to and from the site. Billbergia will continue providing free shuttle buses (Baylink Shuttle) to transport people from surrounding suburbs until the light rail becomes operational. 	Billbergia	NSW Government

Theme	Matter	Unmitigated / Unenhanced	Mitigated / Enhanced	Proposed mitigation, enhancement and management	Responsibility	Potential partners
Accessibility	Increased demand on services and facilities	High Negative	Low positive (short term); neutral (long term)	<ul style="list-style-type: none"> The Rhodes Place Strategy has identified a 3,000-dwelling cap for the area to ensure that infrastructure and services can be delivered to meet the demands of the incoming population. The proposal will contribute to the delivery of these new dwellings but will not exceed the capacity limit currently in place. The design includes a number of measures to help service the needs of incoming residents to the site, and reduce cumulative pressure on existing facilities, including cafes, wellness facilities, and food and beverage premises on the podium level, and several communal areas including a spa deck, communal seating areas (including lounge and day beds), and BBQ/kitchen area. The proposal's podium, with active interfaces along Leeds St and Blaxland Road, will reinforce linkages to surrounding open space. The suburb is also expected to have access to a new Recreation Centre (planned for opening in 2025) located within walking distance. The centre will include a gym and creche, gymnastics centre, multi-use courts, childcare centre, allied health services, and communal space (inclusive of café, community lounge and bookable workshop space). There are several contribution plans that apply to the four sites being developed (including Leeds St) and Billbergia will be required to pay these levies to support state and local infrastructure, including City of Canada Bay Local Infrastructure Contributions Plan 	Billbergia	City of Canada Bay Council

Theme	Matter	Unmitigated / Unenhanced	Mitigated / Enhanced	Proposed mitigation, enhancement and management	Responsibility	Potential partners
				(Local Section 7.11 Plan), City of Canada Bay Affordable Housing Contributions Scheme, and Housing and Productivity Contribution (Regional Contributions). These levies are likely to fund the delivery of needed services and facilities needed across the suburb.		
Culture	Potential disruption to sites of Aboriginal significance	Low Negative	Medium Positive	<ul style="list-style-type: none"> The Landscape Drawings prepared by Land and Form Studios (2024), highlight that an emphasis has been placed on indigenous planting for the development that are naturally adapted to the site conditions. The Design Statement, prepared by SJB (2024), identifies opportunities to Connect with Country within the proposal, including the use of indigenous vegetation throughout the site. 	Billbergia	Designing with Country consultant Local Aboriginal stakeholders community and artists Project landscape architect
Health and wellbeing	Perception of increased risk to pedestrian safety and movement	Medium Negative	Low negative to neutral	<ul style="list-style-type: none"> The Preliminary Construction Traffic and Pedestrian Management and Plan (CTPMP) (Traffix, 2024) outlines how pedestrian and cyclist movement through the entrance of the development will be managed during construction, including by: <ul style="list-style-type: none"> a. maintaining pedestrian access along footpaths during construction works with traffic spotters stationed at the site driveways to safely manage pedestrian activity when a construction vehicle is entering and existing the site 	Billbergia	CPTED consultant City of Canada Bay Council NSW Government

Theme	Matter	Unmitigated / Unenhanced	Mitigated / Enhanced	Proposed mitigation, enhancement and management	Responsibility	Potential partners
Surroundings	Impacts to residential amenity through operational and construction noise	High Negative	Low Negative	<ul style="list-style-type: none"> Preparation of a Noise and Vibration Impact Assessment (NVIA) by E-Lab Consulting, which includes recommendation for noise control measures to mitigate noise generation and associated impacts during operation, including specific protocols for cafes/restaurants, the loading dock and turntable, the swimming pool, and general plant and equipment. The NVIA also recommends that a Construction Noise and Vibration Management Plan should be prepared at CC stage to mitigate noise generation during construction 	Billbergia	Noise consultant
Surroundings	Impacts to visual amenity from surrounding residents and on key public areas	Medium Negative	Low Negative	<ul style="list-style-type: none"> The Design Statement prepared by SJB (2024) identifies the landscape design materials and aspects incorporated to ensure impact to visual amenity is mitigated including: <ul style="list-style-type: none"> 5,000 m² of public open space throughout the site The creation of a public art strategy including a public art installation along the foreshore Incorporation of 30% tree coverage in the proposal and the planting of 150 trees 25% communal open space provision on the site The design of green roof on each tower The developments compliance with Canada Bay LEP Part 7.3 ensures that the proposal does not overshadow the identified prohibited zones during 	Billbergia	N/A

Theme	Matter	Unmitigated / Unenhanced	Mitigated / Enhanced	Proposed mitigation, enhancement and management	Responsibility	Potential partners
				<p>specified times of the day. In particular, careful orientation and design of the tower means that there will be no additional overshadowing of the turfed areas of McIlwaine Park.</p> <ul style="list-style-type: none"> The preparation of the Visual Impact Assessment (VIA) by Urbis analysed that proposal creates low to medium visual effects on the majority of baseline factors. The proposal is also compatible with the contemplated desired future character for the area. 		
Livelihoods	Supporting improved employment opportunities	High positive	High positive	<ul style="list-style-type: none"> The development incorporates multiple residential, commercial, and recreational spaces, aligns with the vision of supporting employment and supports growth in employment opportunities. 	Billbergia	Local employment providers
	Perceived Impact to property values in local areas	Medium Negative	Low negative	<ul style="list-style-type: none"> Ensuring that the proposal aligns with the mitigation measures recommended for community cohesion (Section 7.2.1), traffic (Section 7.3.1) and visual amenity (Section 7.6.2) 	Billbergia	
Cumulative	Cumulative social impacts during construction	Development of a Construction Noise and Vibration Management Plan at the CC stage.			Billbergia	Noise consultant
Cumulative	Cumulative pressure on existing	The proposal will align and be assessed with the dwelling caps and will also be required to contribute to infrastructure contributions to assist in funding infrastructure and services in the local area.			Billbergia	City of Canada Bay Council

Theme	Matter	Unmitigated / Unenhanced	Mitigated / Enhanced	Proposed mitigation, enhancement and management	Responsibility	Potential partners
	services and facilities					NSW Government
Cumulative	Cumulative change to local character	Given the proposal has incorporated key principles for sustainability and liveability, and has been assessed by the Visual Impact Assessment as having a high compatibility with the surrounding visual character, the change to local character is considered to be in line with the strategic vision for Rhodes. However, there is still a possibility that cumulative impacts to local character will be experienced by the local community, particularly long-term residents. This impact is unlikely to be mitigated due to their existing connections to the previous suburb character.			Billbergia	City of Canada Bay Council Accredited CHPs Local activity and program providers Local artists

8.2. SIA RECOMMENDATIONS

The following provides a summary of the recommendations are proposed to further enhance positive impacts and mitigate negative impacts as previously identified in Section 7. These measures have not been included in the assessment of mitigated or enhanced impacts but have been identified as additional measures for consideration by the proponent to enhance the social outcomes of the proposal. Mitigation and enhancement measures which are committed to and have informed the assessment of mitigated and enhanced social impacts are summarised in Section 7.1 above.

- Following lodgement of the Leeds Street proposal, provide the local community with information about affordable housing. This information should include details of the integrated design and shared communal areas of the development to reduce fear and anxiety associated with the new residents of these dwellings.
- Undertake a community open day once the Leeds Street site becomes operational to invite the community in and facilitate community connections.
- Consider ongoing programming activities in the community spaces of the Leeds Street development to encourage social interaction and community connections over time.
- Continue consultation and collaboration with Council on the delivery of local social infrastructure.
- Working with relevant local and state agencies to upgrade or maintain marine/boating/foreshore infrastructure
- Commit to the procurement of local Aboriginal artists and businesses to deliver Aboriginal artwork and installations throughout the Leeds Street site
- Implement the CPTED recommendations into the proposed design, as appropriate to the development and construction staging.
- Implement and action the recommendations in the Preliminary CTMP before construction works commence.
- Implement the recommendations and mitigation measures outlined in the NVIA, including the development of a Construction Noise and Vibration Management Plan at CC stage.
- Undertake individual Noise Impact Assessments at the Development Application stage for each tenancy in the retail and commercial areas of the proposal.
- Consider the use of artwork that reflects local values and character in the public art strategy to increase vibrancy along the foreshore. Further consider using local artists and promote community cohesion within changes to visual amenity
- Commit to local employment/procurement strategies and programs that provide opportunities to source locally and/or support marginalised groups in the community. This should also consider opportunities for local retailers and opportunities for training or partnerships with local education providers.

9. ACRONYMS

Acronym	Term
ABS	Australian Bureau of Statistics
ACHA	Aboriginal and Cultural Heritage Assessment
BOCSAR	NSW Bureau of Crime Statistics and Research
CBD	Central Business District
CC	Construction Certificate
CHP	Community Housing Provider
CPTED	Crime Prevention Through Environmental Design
CTPMP	Construction Traffic and Pedestrian Management Plan
CSP	Community Strategic Plan
DA	Development Application
DPHI	NSW Department of Planning, Housing and Infrastructure
EIS	Environmental Impact Assessment
EP&A	Environmental Planning and Assessment
LEP	Local Environmental Plan
LGA	Local Government Area
LHS	Local Housing Strategy
LSPS	Local Strategic Planning Statement
NSW	New South Wales
PLR	Parramatta Light Rail
SAL	Suburbs and Localities
SEARs	Secretary's Environmental Assessment Requirements
SEIFA	Socio-Economic Indexes for Areas
SEPP	State Environmental Planning Policy
SIA	Social Impact Assessment
SSD	State Significant Development
SSDA	State Significant Development Application
TIA	Traffic Impact Assessment
VIA	Visual Impact Assessment

10. REFERENCES

This SIA has been informed by a range of data sources, information and technical studies. The following data sources have been used:

Demographic, crime and health data

Australian Bureau of Statistics, Census of Population and Housing, 2021, Greater Sydney, City of Canada Bay (LGA) and Rhodes (SAL) data.

NSW Bureau of Crime Statistics and Research, Rhodes, City of Canada Bay LGA and NSW hotspot maps and crime rates.

NSW Department of Planning, Housing and Infrastructure, 2022, NSW population projections.

Profile id. Rhodes community profile.

Forecast id. Rhodes Population Forecast.

Policy documents

City of Canada Bay, 2019, City of Canada Bay Local Housing Strategy (LHS).

City of Canada Bay, 2020, City of Canada Bay Foreshore Access Strategy.

Canada Bay, 2020, Local Strategic Planning Statement (LSPS).

City of Canada Bay 2021, City of Canada Bay Affordable Housing Contribution Scheme.

City of Canada Bay, 2022. City of Canada Bay Community Strategic Plan (CSP) – Our Future 2036.

Greater Sydney Commission, 2018, Greater Sydney Region Plan – A Metropolis of Three Cities.

Greater Sydney Commission, 2018, Eastern City District Plan.

NSW Department of Planning, Housing and Infrastructure, 2023, State Environment Planning Policy (Housing).

NSW Department of Planning, Industry and Environment, 2021, Housing 2041 NSW - Housing Strategy.

NSW Department of Planning, Industry and Environment, 2021, Rhodes Place Strategy.

Transport for NSW, 2022, Future Transport Strategy.

Technical studies prepared for this proposal

Land and Form, 2024, Landscape Report.

SJB, 2024, Design Statement.

E-Lab Consulting, 2024, Noise and Vibration Assessment Impact

Traffix, 2024, Preliminary Construction Traffic Management Plan.

Traffix, 2024, Green Travel Plan.

Traffix, 2024, Traffic Impact Assessment.

Urbis, 2024, Aboriginal Cultural Heritage Assessment.

Urbis, 2024, CPTED Report.

Urbis, 2024, Visual Impact Assessment.

Weir Philips Heritage and Planning, 2024, Heritage Impact Assessment.

Other

NSW Department of Planning, Housing and Infrastructure, 2023, Social Impact Assessment Guideline and Technical Supplement.

NSW Department of Planning, Housing and Infrastructure, 2022, Cumulative Impact Assessment Guidelines for State Significant Projects.

11. DISCLAIMER

This report is dated 10 September 2024 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Billbergia Pty Ltd (**Instructing Party**) for the purpose of template (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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

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

APPENDIX A

COMMUNITY NEWSLETTER

Proposals for affordable housing and key worker housing in Rhodes



Introduction

Billbergia is preparing proposals to include affordable housing at four sites in Rhodes in response to recent NSW Government's reforms to increase the supply of housing for low-income households.

Under amendments to the State's housing policy, the Government is encouraging the private sector to deliver more key worker and affordable housing by providing an additional floor space and height bonus of up to 30% at sites where a proposal provides 15% of the floor area for affordable housing.

The sites have been designated as State Significant Developments (SSD) and will be assessed by the NSW Department of Planning, Housing and Infrastructure (DPHI).

Rhodes Place Strategy

The Rhodes Place Strategy was developed by Government in collaboration with City of Canada Bay Council, State agencies, the community and industry in 2021, drawing on an extensive analysis, public consultation and master planning that commenced in 2015.

Plans for additional affordable housing remain consistent with the vision and objectives of the Rhodes Place Strategy. This includes maintaining the cap of 3,000 additional dwellings, until more infrastructure is on track for delivery.

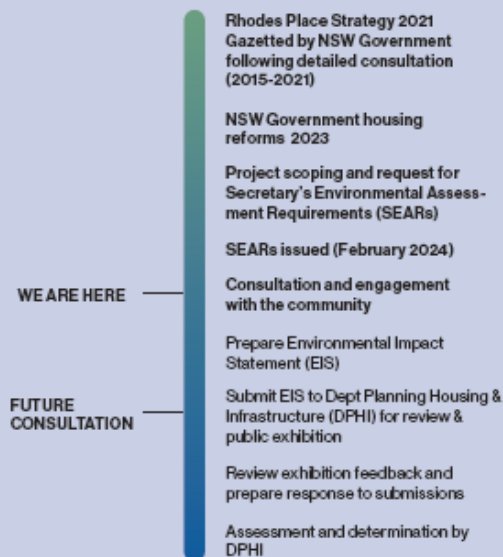
Locations

The proposals have the capacity to accommodate 1,590 dwellings including approx. 272 affordable housing dwellings across the four sites located at:

- Leeds Street:**
approx. 337 dwellings (51 affordable and 286 private market) across six mixed use residential buildings.
- Blaxland Road:**
approx. 313 dwellings (61 affordable and 252 private market) within one mixed use residential building
- Marquet Street:**
approx. 270 dwellings (50 affordable and 220 private market) within one mixed use residential building.
- Llewellyn Street:**
approx. 670 dwellings (110 affordable and 560 private market) across four residential buildings
- Rhodes Place Strategy Boundary**



Planning Process



Find out more

The proposals are still in the early stages and the current process is an opportunity for you to provide your input before plans are finalised.

You're invited to attend a community drop-in session, where you can find out more and speak with members of the project team.

Come along

Wednesday 8 May 2024
5 pm - 7 pm
The Connection Rhodes
(Event Space 1)

Saturday 11 May 2024
10 am - 12 noon
The Connection Rhodes
(Event Space 1)

Social Impact Assessment

Billbergia has engaged Urbis to assist with community engagement and prepare Social Impact Assessments (SIA) for each of the four sites to be included in Environmental Impact Statements (EIS).

We are seeking community feedback to better understand the needs of the local area, identify potential impacts and recommend appropriate management measures.

You can provide feedback by filling in an online survey via the QR Code or link below
<https://urbis.questionpro.com.au/BillbergiaRhodesSSDProjectsSIASurvey>



The project team is committed to keeping you informed during the planning process and you will also have the opportunity to make a submission when each SSD proposal is placed on public exhibition.

In the meantime you can email or call us on
engagement@billbergia.com.au
1800 867 102

APPENDIX B

SIA SURVEY

Social Impact Assessment (SIA) Survey – Billbergia Rhodes SSD projects

Urbis Ltd, on behalf of Billbergia Group, are preparing Social Impact Assessments (SIAs) to accompany each state significant development application (SSDA) for four sites across the Rhodes precinct:

- 25 – 27 Leeds Street (Leeds Street)
- 9 Blaxland Road and 424 Concord Road (Blaxland Road)
- 23 – 29 Marquet Street (Marquet Street)
- 2A Llewellyn Street (Llewellyn Street)



Picture: Billbergia sites across Rhodes Precinct: No. 1: Leeds Street; No. 2: Blaxland Road; No. 3: Marquet Street; and No. 4: Llewellyn Street.

Details of each site are outlined below:

- **Leeds Street:** seeking approval for approximately 313 dwellings (61 affordable and 252 private market) across six mixed use residential towers. The development also includes through site links, foreshore park and promenade, and onsite car parking. More information about the proposal can be found [here](#).
- **Blaxland Road:** seeking approval for approximately 337 dwellings (51 affordable and 286 private market) within one mixed use residential tower with onsite car parking and loading. More information about the proposal can be found [here](#).
- **Marquet Street:** seeking approval for approximately 270 dwellings (50 affordable and 220 private market) within one mixed use residential tower with onsite parking and loading. A publicly accessible space (forecourt) will be in front of the building. More information about the proposal can be found [here](#).
- **Llewellyn Street:** seeking approval for approximately 670 dwellings (110 affordable and 560 private market) across four residential buildings with onsite parking and loading. A new stub road is proposed for the northern portion of the site. More information about the proposal can be found [here](#).

The sites have been deemed eligible for assessment under the NSW Government's housing reforms, which aim to increase the supply of social and affordable housing for low-income households and essential workers. As a result, assessment for each site will occur through a State Significant Development (SSD) pathway.

Development applications (DAs) for Blaxland Road and Leeds Street sites have been submitted to the City of Canada Bay, which will be considered as part of the SSD pathway process. The other two sites (Marquet Street and Llewellyn Street) are currently in the process of being considered, or are, undergoing a design competition process. The SSDAs for the 4 Billbergia sites will likely be lodged in mid-2024.

What is a Social Impact Assessment

A Social Impact Assessment (SIA) is an objective independent study undertaken to identify and assess potential positive and negative social impacts associated with a proposed development. Social impacts can be understood as the consequences that people (individuals, households, groups, communities and organisations) experience when a new development brings change.

A SIA considers social impacts in relation to your: way of life; community; accessibility; culture; health and wellbeing; surroundings; livelihoods; and decision-making systems. When completing this survey, please consider how each of these elements may be impacted for you or your community.

The SIA process is being guided by the NSW Department of Planning, Housing and Infrastructure's [Social Impact Assessment Guideline](#) (2023). Additional information about each of the social impact categories can be found in the Guideline.

About this survey

This survey aims to gather insights on how the development of the four Billbergia sites may impact you. Your response will feed into the preparation of the SIAs for each SSDA pathway.

The survey is structured in two parts:

- Part One: Seeks your feedback on the Rhodes area and housing supply in the area.
- Part Two: Seeks your feedback on how the development sites may impact you, both positively and negatively. It will also help to identify enhancement measures for positive social impacts and mitigation measures for negative social impacts.

The survey should take approximately 5 – 10 minutes to complete, and all responses will be kept anonymous. Please contact the Urbis Engagement Team on 1800 244 863 or engagement@urbis.com.au if you have any questions or would like to speak with us directly about the SIA.

Thank you in advance for your contribution.

Questions

Part One: About Rhodes and its housing supply

1. Which of the following best describes you? *Please select all that apply*

- (i) Local resident of Rhodes
- (ii) Local resident of suburbs around Rhodes
- (iii) Worker or business owner in Rhodes
- (iv) Worker or business owner in suburbs around Rhodes
- (v) Regular visitor to Rhodes
- (vi) Regular visitor to suburbs around Rhodes
- (vii) Other (please specify): _____

Tick box – select all that apply

- 2. In a few words, what do you value about living in Rhodes and/or the surrounding suburbs?
- 3. In a few words, what do you like about working in Rhodes and/or the surrounding suburbs?
- 4. In a few words, what do you like about visiting Rhodes and/or surrounding suburbs?

Comment boxes for Questions 3 – 5

Question 2 is for respondents to Q. 1(i) and 1(ii) only

Question 3 is for respondents to 1(iii) only

Question 4 is for respondents to 1(iv) only

5. Approximately 1,590 new apartments (including 272 affordable units and 1,318 private market dwellings) are proposed across the four Billbergia sites. How do you expect the development of more houses in the suburb will impact the Rhodes community?

- (i) Positively
- (ii) Negatively
- (iii) Both positively and negatively
- (iv) Neither positively nor negatively
- (v) Unsure
- (vi)

Tick box – select one

6. In a few words, can you tell us why you feel this way?

Comment box

1. Part Two: Social impacts

The following questions relate to understanding how the four Billbergia sites may impact you to inform the assessment of likely social impacts.

7. Which of the following Billbergia sites do you think will have a **positive** impact on the community?
Please select all that apply

- (i) Leeds Street
- (ii) Blaxland Road
- (iii) Marquet Street
- (iv) Llewellyn Street
- (v) None
- (vi) Unsure

Tick box – select all that apply

8. Please describe any **positive** impacts you anticipate will be generated by the site/sites and how they can be enhanced.

These could include impacts to you, other members of the community, short- and long-term impacts, impacts during construction and/or impacts during the operation of the solar farm.

Positive impacts may be in relation to: Way of Life; Community; Accessibility; Culture; Health and Wellbeing; Surroundings; Livelihoods; and Decision-making Systems

Comment box

Question 8 is for respondents to Question 7(i) – 7(v)

9. Are there any specific groups or members of the community that you think will be **positively impacted** by the site/sites? If so, please describe.

Comment box

Question 9 is for respondents to Question 7(i) – 7(v)

10. Which of the following Billbergia sites do you think will have a **negative** impact on the community?
Please select all that apply

- (i) Leeds Street
- (ii) Blaxland Road
- (iii) Marquet Street
- (iv) Llewellyn Street
- (v) None
- (vi) Unsure

11. Please describe any **negative** impacts you anticipate will be generated by the site/sites and how they could be mitigated (reduced).

These could include impacts to you, other members of the community, short- and long-term impacts, impacts during construction and/or impacts during the operation of the solar farm.

Negative impacts may be in relation to: Way of Life; Community; Accessibility; Culture; Health and Wellbeing; Surroundings; Livelihoods; and Decision-making Systems

[Comment box](#)

Question 11 is for respondents to Question 10(i) – 10(v)

- 12 Are there any specific groups or members of the community that you think will be **negatively impacted** by the site/sites? If so, please describe.

[Comment box](#)

Question 12 is for respondents to Question 10(i) – 10(v)

13. The Leeds Street site proposes the development of a foreshore public domain, consisting of a park and promenade. Through site links will be provided as a walking connection along the foreshore and provide a space for people to gather and socialise. Are there any key facilities or uses you would like to see prioritised or included in this space?

[Comment box](#)

14. The Marquet Street site proposes the development of a publicly accessible space (forecourt) at the front of the building. Retail proposed on the ground floor will activate the edges of the forecourt. Are there any key facilities or uses which you would like to see prioritised or included in this space?

[Comment box](#)

Thank you for your participation.

APPENDIX C

SIA DISCUSSION GUIDE QUESTIONS

City of Canada Bay Council Interview Questions

Social and site context

The four Billbergia sites are located within the Rhodes precinct. Three sites are located in Rhodes East and one site is located in Rhodes West. 33.2% of dwellings in Rhodes (East) and 99.8% in Rhodes (West) are classified as medium or high-density dwellings (compared to 64% in City of Canada Bay). Rhodes is serviced by a train station and a large shopping centre in the south of the precinct. The closest major hospital is Concord Hospital, which is located in the adjacent suburb of Concord Hospital.

Details of each site is outlined in the 'Project Overview' section of this guide.

- What makes Rhodes a great place to live? How would you describe the local area and community?
- From Council's perspective, in what ways does the proposed Billbergia sites align with:
 - The strategic vision of Rhodes and City of Canada Bay LGA more broadly?
 - The Rhodes Place Strategy?
- Are there any issues with local services and/or infrastructure that should be considered as part of the assessment? (e.g. access to transport and road networks, difficulty accessing services)
- Approximately 1,590 new apartments (including 272 affordable units and 1,318 private market dwellings) are proposed across the four Billbergia sites. How do you expect the development of approximately 1,590 more dwellings will impact the Rhodes community?
- Are there any vulnerable people or groups that you think may be impacted by the proposal site/sites?
 - *Prompt: When thinking of vulnerable people or groups, consider each of the following sites: Leeds Street, Blaxland Road, Marquet Street and Llewellyn Street*

Potential positive social impacts

- Do you anticipate there will be any positive impacts generated by the site/sites?
 - *These could include impacts to nearby residents, businesses, workers, students, visitors and other stakeholders, including short or long term impacts, impacts during construction and/or impacts during the operation of the building.*
- How could these impacts be further enhanced?

Potential negative social impacts

- Do you anticipate there will be any negative impacts generated by the site/sites?
 - *These could include impacts, nearby residents, businesses, workers, students, visitors and other stakeholders, including short or long term impacts, impacts during construction and/or impacts during the operation of the building.*
- How could these impacts be mitigated (reduced)?

Other

- Do you have any other comments on the proposal or feedback to inform the SIA?


APPENDIX D

COMMUNITY DROP-IN PROJECT BOARDS

Rhodes Place Strategy 2021

The Rhodes Place Strategy was developed by Government in collaboration with City of Canada Bay Council, State agencies, the community and industry in 2021, drawing on an extensive analysis, public consultation and master planning that commenced in 2015.

The Strategy outlines the development of homes and infrastructure needs in the suburb over 20 years up to 2041.

-  **4,200**
new homes
-  **More than 1,100**
new jobs
-  **23,000sqm** of new
public space
-  **A new**
primary school
-  **Upgrades to**
Rhodes station
-  **3km of new**
walking and cycling
connections

02

Dwelling Caps

Importantly the Place Strategy limits development to maximum of 3,000 dwellings until major transport services are on track for delivery such as:

- New ferry service
- Intersection upgrades to intersections of Concord Road and Homebush Bay Drive.
- Sydney MetroWest and Parramatta Light Rail Stage 2
- Upgrades and additional capacity to Rhodes station



Government Reforms To Increase Affordable Housing

03

In late 2023 the NSW Government introduced a number of housing reforms in response to the current housing crisis. Amendments to the State's Environmental Planning Policy (SEPP) Housing 2021, aim to increase the supply of social and affordable housing for low-income households and essential workers.

The reforms include a new bonus floor space bonus of up to 30% where a proposal provides 15% of the floor area affordable housing.

Sites eligible under the reforms will be designated as State Significant Developments (SSD) and assessed by the Department of Planning Housing and Infrastructure (DPHI)

Affordable housing

Affordable housing applies to very low, low, and moderate-income households as prescribed in the Housing reforms.

It is managed by an accredited Community Housing Provider (CHP) for the first 15 years of the development.

Under the Government reforms affordable housing rental is charged at no more than 30% of gross income.



Billbergia Sites in Rhodes for Assessment

Four Billbergia sites in Rhodes have been identified for assessment under the Government's housing reforms to include 15% of the floor area as affordable housing.

The proposals have the potential to deliver a combined total of approximately 1,590 new apartments (including 272 affordable and 1,318 private market dwellings).

Relationship with existing planning controls including the Rhodes Place Strategy

The existing planning controls for traffic, parking and overshadowing, remain in place and will be covered in detailed reports to support lodgement of the Environmental Impact Statement (EIS).

The Place Strategy limit of 3,000 additional residential dwellings also remains unchanged until essential public transport and road upgrades are on track for delivery.

-  **Leeds Street:**
approx. 337 dwellings (51 affordable and 286 private market) across six mixed use residential buildings.
-  **Blaxland Road:**
approx. 313 dwellings (61 affordable and 252 private market) within one mixed use residential building
-  **Marquet Street:**
approx. 270 dwellings (50 affordable and 220 private market) within one mixed use residential building.
-  **Llewellyn Street:**
approx. 670 dwellings (110 affordable and 560 private market) across four residential buildings
-  **Rhodes Place Strategy Boundary**



04

Leeds St

05

- Ref: SSD-67419241
- Six mixed-use residential buildings (ranging from 7 storeys to 17 storeys)
- Onsite car parking
- Through-site pedestrian link, foreshore park and promenade
- Status: Existing DA under assessment

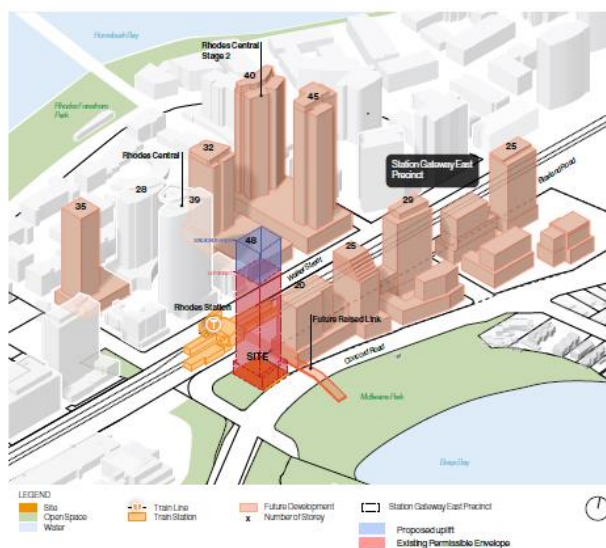

51 Affordable dwellings in SSDA

337 Total dwellings in SSDA


9-13 Blaxland Rd

- Ref: SSD-67424709
- One mixed-use mixed use residential building (48 storeys)
- Onsite car parking and loading.
- Status: Existing DA under assessment


61 Affordable dwellings in SSDA

313 Total dwellings in SSDA


06

23-29 Marquet St

- Ref: SSD-6763 6458
- One mixed-use residential building (42 storeys)
- Onsite parking and loading
- Public forecourt, through-site pedestrian connections
- Status: Subject to design excellence competition process

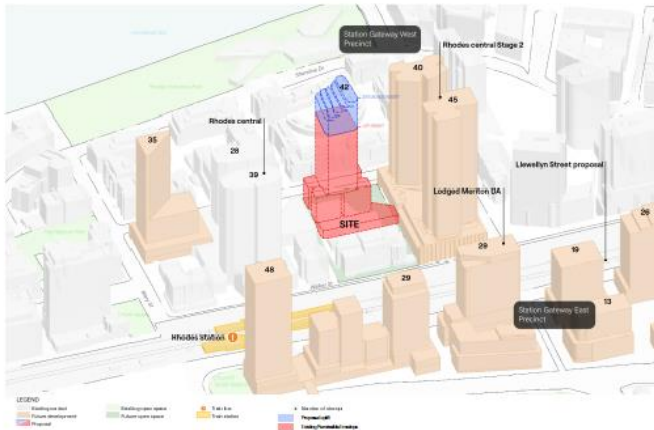


50 Affordable dwellings in SSDA



270 Total dwellings in SSDA

07



Llewellyn St

- Ref: SSD-6750 8739
- Four residential buildings (12-26 storeys)
- Onsite parking and loading.
- New road connection to northern portion of the site.
- Status: Subject to design excellence competition process

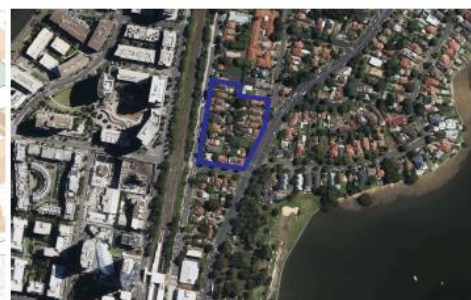
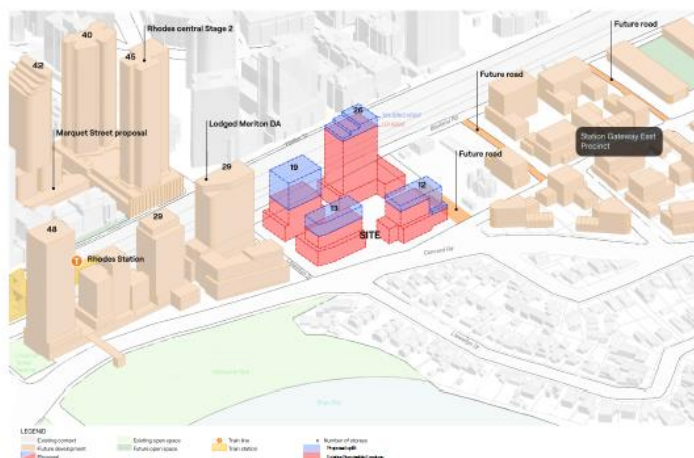


110 Affordable dwellings in SSDA



670 Total dwellings in SSDA

08



Environmental Impact Statement & Social Impact Assessment 09

As State Significant Developments (SSD), all proposals need detailed analysis including an Environmental Impact Statement (EIS)

In addition to a detailed description of the proposal, including any approved development, or existing use rights, the EIS also requires detailed studies and reports, including:

- Justification and alignment with relevant Government policies
- Design -including built form, urban design and accessibility
- Environmental Amenity -including shadow diagrams, view analysis, wind assessment and visual impact, Ecologically Sustainable Development (ESD) report
- Public spaces, street activation, landscape plans and crime prevention through environmental design (CPED)
- Social Impact Assessment
- Transport and Accessibility Impact Assessment, including Construction Traffic Management and Green Travel Plan
- Environmental and Aboriginal Cultural Heritage
- Water Management, Contamination and Remediation, Noise and Vibration
- Engagement and consultation

A Social Impact Assessment (SIA) is an independent study to identify and assess potential positive and negative social impacts that people experience when a new development brings change.

Have your say

To inform the SIA, Urbis has been engaged to seek community feedback to better understand the local community's needs, identify potential positive or negative impacts, and recommend appropriate management measures.

You can play your part by completing the online survey. The survey is structured in two parts:

Part One: Seeks your feedback on the Rhodes area and housing supply in the area.

Part Two: Seeks your feedback on how the development sites may impact you, both positively and negatively.

The survey should take approx. 5 – 10 minutes to complete, and all responses will be kept anonymous.

Scan the QR Code to complete the survey!



You can also contact the Billbergia team on 1800 867 102 or engagement@billbergia.com.au if you have any questions or would like to speak with the team directly about the SIA.

Delivering Social Infrastructure

Billbergia recognises the need for community open space, facilities and transport infrastructure, outlined in the Place Strategy.

As the major landowner in the precinct, Billbergia is the single largest provider of privately funded social infrastructure and services, including Phoenix Park, Rhodes Central Shopping Centre, and the new \$70 million Rhodes Recreation Centre – due to open in 2025.

In addition to the 15% affordable housing in the SSD proposals, future development is subject to more than **\$130 million** in contributions or levies to support State and local government infrastructure. This is made up of:

- Affordable Housing Contributions to Council
- State infrastructure contribution / Housing Productivity Contribution
- Local Voluntary Planning Agreement for local infrastructure

Delivering Affordable Housing

Billbergia also plays a lead role working with the NSW Government and Community Housing Providers (CHPs) such as Evolve Housing and St George Community Housing to deliver mixed-tenure housing projects across Sydney.

- 'Lidcombe Rise' and 'The Parade' West Ryde – with a combined total of almost 38% dedicated to social and affordable housing.
- Billbergia has also commenced work on a mixed-tenure residential development at 'Arncliffe Central' with a total of more than 70% social and affordable housing



10

Next Steps

The proposals are still in the early stages and the current process is an opportunity for you to provide your input before plans are submitted for review by DPHI, before being placed on public exhibition.

You will also have an opportunity to make a submission, during future public exhibition by DPHI.



11

Planning Process

