



Updated 2-16 Pockley Avenue Proposal (Pockley Island): Social Impact Assessment

Aqualand

Prepared By Professor Roberta Ryan and Trish Oakley

26 August 2025

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SEARs Requirements Declaration: Pockley Island

Declaration		
Name	Professor Roberta Ryan	
Qualifications	BA Hons, B Soc Sci Hons, Grad Dip Public Policy, PHD, (current)	
The undersigned declares that this Social Impact Assessment has been prepared in response to the following SEARs requirements issued for the Project on 15/11/2024 for SSD-77825469:		
SEARs item no.	SEARs Requirement	Relevant Section of this Report
20	20. Social Impact Provide a Social Impact Assessment that: is prepared in accordance with the Social Impact Assessment Guidelines for State Significant Projects. is targeted and proportionate to the project’s context and likely	All
Signed		
		
Dated 27 February 25		

Declaration		
Name	Trish Oakley	
Qualifications	BA, Dip. Law, Cert Mediation	
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Signed		
		
Dated 27 February 25		

1 INTRODUCTION

1.1 Project Overview

This Social Impact Assessment (SIA) has been prepared by Forward-Thinking Pty Ltd on behalf of Aqualand Prestige 2 Pty Ltd (the Proponent) for the site at 2-16 Pockley Avenue, Roseville (Pockley Island).

The Proponent seeks development consent under Division 4.7 State Significant Development of the *Environmental Planning & Assessment Act 1979 (EP&A Act)* for a new residential development comprising three residential apartment buildings, which includes the provision of in-fill Affordable Housing on the site.

Specifically, this SSDA seeks approval for:

- Site preparation including demolition, excavation and tree removal at the site
- Construction of an apartment building containing three building elements of up to nine storeys including:
 - Part-3, part-4 and part 5-level combined basement parking with the provision of 265 car parking spaces
 - 175 dwellings, including 37 Affordable Housing dwellings, above the carpark
- Ground level and on-building landscaping works, including communal open spaces in Pavilion A.
- Augmentation of, and connection to, existing utilities as required.

The site is within the catchment of the NSW Government's Transit Oriented Development (TOD) Program in the Ku-Ring-Gai Council Local Government Area. TODs are a planning policy of the NSW Government aimed at increasing good quality housing supply near transport hubs to enable people to access the jobs, services and amenities of the local area.

The NSW Government describes TODs in the following way:

TOD is a land use planning approach that encourages sustainable and mixed-use development around transport and aims to create vibrant and walkable communities¹.

The Affordable Housing component aligns with the aim of Chapter 5 of the *State Environment Planning Policy (Housing) 2021 (Housing SEPP)* to provide much need Affordable Housing that is in an area with high amenity, such as transport, health and other government services and retail and recreation opportunities².

¹ NSW Government, Transport Oriented Development Program, <https://www.planning.nsw.gov.au/policy-and-legislation/housing/transport-oriented-development-program>

² State Environment Planning policies (Housing) 2021 <https://legislation.nsw.gov.au/view/html/inforce/current/epi-2021-0714>

This SIA has been conducted in line with the methodology and requirements for an SIA outlined in the DPHI’s *Social Impact Assessment Guidelines February 2023* (SIA Guidelines)³.

1.2 The site

Table 1 and Figure 1 refer to 2-16 Pockley Avenue, Roseville (Pockley Island)

- ***Description of the site***

Address	Lot number	Approx site area (sqm)
2 Pockley Avenue, Roseville	Lot 11/DP8261	775
4 Pockley Avenue, Roseville	Lot 12/DP8261	810
6 Pockley Avenue, Roseville	Lot 13/DP8261	836
8 Pockley Avenue, Roseville	Lot 14/DP8261	873
10 Pockley Avenue, Roseville	Lot 15/DP8261	823
12 Pockley Avenue, Roseville	Lot 16/DP8261	807
14 Pockley Avenue, Roseville	Lot 17/DP8261	800
16 Pockley Avenue, Roseville	Lot 18/DP8261	833
Total		6,556 sqm

³ NSW Department of Planning, Housing and Infrastructure, Social Impact Assessment Guidelines for State Significant Projects https://www.planningportal.nsw.gov.au/sites/default/files/documents/2023/GD1944%20SIA%20Guideline_NEW%20VI_14_02_23.pdf



Figure 1 Aerial view of the site (source: Planning&co)

1.3 Key features of the proposal

The key features of the proposal are:

- The proposal, located about 290m walking distance west of Roseville Train Station, has been identified by DPHI as a suitable TOD development.
- TOD developments mandate two percent of Gross Floor Area (GFA) as Affordable Housing. In addition, the proposal offers a further fifteen percent as Affordable Housing as defined under the *Housing SEPP*, providing much needed housing for essential workers, such as teachers, nurses and first responders.
- Design efforts will be made to ensure equitable design and amenity to Affordable Housing units proportional to market units. Communal facilities, including communal open space will be available to all residents.
- Aqualand has partnered with JMP Aboriginal Consultancy to lead engagement with Traditional Owners and Aboriginal stakeholders. The objective is to ensure that cultural knowledge, values and histories are respectfully integrated into both projects and connection to Country is embedded into the design.

- The Pockley Avenue project will deliver approximately 170 to 200 new homes.
- The projects will include underground parking that complies with planning controls, helping to reduce the impact on local street parking and traffic flow.
- **Scale, massing of projects and Affordable Housing (source: Woods Bagot)**

Scale and massing of projects				
Height/Density	Apartment Mix	Parking Spaces	Apartment Design Guidelines compliance	Affordable Housing
Pockley Island				
3 pavilions (buildings) connected by one basement level 10 storeys per pavilion 175 apartments	1bed: 20 2bed: 73 3bed:76 4bed: 6	265	ADG solar access: 59% ADG cross ventilation: 63%	TOD: 2% in perpetuity 414SQM/6 apartments SEPP: 13.32% for 15 years 2,758 SQM/33 apartments

2 SOCIAL IMPACT ASSESSMENT

2.1 Purpose of Social Impact Assessment

State-significant projects can affect people in many ways, both positively and negatively. Identifying and understanding social impacts helps inform responses that aim to avoid, mitigate, or reduce negative impacts and enhance positive impacts.

An SIA aims to identify, predict, and evaluate likely social impacts arising from a project and propose responses to the predicted impacts⁴. As illustrated below, the SIA assesses projects from the perspectives of people, which means developments are more likely to be socially sustainable.



Figure 2 Social elements of value to people (source: DPPI SIA guidelines)

⁴ NSW Department of Planning, Housing and Infrastructure, Social Impact Assessment Guidelines for State Significant Projects https://www.planningportal.nsw.gov.au/sites/default/files/documents/2023/GD1944%20SIA%20Guideline_NEW%20VI_14_02_23.pdf

2.2 Methodology

This SIA uses a strong evidence base to analyse potential impacts and benefits of the proposal, using the SIA Guideline Assessment Framework, and describes mitigation measures to improve some of the consequences of the proposals and enhance the benefits.

In line with the SIA Guideline requirements, this assessment has adopted the following approach.

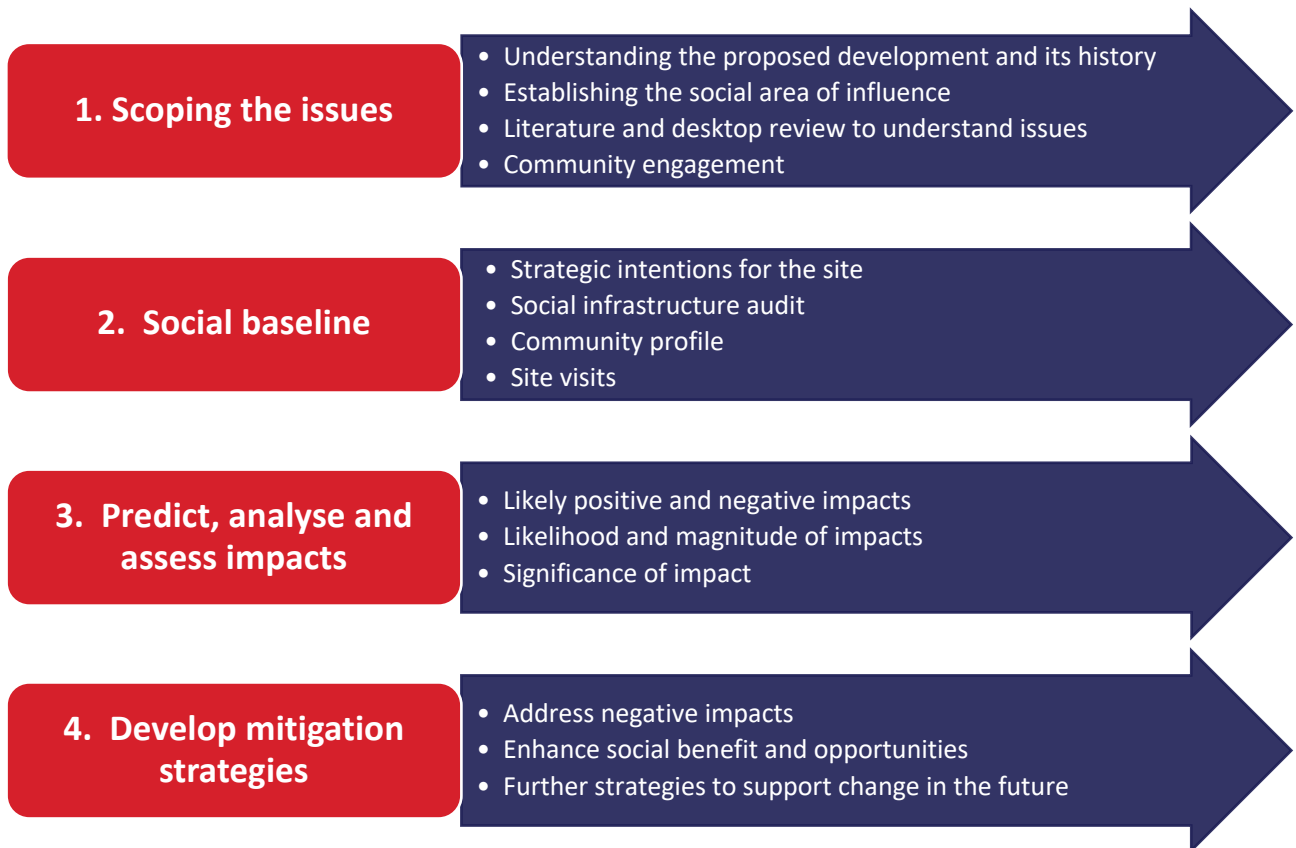


Figure 3 Social impact assessment approach (source: DPHI SIA Guidelines)

The methodology for the SIA included:

- A social baseline, including an analysis of strategic intentions for the site, a demographic analysis, and a social infrastructure analysis including capacity (using ABS Census data, site visits, desktop research, and phone calls to stakeholders).
- A literature review to explore the anticipated impacts of TOD and affordable housing, and to explore success factors for the type of development proposed.
- Participation in community engagement conducted by Notting Hill Advisory, including two community drop-in sessions, a project information website, and a community survey.
- Identification and analysis of social impacts both positive and negative (using the categories and impact assessment framework outlined in the SIA Guidelines), assessment of the magnitude and likelihood of impacts.

- Mitigation strategies and recommendations for further social impact management and community engagement during future stages of the planning process.

2.3 Planning Secretary’s Environmental Assessment Requirements

The Planning Secretary’s Environmental Assessment Requirements (SEARS) for the Pockley Island proposal is:

20. Social Impact.

Provide a social impact Assessment that:

- Is prepared in accordance with the *Social Impact Assessment Guidelines for State Significant projects*
- Is targeted and proportionate to the project context and likely impacts.

- **Compliance with SEARS**

Response to SEARS	
SEARS Requirement	Response
Pockley Island	
Provide a Social Impact Assessment that: <ul style="list-style-type: none"> • Is prepared in accordance with the Social Impact Assessment Guidelines for State Significant projects 	The Social impact Assessment is prepared in accordance with the <i>Social Impact Assessment Guidelines for State Significant projects</i>
<ul style="list-style-type: none"> • Is targeted and proportionate to the project context and likely impacts. 	The Social impact Assessment is targeted and proportionate to the project context and likely impacts.

2.4 Principles

The SIA Guidelines identify several principles that underpin the preparation of a Social Impact Assessment.

Adhering to these Guidelines and ensuring that the approach to collecting, assessing, and analysing information complies with the principles is key to a robust SIA.

The table below presents the alignment of the proposal with these principles and where they have been addressed in the assessment.

• **Principles required by DPHI and where they are addressed**

Principles required by DPHI and where they are addressed		
Principles	Action	Where the principle is addressed
Action oriented	Defines specific actions to deliver practical, achievable and effective outcomes for people.	The objective of the proposal is to deliver diverse housing types and Affordable Housing to where people in Sydney need it most. This will deliver practical, achievable, and effective housing outcomes for people.
Adaptive	Establishes systems to respond to new or different circumstances to support continuous improvement.	Once the project has been built, a Community Housing Provider (CHP), Bridge Housing, will manage the project and support the residents. This will involve ongoing engagement with the residents and the local community to ensure that the project adapts and continues to support the residents and responds to issues from the local community.
Culturally responsive	Develops culturally informed approaches and methodologies to ensure Aboriginal and culturally diverse communities are engaged appropriately and their perspectives, insights and feedback are valued.	Aqualand has partnered with JMP Aboriginal Consultancy to lead engagement with Traditional Owners, Aboriginal stakeholders and the broader community. The objective is to ensure that cultural knowledge, values and histories are respectfully integrated into both projects and connection to Country, is embedded into the design. The engagement supporting the proposals is outline in Chapter Six of this Report.
Distributive equity	Considers how different groups will experience social impacts differently, particularly	Principles of distributive equity underpin Affordable Housing, and Transport Orientated

	vulnerable and marginalised groups, future generations, compared with current generations and differences by gender, age and cultural group.	Development. The purpose of the projects is to ensure that people with low to medium incomes in Sydney have the potential for low-cost housing where there are also employment opportunities, and transport and other services.
Impartial	Uses fair, unbiased research methods and follows relevant ethical standards.	This Social Impact Assessment has been prepared by suitably qualified professionals in accordance with industry standards and professional ethics.
Inclusive	Seeks to hear, understand, respect and document the perspectives of all likely affected people. Uses respectful, meaningful and effective engagement activities tailored to the needs of those being engaged, being culturally, sensitive and accessible.	The engagement supporting the proposals is outlined in Chapter Six of this Report.
Integrated	Uses and references relevant information and analysis from other assessments to avoid duplication.	This Report has drawn on the findings of the studies that comprise the EIS, such as the planning analysis, architectural drawings and reports into traffic, construction, and environment impacts, and has utilised them to analyse social impacts for the local and wider community.
Life-cycle focus	Seeks to understand likely impacts, including cumulative impacts, at all project stages, from pre-construction to post-closure operation commencement.	The proposal has considered the community impacts of social and environmental factors from construction to project completion.

Material	Identifies which likely social impacts matter the most for people, and/or pose the greatest risk/opportunity to those expected to be affected.	Scoping of the potential social impacts and benefits, and the discussion on mitigations and enhancements is presented in Chapter Seven of this Report.
Precautionary	If there are risks of serious or irreversible environmental damage, including harm to people, avoid using any limits on for scientific certainty, as a reason for postponing measures to prevent environmental, including social, degradation.	The proposal has taken a precautionary approach to environmental risks. The assessment has drawn on the findings of the studies that support the proposal, such as the traffic report and environmental analysis, and utilises them to demonstrate social outcomes for the local and wider community.
Proportionate	Ensures the scope and scale of the SIA corresponds to the scope and scale of the likely social impacts.	The proposal has assessed potential social impacts, proportionate to the level of anticipated social impacts as detailed in Chapter Seven of this Report.
Rigorous	Uses appropriate, accepted social science, methods, and robust evidence from authoritative and trustworthy so sources.	The SIA has been conducted in line with the methodology and requirements for an SIA outlined in the Social Impact Assessment Guidelines for State Significant projects.
Transparent	Explains, justifies, and makes available, information, methods and assumptions, so that people can see how their input has been considered.	This SIA uses a strong evidence base to analyse potential impacts on the social environment, using DPHI’s SIA guideline assessment framework. The engagement with the community was undertaken by Notting Hill Advisory and is detailed in Chapter Six of this Report. Scoping of the potential social impacts and benefits, and the discussion on mitigations and

		enhancements is presented in Chapter Seven of this Report.
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2.5 SIA Authors

This SIA has been prepared by Professor Roberta Ryan and Trish Oakley of Forward-Thinking Pty Ltd. They are appropriately qualified and experienced to prepare the SIA. Detailed CV's in Appendix 1.

Professor Roberta Ryan

Roberta Ryan is a Professor at the University of Newcastle. A qualified social planner, she is a leading social policy and planning researcher and analyst with over 30 years of experience in Australia and internationally. Roberta has a significant professional and academic background in social planning and impact assessment and has developed new approaches in the application of research and stakeholder engagement to social planning and impact assessment in land-use development and management contexts.

Roberta has experience in statutory and social planning processes and delivery of major social infrastructure, housing, commercial, and retail developments. Roberta has demonstrated the capacity to manage complex land use and social planning projects in sensitive stakeholder environments.

Roberta regularly acts as a social planning expert witness in the NSW Land and Environment Court, NCAT, and has also provided expert witness services to the Victorian Solicitor's Office and Victorian Civil and Administrative Tribunal. This has included expert advice on the social impacts of a range of contentious land uses and complex developments including mines, major social infrastructure, large format retail, affordable housing, liquor, and restricted premises.

Trish Oakley

Trish Oakley has been involved in the preparation of Social Impact Assessments (SIAs) both in government and in the private sector. Most recently, as a Director in Transport for NSW (TfNSW), Trish oversaw the preparation, and associated engagement, for the SIAs for two major urban renewal projects, Circular Quay Precinct Renewal and Central Station Precinct Renewal.

This involved overseeing the preparation of scoping reports and other key elements of the SIA methodologies. As an engagement professional with more 30 years' experience, she brought a strong commitment to authentic consultation, particularly with hard-to-reach participants, such as CALD communities, as a foundation for SIAs. Trish worked with TfNSW's Aboriginal engagement team to support a unique partnership approach with various Aboriginal stakeholders.

As an Associate Director at Forward Thinking, Trish leads both the engagement for the preparation of SIAs and works with clients to develop mitigation strategies for identified issues associated with the proposal.

With degrees in government and law, Trish has been a senior executive in the NSW Government over decades. Most recently, in TfNSW, she oversaw business strategy, stakeholder engagement and communication for major project infrastructure delivery in Sydney. Projects included various active transport corridors, Redfern North Eveleigh Precinct Renewal, and train station and ferry wharf upgrades. Critical to the success of these projects was the management of impacts on local and wider communities.

3 THE SITE IN CONTEXT

3.1 The immediate site

The site is approximately 290 metres walking distance to Roseville Train Station, across the Pacific Highway.

Roseville Station provides a direct link to the major transport hub of Chatswood, where there is a connection to the Metro System, and to the city, where heavy rail connections can be easily reached to other parts of Sydney. Chatswood also has bus connections to the city and other parts of Sydney.

The area around Roseville Station was identified by the NSW Government for inclusion in the Transport Oriented Development (TOD) Program.

The site is located in the Local Government Area (LGA) of Ku-Ring-Gai, in the suburb of Roseville.

3.2 Local character

While one or two storey houses are typical in the immediate area around the site, there is also significant medium density development.

The proximity of Roseville Station has encouraged the growth of residential flat buildings for a number of decades. These are up to six stories.

The images below show the typology of the residential flat buildings in the area.



Figure 4 Images of residential flat buildings in the immediate area (source: Forward-Thinking)



Figure 5 Residential apartment buildings in the area (source Woods Bagot)

There are also a number of new apartment buildings being built in the immediate area as these images show.



Figure 6 *New apartment buildings being built in the immediate area (source: Forward-Thinking)*

3.3 The wider area

Roseville is a suburb located on the upper North Shore of Sydney. It is situated approximately 12 kilometres north-west of the Sydney Central Business District.

Roseville is primarily a residential suburb with medium to low density housing. To the east, Roseville is bounded by the waterways of Middle Harbour and Moores Creek, and to the west it is bounded by the Lane Cove National Park.

Roseville is well-located for housing growth in terms of social infrastructure, including government services, such as transport, education and health. It also enjoys significant retail, commercial and recreational opportunities in the local area and in nearby Chatswood.

It must be noted that Roseville has some of the most expensive housing and rental accommodation in NSW, according to ABS data. This is explored in more detail in Chapter Five of this Report.

The social infrastructure analysis, which is a key element of an SIA, is described in Chapter Four.

3.4 Planning considerations

As a part of the TOD Program, the NSW Government analysed 305 transport stations within the Greater Sydney, Hunter, Central Coast and Illawarra regions to identify locations that have infrastructure capacity near

transport stations to support additional housing growth⁵, including Roseville station. The TOD Program comprises eight accelerated precincts and 37 Tier 2 precincts.

Development with a gross floor area (GFA) of at least 2,000sqm, within the TOD catchment, must provide at least two percent of GFA as Affordable Housing, to be managed by a registered Community Housing Provider (CHP) in perpetuity under the *Housing SEPP*. The Proponent has engaged HomeGround Real Estate as the CHP for this project.

The Proponent is providing additional GFA as Affordable Housing under the *Housing SEPP*. This will trigger bonuses for height and Floor Space Ratio (FSR). As required by the *Housing SEPP*, the additional Affordable Housing will be provided for at least 15 years and managed by a registered CHP.

Under section 154 of the *Housing SEPP*, Chapter 5, apartments are permitted, with development consent, in a 'relevant residential zone'. Both sites are zoned R2 Low Density Residential, which is defined as a relevant residential zone in the *Housing SEPP*. The provision of Affordable Housing is also proposed per Chapter 2 Part 2⁶. The *SEPP* requires the Affordable Housing component to be at least 10 percent GFA, and all the development to be carried out on land within 800m walking distance of a public entrance to a railway station.

The TOD *SEPP* applies a maximum building height of 22m and maximum FSR of 2.5:1 for residential flat buildings.

The residential development for the purpose of in-fill Affordable Housing for each site has an estimated development cost of more than \$75 million, and therefore is a State Significant Development under Schedule 1, Section 26A of the *State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP)*⁷.

3.5 Implications for the proposal

As clearly shown by the evidence above, the proposal would make a significant contribution to the broad strategic planning and housing intentions of the NSW Government.

Sydney's short supply of low-cost housing is creating an affordability crisis which is having significant adverse implications for the growth of the city.

As explored further in this Report, Roseville has some of the highest rental costs in Sydney.

Governments across Australia are introducing a range of strategies to build housing, boost supply and put downward pressure on housing costs. Nowhere is this problem more acute than Sydney. Creating affordable

⁵ NSW Government, Transport Oriented Development Program, <https://www.planning.nsw.gov.au/policy-and-legislation/housing/transport-oriented-development-program>

⁶ <https://www.planning.nsw.gov.au/policy-and-legislation/housing/housing-sepp>

⁷ Planning&co

housing for low- to moderate-income households helps to ease housing stress, and improve sustainability and liveability for the growing population of Sydney.

The TOD program has been a well-researched Government policy to determine areas that have the infrastructure capacity and proximity near transport hubs to support increased housing stock and Affordable Housing, including Roseville station.

This proposal will additionally provide additional GFA for affordable housing. This is a highly positive outcome for the area of Ku-ring-gai which has a higher level of housing unaffordability compared to other areas of Greater Sydney.

In an important factor for the social cohesion of the residents, the proposal has been developed to ensure equitable amenity and design outcomes between the market housing and the Affordable Housing component.

The site is exceptionally well located in terms of access to a myriad of both private and public services.

These include several public transport options, open space, health and education services and the full range of commercial and retail opportunities typical of a major centre. This is further explored in Chapter Four of this Report.

4 SOCIAL BASELINE

4.1 Introduction

Fundamental to a robust SIA is an understanding of the social locality in which the site is situated to determine the Social Baseline.

In social planning, social locality is not just a geographical boundary.

It refers to a location with shared social characteristics, including demographics, economic conditions, cultural norms, growth patterns and features, such as housing, public services and transport links.

The purpose of defining a social locality allows planners to understand how a proposal might affect the unique needs and dynamics of that community within a particular location.

This enables a more nuanced assessment of how a proposal will affect the community living there, including potential positive or negative impacts on social cohesion, access to services, quality of life, and social equity.

In this case, the social locality includes the immediate area, and examines the wider social locality including the regional centre of Chatswood, which provides a myriad of transport, economic, health, education and social services, and substantial private sector investment, of benefit to the future residents of the proposals.

4.2 Social locality

The social locality is shown in Figure 7.

It is bound by Grosvenor and Clanville Roads in the North, Lady Game Drive in the West, the A38 and Victoria Avenue in the South and Archbold Road and Penshurst Street in the East.

This area comprises just over 10,000 residential homes.

There are 2,878 businesses registered in this area.

Languages other than English spoken at home

The area exhibits a significantly higher prevalence of Mandarin, Cantonese, Korean, and Japanese speakers compared to state and national averages.

Mandarin and Cantonese usage at home, significantly exceeds state and national averages.

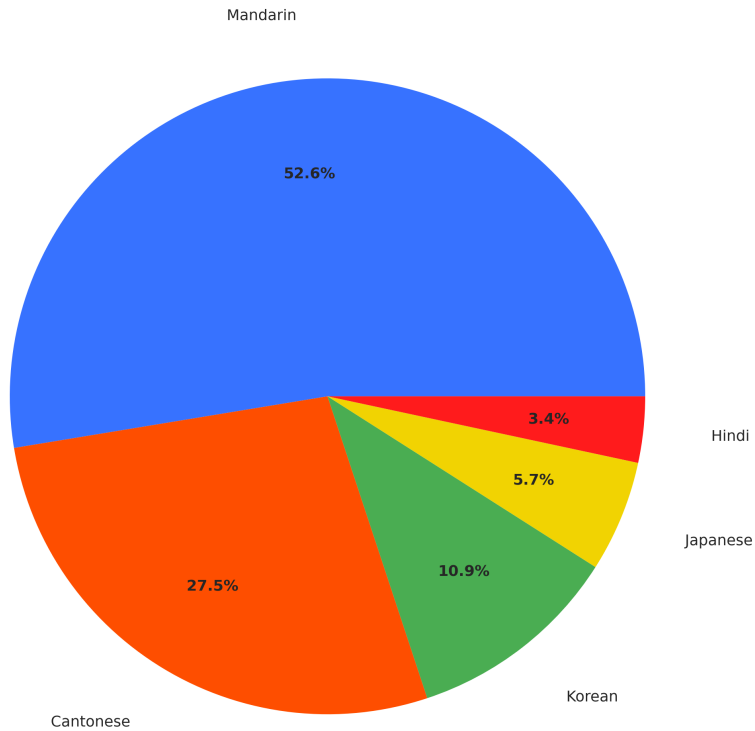


Figure 8 Languages other than English used at home

Levels of tertiary education

The area's high concentration of bachelor's degree holders (55.8 percent) significantly exceeds state (27.6 percent) and national (26.1 percent) averages, indicating a highly educated population.

This high education level likely correlates with higher income levels and demand for specialised services.

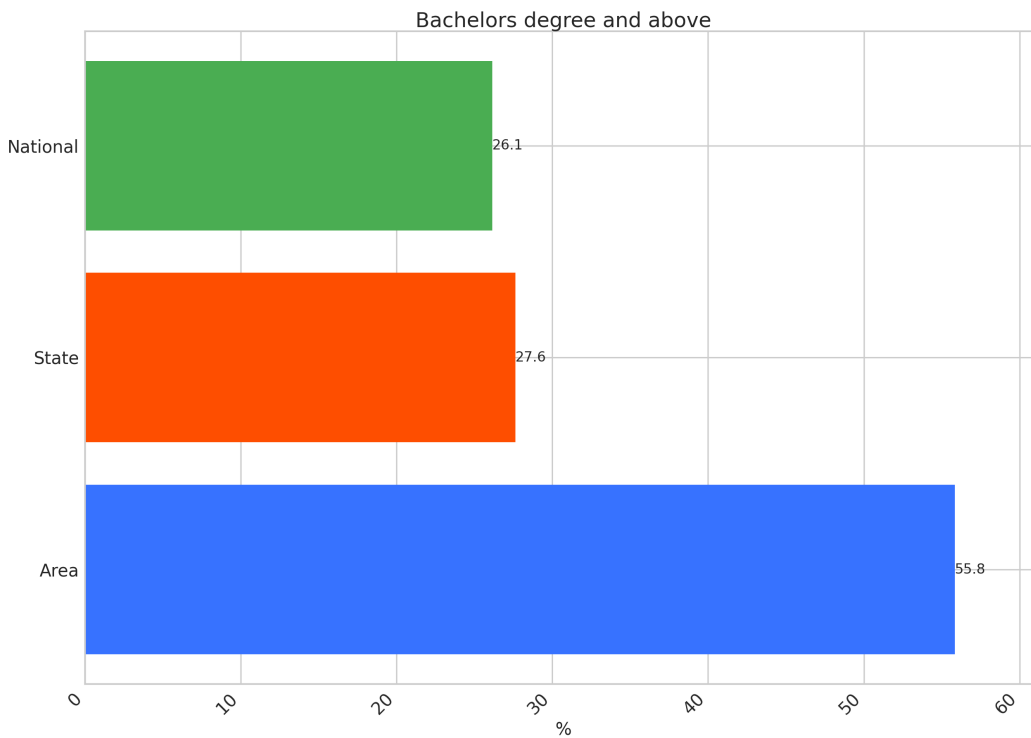


Figure 9 *Levels of tertiary education*

Housing and dwellings

The area's housing is characterised by a large proportion of apartments and rentals.

Apartment prevalence (61.5 percent) is significantly higher than state (21.6 percent) and national (14.1 percent) averages, indicating a dense urban environment.

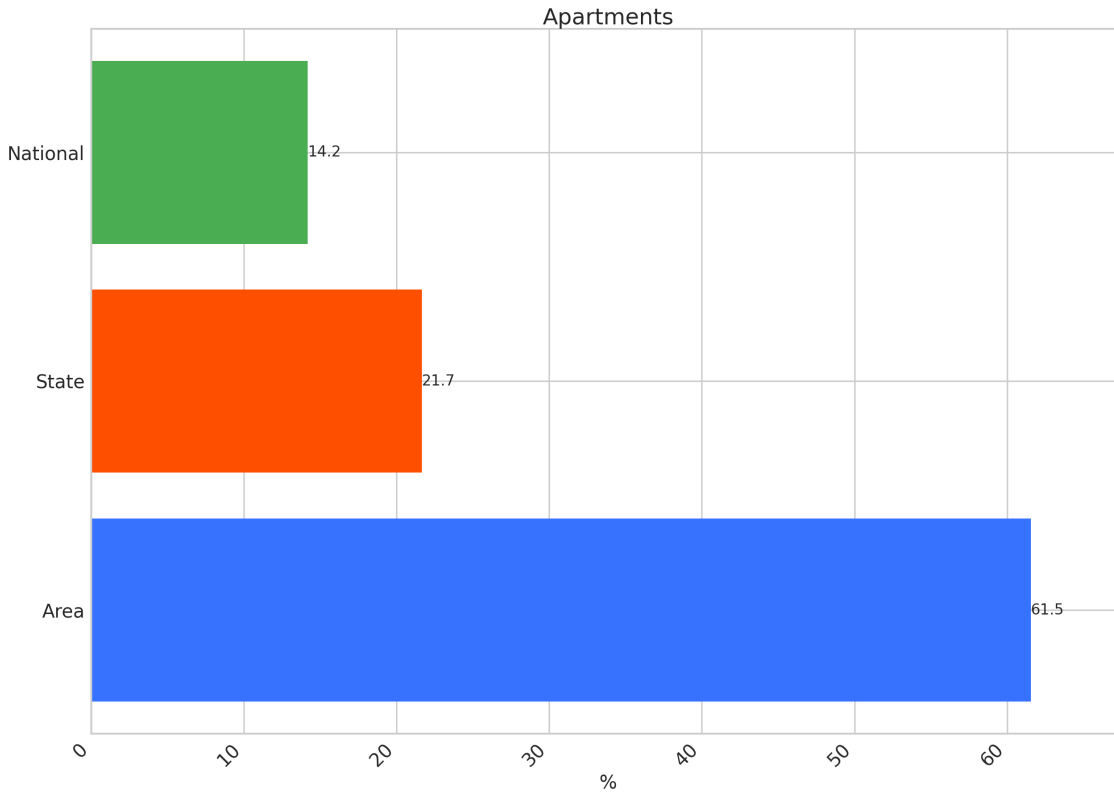


Figure 10 Housing types in the area

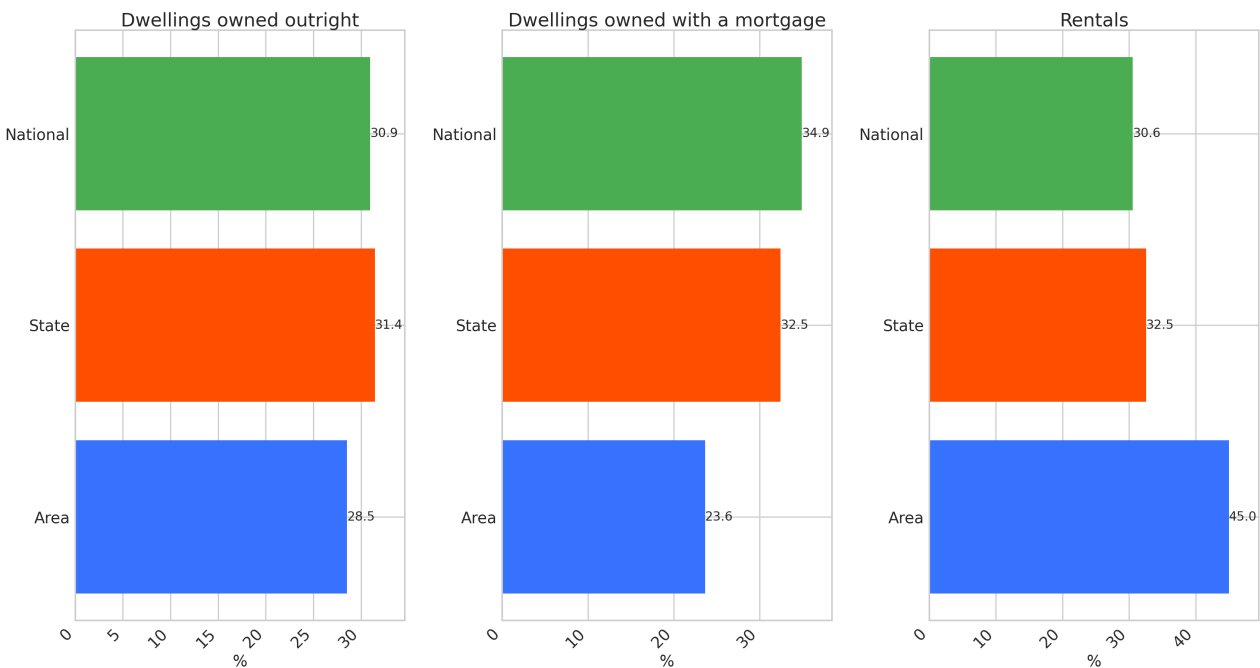


Figure 11 Dwelling ownership data

Employment and income

The area's household income significantly exceeds state and national averages.

The average household income in the area is \$2,628, as compared with the state (\$1,818) and Australia (\$1,735).

However, the area's unemployment rate (5.11 percent) is slightly higher than both the state (4.87 percent) and national (5.07 percent) averages.

There is a significantly higher proportion of professionals and managers in the area. Industries that are strongly represented are computer systems and banking.

The area exhibits a lower reliance on driving alone to work compared to state and national averages, coupled with higher rates of walking and train usage, typical of areas with high-density living.

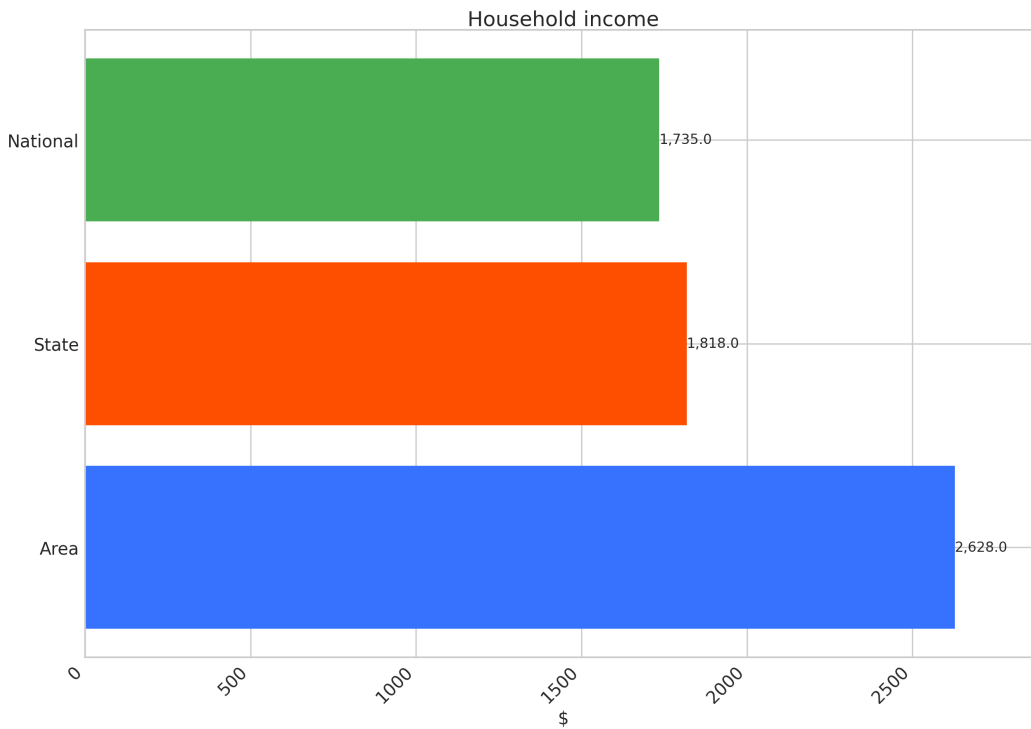


Figure 12 Household income in the area compared with state and national averages

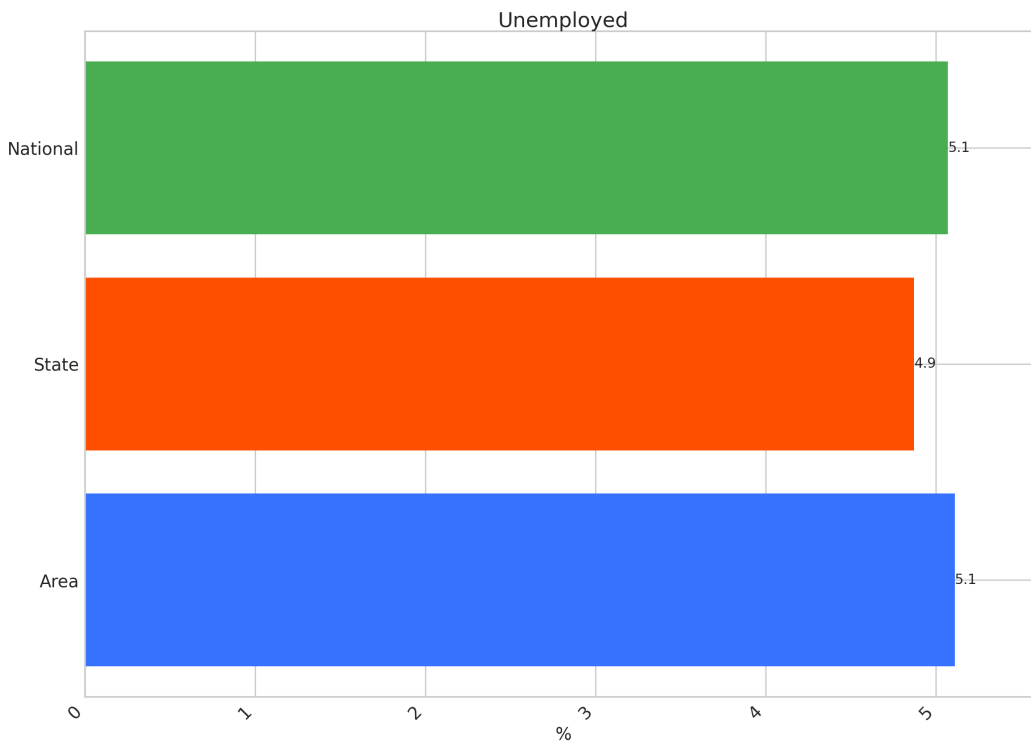


Figure 13 The area’s unemployment rate compared with state and national figures

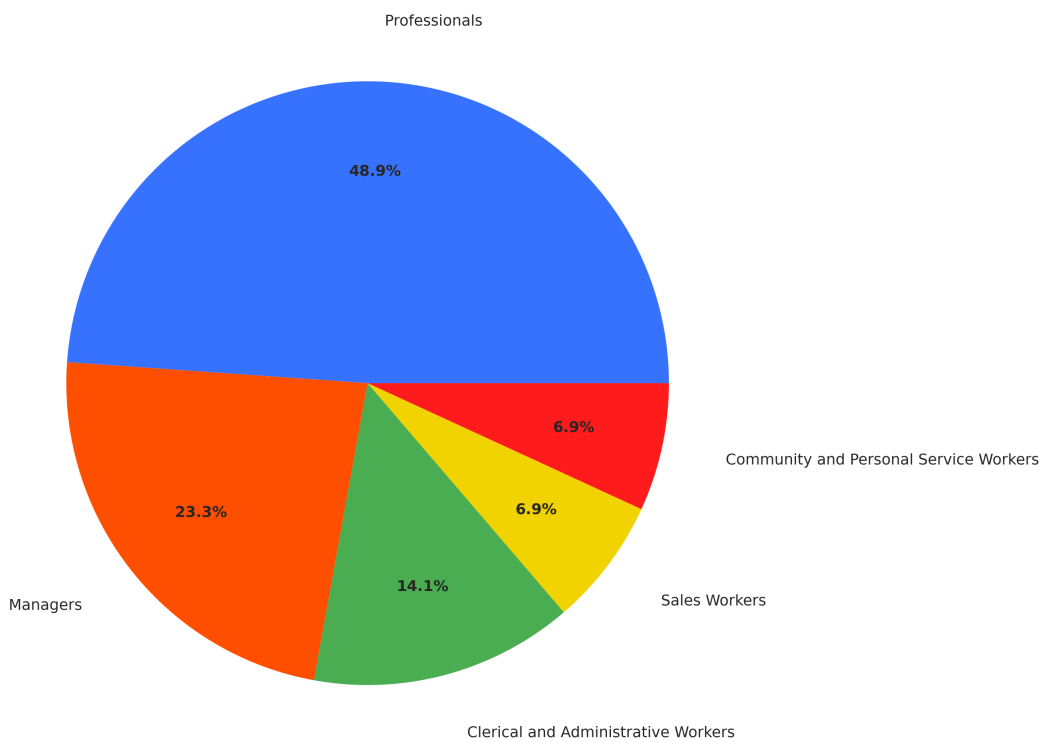


Figure 14 Occupation data

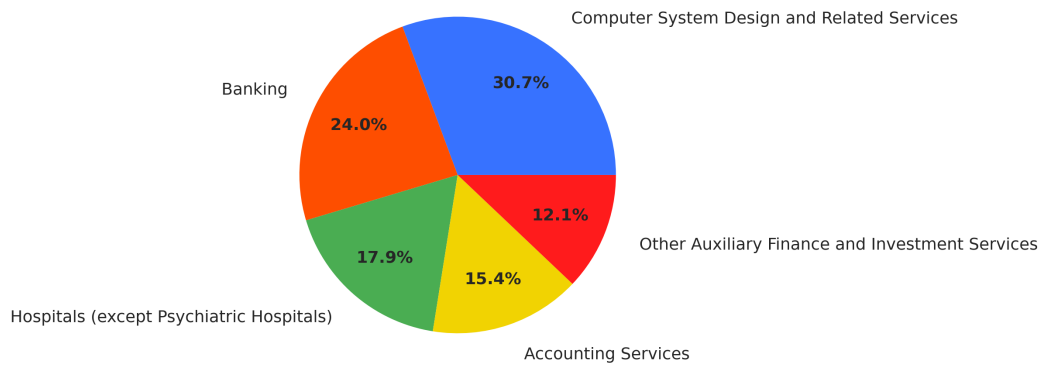


Figure 15 Industry of employment

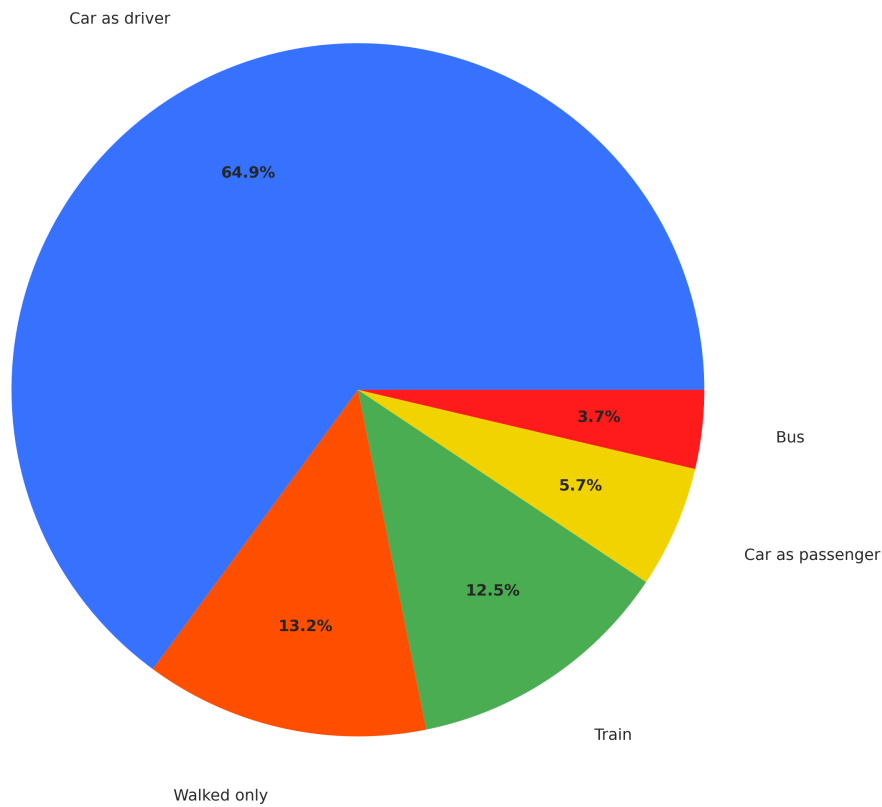


Figure 16 Travel to work data

Indigenous population

The area's Indigenous population aligns with the state average but is significantly lower than the national average. The area's Indigenous population is 0.15 percent matching the state average of 0.1 percent. This is significantly lower than the national average of 3.18 percent.

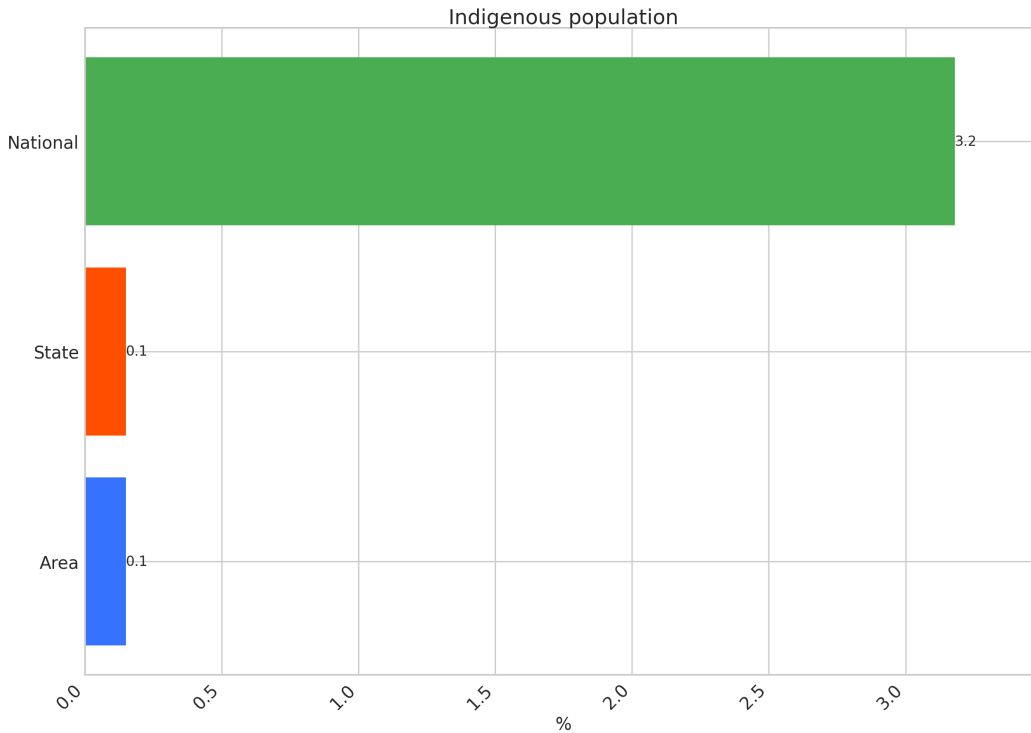


Figure 17 The area's indigenous population compared with state and national data

4.4 Social Infrastructure Analysis

Roseville is well-located for housing growth in terms of social infrastructure, including government services, such as transport, education, and health.

The Roseville/Chatswood area enjoys some of the best public services, and employment and commercial opportunities in NSW.

Roseville Village

In the immediate locality, Roseville Rail Station and bus stops are located within 400m of the two sites.

Additionally, the Roseville retail area provides a range of convenience shops, services and recreation opportunities, such as Roseville cinema and several diverse cuisine restaurants.

The images below show a number of these opportunities in Roseville village.



Figure 18 Roseville Village (source: Forward thinking)

Public Transport

The site is well serviced by all forms of public transport, except ferries. Roseville Station provides a direct link to the major transport hub of Chatswood, where there is a connection to the Metro System, and to the heavy rail system to the city, where connections can be easily reached to other parts of Sydney.

Roseville Railway Station operates on the T1 North Shore Line operating between City to Berowra via Gordon, and the T9 Northern Line operating between Gordon to Hornsby via City.

In addition to the rail services, a bus interchange is available outside Roseville Railway Station, which services the 558, 565, and N90 bus services. There are approximately 130 bus services per day traversing the road network within the vicinity of the site on weekdays, reducing to approximately 64 bus services per day on Saturdays and approximately 65 bus services per day on Sundays and Public Holidays.

The following Transport for NSW map shows the extent of bus and rail connections in the local area.



Figure 19 Public Transport connections around the two sites (source: TfNSW)

Health

The Roseville/Chatswood area is well serviced with community, primary and tertiary health services. One of the state’s leading tertiary referral hospitals, Royal North Shore Hospital is just over five kilometres away and within easy reach by train, bus or car.

Additionally, there are a myriad of community health centres, GP clinics, specialised medical centres and a range of allied health, dental and other services in the wider locality.

Education

The locality is well-served by education institutions. Macquarie University is nine kilometres from the sites. The Universities of Sydney, NSW and Western Sydney are on direct train and bus routes.

The map below shows the number of pre-/primary and high schools in the area. They include public, private and religious schools.

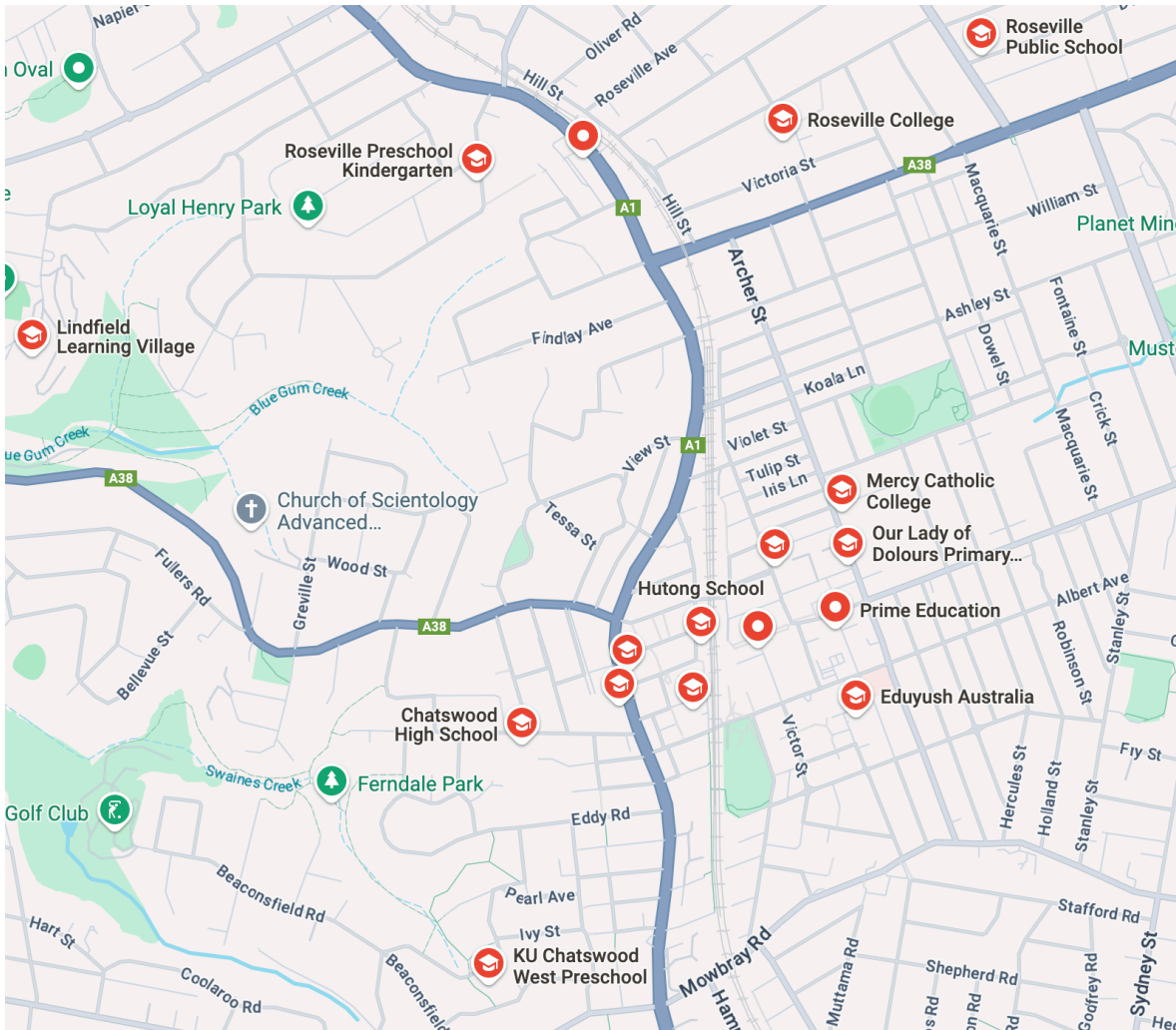


Figure 20 Pre-/primary and high schools in the locality (source: NSW Government)

Public Open Space

The site is within close proximity to two major areas of open space in the social locality. The site is about 300 metres from the Blue Gum Reserve which is about 17 hectares in area. The Hotham Reserve is an 11 minute walk from the site.

Blue Gum Reserve offers walking tracks and BBQs, along with historical features from the old Chatswood Rifle Range, including target walls and shooting mounds. The reserve also has specific off-leash areas for dogs, but dogs are not permitted off-leash in the bushland areas, only on designated tracks.

Hotham Street Reserve has a picnic area with tables, a park bench, a playground with an embankment, slide and swings, and landscaped gardens.

The Ku-Ring-Gai council Open space and Recreation Needs Study⁸ demonstrates there is a significant provision of open space in the LGA. With a total provision of 3,170ha. of public open space, or 25.5ha. per 1,000 people, the Ku-ring-gai LGA has an overall high provision of public open space for recreation. This provision is well above the established benchmark of 3ha. per 1,000 people (Benchmark source, City of Parramatta Community Infrastructure strategy 2020).

The study identified that the primary limitation for Council in addressing the recreation and open space needs of the community is the 'limited availability, constrained ownership and extremely high cost of land that is suitable for the provision of new open space and recreation facilities'⁹. However, new approaches to the provision of open space and recreation facilities would help to address this limitation. This could include: 'flexible and multipurpose design; new recreation facilities in podiums or on rooftops; re-imagining streets as shared spaces for walking, playing and cycling; and connecting up the open space network with recreational links'¹⁰.

While there is below-benchmark provision of parks with play facilities in Ku-ring-gai LGA, there are 55 sportsfields across the Ku-Ring-Gai LGA (above the benchmarked demand of 25), and utilisation data indicates that Council's natural turf fields are operating below capacity.

While benchmarked supply will continue to meet demand by 2041, sports are still in high demand by sporting groups. Ninety-five percent of sporting stakeholders consulted indicated they rely on Council facilities to meet their sporting needs. There are also women's sports and emerging sports (pickleball, paddle ball) that do not have equitable access to sportsfields¹¹.

Childcare and Early Learning Centres

According to desktop research by Forward Thinking and the Care For Kids child care resource website ¹²six out of the six childcare and early learning centres in Roseville (postcode 2069) have vacancies. The centres report that the rate of vacancy depends on age and days of the week. They report that there are fewer vacancies for infants in the 0 to two age group, than the older groups, but overall, there is capacity for new residents.

In Roseville alone, there are the six childcare and early learning centres:

- Roseville Child Care Centre (Explore and Develop)
- A Bright Beginning
- BlueBird Early Education

⁸ <https://www.krg.nsw.gov.au/files/assets/public/v/1/hptrim/information-management-publications-public-website-ku-ring-gai-council-website-urban-planning-and-policies/ku-ring-gai-recreation-needs-study-draft-for-council-adoption-final.pdf>

⁹ Ibid p.4

¹⁰ Ibid,p.4

¹¹ Ibid, p.6

¹² <https://www.careforkids.com.au/child-care-centre/roseville/2069> - Care for Kids is a resource for parents across Australia needing information about child care, early learning and other services for their children and infants.

- Guardian Childcare and Education
- KU The Chase
- Bright Little Stars

Desktop research into childcare and early learning vacancies in Roseville

Thomas Carlyle Children's centre	818 Pacific Hwy Gordon 9424 0326	There are some vacancies – depends on the day – and the age group.
Ku-Ring-Gai Kindergarten	162 Kissing Point Road Turramurra 9144 3742	Vacancy rate very low at her place because she is attached to a school – but plenty of spaces in the local area. “Childcare everywhere” and all have vacancies. When the law changed it became a free for all – you don’t have to buy an existing service, you can build with a DA. 50 in St Ives area alone. And there are big centres opening now. Not quite the same 0to2 – because of needing more space for cots for babies but plenty of vacancies 2-3.
Ku-Ring-Gai Family Day Care Scheme	818 Pacific Hwy Gordon 9424 0834	No response.
Roseville Child Care Centre	388 Eastern Valley Way, Roseville 9417 0927	Email roseville@exploreanddevelop.com.au Emailed 21 August. No response.
A Bright Beginning	2A Addison Roseville 8901 4855	A few vacancies for all levels. Quite full nursery – 0-1. Older ones depending on days.
Roseville Kindergarten	15 Shirley Road	No response.
Bright Little Stars on Haig	15 Haig Street, Chatswood	A few vacancies for all levels.
BlueBird Early Education	28 Barcoo Street	No response.

4.5 Implications for the proposal

Locating new homes near planned and existing public transport, other government services and private investment is a fundamental success factor for any housing strategy. This is a well-understood model of urban

growth that is commonly referred to as 'transport-oriented development', and it has been a key feature of strategic planning in NSW and around the world for many years.

Transport oriented development means that more people will be able to live within walking distance of supermarkets, restaurants and open spaces, and be near public transport to get them where they need to go¹³.

This style of development also helps improve the growth pattern of cities by reducing urban sprawl.

The NSW Government has summarised the benefits of this policy by emphasising the city shaping effects of TODs:

The changes will increase the capacity for more well-located homes, close to jobs and in places where people want to live.

Existing community members will benefit from improved access to transport options such as new metro stations, walkable neighbourhoods, a great mix of housing choices, public open space, a vibrant nightlife, and other new amenities and services.

By taking this approach, we can address the housing challenges in a way that makes the most sense. Transport-oriented development represents density done well. It reduces the need for lengthy and expensive daily commutes, alleviates the financial burden on households and curbs traffic congestion. This leads to an improved quality of life for residents.

This kind of development can also help reduce the impacts of climate change, promote active transport like cycling and walking and lead to healthier lifestyles.

This proposal is taking advantage of an area which enjoys significant social infrastructure, in the form of public transport, health, education and other services, and mature private sector investment. This includes vacancies at childcare and early learning centres both near the site and in the LGA.

Research has also confirmed there is a high level of natural, open space for new residents to easily access and enjoy in the LGA. There is a reported lacking in some open space recreational facilities but Council has the opportunity to implement the recommendations of the Open space and Recreation Needs Study¹⁴.

New and low-cost housing is a highly appropriate urban outcome in this area. The new population will also help create a new vibrancy in the local area and associated economic boost to the local village.

¹³ Transport oriented Development Program, NSW Government, December 2023, <https://www.planning.nsw.gov.au/sites/default/files/2023-12/transport-oriented-development-program.pdf>

¹⁴ <https://www.krg.nsw.gov.au/files/assets/public/v/1/hptrim/information-management-publications-public-website-ku-ring-gai-council-website-urban-planning-and-policies/ku-ring-gai-recreation-needs-study-draft-for-council-adoption-final.pdf>

5 TRANSPORT ORIENTED DEVELOPMENT AND AFFORDABLE HOUSING

5.1 An overview of housing stress in NSW

Access to good quality, affordable housing is fundamental to wellbeing. It can help reduce poverty and enhance equality of opportunity, social inclusion and mobility. Affordability is important both for Australians wanting to buy a home and for those renting. Many factors influence the supply, demand and cost of housing across the country, including Australia's growing and ageing population and government policies¹⁵

Sydney is experiencing a housing affordability issue that is creating significant adverse effects on the development of the city.

Housing is generally considered to be 'affordable' when very low to moderate-income households can meet their housing costs and still have sufficient income to pay for other basic needs such as food, clothing, transport, medical care, and education. This is generally accepted to be where such households pay less than 30 percent of their gross household income on housing costs¹⁶.

At the 2021 Census, in NSW about 59 percent of very low to moderate income rental households in NSW were in housing stress. This is over 480,000 households¹⁷. Between the June quarter 2022 and the June quarter 2023, median rents for units in the Greater Sydney Metropolitan Region increased by 25 percent, from \$520 per week to \$650 per week. Over the same period, according to the ABS, the wage price index in NSW increased by just 3.4¹⁸.

In Sydney, demand for affordable housing far exceeds supply. This means private rents will likely continue to climb, pricing very low to moderate-income households out of the market.

There are increasing numbers of households relying on the rental market and a decline in the number of private rental properties which are affordable to lower-income households¹⁹.

5.2 Housing costs in Roseville

According to the most recent ABS Census data, the median rent in Roseville is significantly higher than for both NSW and Australia²⁰.

¹⁵ Australian Institute of Health and Welfare, 2019, Housing Affordability

¹⁶ Communities and Justice; About Affordable Rental Housing;

<https://www.facs.nsw.gov.au/providers/housing/affordable/about/chapters/why-do-we-need-to-be-concerned-about-housing-affordability>

¹⁷ Ibid

¹⁸ Ibid

¹⁹ Ibid

²⁰ ABS QuickStats <https://www.abs.gov.au/census/find-census-data/quickstats/2021/SAL13426>

Additionally, there are more households where rent payments are less than or equal to 30 percent of housing income, as compared with households with rent payments greater than 30 percent of household income. Thirty percent of household income is regarded as the threshold for determining rental stress.

• **Rental weekly payments in Roseville as compared with NSW and Australia**

Rent weekly payments <i>Occupied private dwellings (excl. visitor only and other non-classifiable households) being rented</i>	Roseville	%	New South Wales	%	Australia	%
Median rent (a)	600	N/A	420	N/A	375	N/A
Renter households where rent payments are less than or equal to 30% of household income (b)	530	59.4	529,731	56.1	1,667,080	58.7
Renter households with rent payments greater than 30% of household income (b)	278	31.1	335,404	35.5	915,317	32.2
Unable to determine (c)	86	9.6	79,448	8.4	259,992	9.1

The real estate industry provides further insights into housing data in Roseville²¹:

- The median rental price for 1-bedroom units is around \$630 per week, while 2-bedroom units are around \$800 per week, and 3-bedroom units are around \$1,150 per week.
- The median rent for houses in Roseville is around \$1,395 per week.
- Rental demand for houses in Roseville has increased by 13 percent in the past 12 months.

5.3 Economic impacts of high housing costs

The TOD Program was the subject of a NSW Parliamentary Inquiry in 2024. The Report, *Development of the Transport Oriented Development Program, NSW Parliament*, was released in October 2024. The Committee heard evidence from several witnesses about the adverse economic impacts of the housing crisis in NSW.

The Chair of the Committee for Sydney, Eamon Waterford, described housing in Sydney in as 'chronically, exquisitely and globally unaffordable'. When describing the impact of unaffordable housing in Sydney, Mr Waterford stated, that according to analysis undertaken by the Committee for Sydney, Sydney is losing 'over \$10 billion every year in lost productivity, lost talent and lost innovation as a result of our high housing costs'²².

Mr Mustafa Agha, from Business NSW, told the committee that businesses have consistently stressed that their local communities are struggling with housing affordability. Mr Agha said that a lack of housing affordability was one of the 'biggest reasons driving skill shortages' in regional New South Wales, stating that: *'We've all heard about the cleaners who have to traverse the city for a job and the teachers who are living further away than ever from their schools. This is not what a strong, functioning economy has'*²³.

²¹ Realestate.com.au

²² NSW Parliament, *Development of the Transport Oriented Development Program, NSW Parliament, October 2024*

²³ *ibid*

With regard to the availability of social and affordable housing in Sydney, the committee heard that only four per cent of current housing stock is dedicated social and affordable housing. This is compared to the following approximate percentages of social and affordable housing stock in other major international cities:

- Twenty per cent in London
- Thirty per cent in Hong Kong
- Eighty per cent in Singapore²⁴.

5.4 Government action to address housing stress

The newly established Accord of Commonwealth and State Governments had an initial target agreed by all parties to build one million new, well-located homes over five years from mid-2024²⁵. The Commonwealth and states and territories agreed to update this target at the National Cabinet in August 2023 to 1.2 million homes over five years from mid-2024.

National Cabinet also endorsed the Commonwealth providing \$3.5 billion in payments to state, territory, and local governments to support the delivery of new homes towards this target.

The Accord is one component of the government's broader housing agenda which also includes significant funding for social and affordable housing and additional support for renters and homebuyers.

As part of the Accord, the Commonwealth has committed \$350 million over five years from 2024-25 to support the delivery of 10,000 affordable homes. State and territory governments have agreed to build on this commitment to support delivery of up to an additional 10,000 affordable homes.

This enables the delivery of a combined total of up to 20,000 affordable homes under the Accord.

The NSW Government has responded to housing stress with two key policies:

- The Transport Oriented Development (TOD) program
- Affordable Housing initiatives under the *Housing SEPP*.

5.5 NSW Government response to housing shortage

As well as introducing initiatives to accelerate planning approval for residential dwellings, the NSW Government has made significant investment in social housing and introduced a range of initiatives aimed at delivering more social and affordable housing and introduced a new housing model known as Build-to-Rent.

²⁴ ibid

²⁵ National Housing Accord; Treasury; <https://treasury.gov.au/policy-topics/housing/accord>

The NSW Government is making its largest-ever investment in social housing and homelessness with the \$6.6 billion Building Homes for NSW package, announced in the 2024–25 NSW Budget²⁶.

The Building Homes program includes the construction of 8,400 new public homes, with priority being given to women and children fleeing violence. The program will deliver more than 21,000 affordable and market homes on underutilised government land. The program will also deliver affordable rental homes for key workers, with the aim of facilitating of enabling them to live where they work²⁷.

Planning reforms like the in-fill Affordable Housing pathway offer incentives like floor space and height bonuses to encourage developers to include affordable units in their projects.

5.6 Transport Oriented Development

The NSW Government's Transport Oriented Development (TOD) planning reforms are estimated to deliver more than 170,000 well-located, high quality homes throughout the Sydney, Illawarra, Hunter and Central Coast regions.

The first stage of the TOD planning reforms was delivered in April 2024. The *TOD State Environmental Planning Policy (SEPP)* identified 31 rail stations across 13 local government areas around which new housing is to be located within 400m. Roseville was one of the selected stations.

The objectives of the program are to:

- Increase housing supply in well-located areas
- Enable a variety of land uses (residential, commercial, recreational) within walking distance of train and metro stations
- Deliver housing that is supported by attractive public spaces, vibrancy, and community amenity
- Increase the amount of affordable housing in these locations²⁸.

Following consultation, the Government introduced a range of planning controls to ensure quality developments:

- **Permissibility** – Allowing residential flat buildings in residential zones and local centre zones, along with shop top housing in local and commercial zones.
- **Floor space ratio (FSR)** – A maximum FSR of 2.5:1 has been set. This allows for buildings of up to six storeys while providing for landscaping, setback, privacy and open space standards to be met.

²⁶ NSW Government; Building Homes for NSW; nsw.gov.au/departments-and-agencies/homes-nsw/building-homes-for-nsw

²⁷ *ibid*

²⁸ Transport oriented Development Program, NSW Government, December 2023, <https://www.planning.nsw.gov.au/sites/default/files/2023-12/transport-oriented-development-program.pdf>

- **Building Height** – A 22m height for residential flat buildings to maintain design standards and a maximum building of 24m for buildings containing shop top housing, to accommodate commercial ceiling height.
- **Lot size and width** – Introduction of a minimum lot width of 21m and no minimum lot size.
- **Street frontages** – The inclusion of a clause which applies to local and commercial centres to consider active street frontages of buildings at the ground floor.
- **Heritage** – Applications involving heritage considerations will continue to be lodged with and assessed by councils. Councils are well placed to assess applications that might involve the removal of a non-contributory building to the heritage value of that area. Any new development needs to improve and enhance the heritage values of those locations.
- **Affordable Housing** – At least two percent mandatory affordable housing contribution, delivered onsite and in perpetuity for developments with a minimum Gross Floor Area of 2,000sqm, managed by a Community Housing Provider. The rate will increase over time and will reflect market conditions.
- **Apartment Design Guide (ADG)** – The ADG will continue to be the principal guiding document for apartment development, including TOD developments²⁹.

5.7 Affordable Housing

The NSW Government's recent Affordable Housing initiatives focus on providing incentives for private developers through a floor space ratio (FSR) and height bonus for projects which include dedicated Affordable Housing.

A developer can receive a height and density bonus of up to 30 percent for providing at least 10-15 percent of the gross floor area (GFA) as Affordable Housing to be managed by a Community Housing Provider (CHP) for 15 years, under the State Environmental Planning Policy (Housing SEPP)³⁰. This policy encourages the delivery of Affordable Housing by allowing for additional floor space and building height. The bonus is proportional to the Affordable Housing component and is only applied to a development in appropriate locations, with significant amenity.

While the primary incentive for developers under the Housing SEPP is bonus floor space ratio (FSR) and increased development scale on projects that include a dedicated component of affordable housing, an additional incentive is to limit the period the apartments have to be offered as Affordable Housing to 15 years. The public policy behind this opportunity is to help resolve the immediate housing crisis in NSW and

²⁹ <https://www.planning.nsw.gov.au/news/planning-changes-begin-today-deliver-homes-nsw-needs>

³⁰ <https://legislation.nsw.gov.au/view/html/inforce/current/epi-2021-0714#ch.2-pt.2-div.1>

ensure developers have strong incentives in the current period.

As described in 5.4 and 5.5, the Federal and State Government current policies to resolve the housing crisis is unprecedented. It is anticipated the current actions will lead to a sustainable supply of affordable housing in decades to come and the loss some affordable housing units in 15 years or so will not significantly reduce the supply of Affordable Housing in Sydney.

Affordable Housing programs are tailored to specific areas, incorporating local needs, market conditions, and planning guidelines to ensure they are relevant to the local context and demographics. The specific rules for determining affordability, eligibility, and the way these programs are applied can differ significantly between councils and regions.

Providing around 17 percent GFA for Affordable Housing is a highly positive outcome in Ku-ring-gai which has a higher level of housing unaffordability compared to other areas of Greater Sydney. Demographic evidence has indicated that there are above average education levels in the wider locality, and above average professional and managerial employment levels. The Affordable Housing component in this project will enable low to medium income key workers, such as nurses, teachers and police, to live in the area. Those on marginal or very low incomes would be eligible for social housing.

While the NSW Government delivers affordable rental housing through community housing providers, affordable rental housing can also be funded and delivered by local government, private developers, or not-for-profit organisations. Recognising affordable housing as essential social infrastructure, in communities near employment and educational opportunities, can support wellbeing, inclusivity and economic sustainability.

Under the Housing SEPP, Affordable Housing includes:

- In-fill housing
- Boarding houses, including boarding houses managed by the NSW Land and Housing Corporation
- Supportive accommodation
- Residential flat building carried out by social housing providers, public authorities, and joint ventures.

The affordable housing pathway for the proposed development at Roseville is in-fill housing.

Impacts of Affordable Housing

The introduction of Affordable Housing into a community often generates opposition from local residents. Although that trend is not strongly evident in the Roseville local community. The majority of participants at two community drop-in sessions for this proposal were in favour of the Affordable Housing component of the project, and a number of people commented that there should be more affordable housing as part of the proposal. Further details of the community engagement are in Chapter Six of this Report.

A series of studies in the USA and Australia have found that objector concerns about planned affordable housing development tend to centre on three sets of issues³¹.

- The potential impacts on crime and safety, property values and other valued aspects or features of the host neighbourhood
- The characteristics and behaviours of prospective residents
- The physical form (bulk, style, density) of the proposed development, its ongoing maintenance and the process for planning assessment.

A series of studies in the USA have found that the impacts of affordable housing development on property values can be positive, neutral or negative, depending in large part on the specific characteristics of the development, its residents and the location³². For example, Nguyen (2005) states that affordable housing development can lower property values, however, she also argues that the likelihood of negative property values impacts will depend much on project design, management, and location; negative impacts are most likely where the quality, design, and management of the development are poor, where it is located in a rundown and disadvantaged area, and where affordable housing residents are clustered.

Davidson et al (2016) conducted a doorstep survey with 141 householders in areas of Parramatta LGA where there had been opposition to controversial affordable housing developments proposed in the study period and where those developments had since been completed and occupied³³. Ninety-eight of these respondents (73 percent) had noticed little or no effect because of the development, 30 (22 percent) had noticed negative effects and seven (5 percent) had noticed positive effects.

Of the 30 respondents who had noticed negative effects, 29 identified one or more specific effects of the development on their local area. These negative effects related to increases in various antisocial behaviours (55 percent of the respondents noticing negative effects), traffic and/or parking problems (48 percent), crime and safety (45 percent), noise (34 percent), the visual appearance of the area (17 percent), privacy and overlooking (10 percent) and property values (10 percent). Other than this overall finding that there had been negative effects for just a minority of survey participants, there were few clear patterns apparent in the data.

Apart from crime and traffic, the perceived negative impacts of affordable housing development identified by doorstep survey participants were localised in nature; antisocial behaviour, parking, privacy and overlooking, visual effects, and noise are all geographically contained. In terms of thinking about how to

³¹ Davidson et al, 2016, The impacts of affordable housing development on host neighbourhoods: two Australian case studies

³² ibid

³³ ibid

reduce the perceived negative impacts of affordable housing development, these findings demand a focus on the likely effects for those neighbours living closest to development sites.

Successful features of Affordable Housing projects

As well as project scale and design, the research suggests that there are several ways a proponent can mitigate negative impacts. Problems with noise and antisocial behaviour, are primarily management issues. Community Housing Providers must provide accessible points of contact for neighbours experiencing problems with affordable housing residents and be responsive to neighbour concerns ³⁴.

Research by Wiesel et al (2012), through the Australian Housing and Urban Research Institute, examined the trade-offs made by contemporary Australian affordable housing providers in order to achieve viable, sustainable projects and deliver the best outcomes for tenants ³⁵.

This research suggests that not-for-profit housing providers face the challenge of meeting a broad range of social, environmental and financial objectives in developing affordable housing projects, and that successful features of affordable housing projects examined include:

- Affordable and secure tenancies for a mix of low- and moderate-income households
- High amenity locations
- Well-designed and comfortable homes and buildings
- Incorporation of active energy efficiency features that result in reduced energy bills for residents and improved environmental sustainability.

Dwelling design

The architecture and urban design of affordable housing projects can greatly influence the standards of residential amenity enjoyed by both residents and their neighbours³⁶.

Decisions made about the height, orientation, and setbacks of new buildings, as well as the separation between them, are of fundamental importance, particularly for multi-unit and medium or high-density projects³⁷.

In this respect, the positioning and design of new buildings should seek to respond to the scale and form of surrounding areas, minimise overshadowing, protect visual and acoustic privacy, and allow for cross ventilation and maximum access to daylight, for instance through the orientation of buildings to promote and guide prevailing breezes, and for optimisation of northern aspect.

³⁴ ibid

³⁵ Wiesel I. et al. (2012) Developing sustainable affordable housing: a project level analysis, AHURI Final Report No.183. Melbourne: Australian Housing and Urban Research Institute.

³⁶ ibid

³⁷ ibid

The provision of communal areas and spaces can increase the frequency and quality of social interaction, promoting community participation at the level of both buildings and neighbourhoods.

Tenant management and participation and social inclusion

Most of the managers of affordable housing in Australia are registered Community Housing Providers, with specific skills and experience in tenancy management for affordable housing. The Roseville proposals will be managed by a CHP, HomeGround Real Estate Sydney. HomeGround is a registered social enterprise, with a mission to ease housing affordability issues for people across Sydney.

An experienced CHP will introduce effective management strategies to create a positive experience for the residents of both the market housing and Affordable Housing. This will include ongoing engagement processes, decision-making that involves resident participation and social and cultural activities to promote social cohesion.

5.8 Implications for the proposal

Roseville is one of the most expensive rental markets in Australia. According to the real estate industry, the median rental price for 1-bedroom units is around \$630 per week, while 2-bedroom units are around \$800 per week, and 3-bedroom units are around \$1,150 per week.

The Roseville project will deliver two percent of GFA for Affordable Housing, to be managed by a registered Community Housing Provider in perpetuity under the Housing SEPP. The development will also provide an additional 15 percent of GFA as Affordable Housing which will be provided for at least 15 years and managed by a registered community housing provider. This will attract development bonuses for height and FSR.

Affordable Housing strategies should be tailored to the social locality of the project. Providing around 17 percent GFA for Affordable Housing is a highly positive outcome in Ku-ring-gai which has a higher level of housing unaffordability compared to other areas of Greater Sydney. Demographic evidence has indicated that there are above average education levels in the wider locality, and above average professional and managerial employment levels. The Affordable Housing component in this project will enable low to medium income key workers, such as nurses, teachers and police, to live in the area. Those on marginal or very low incomes would be eligible for social housing.

It is critically important that Affordable Housing is delivered in places of good amenity, with close access to government services and private sector investment. As discussed above, Roseville and nearby Chatswood comprise one of the most activated and well-serviced centres in Sydney. The location is ideal for good quality Affordable Housing.

The design of the Roseville proposal is intended to ensure that good quality design and amenity are available for all residents, regardless of their ownership status. The design will provide a range of housing sizes, suitable

for a diverse community. Embedded in the design will be areas of communal and open space to promote social cohesion.

One of the roles of the CHP will be to develop and implement strategies to help build positive relationships among all residents. Tenants will be actively encouraged to participate in decision-making about their home.

While Affordable Housing development proposals can raise concerns from the local community, research shows that these concerns are usually not substantiated once developments are built and this appears not to be a major issue in the immediate locality.

Research suggests that many of the perceived impacts of affordable housing will depend on project design, management, and negative impacts are most likely where design and management are poor, where it is located in a rundown and disadvantaged area, and where affordable housing residents are clustered.

Impacts include antisocial behaviour, parking, privacy, overlooking, visual effects, and noise. These potential impacts can be mitigated, as further outlined in Chapter Seven of this Report.

Project scale, planning and design, professional and innovative asset and tenancy management, accessible open and communal spaces, social inclusion and tenant participation are all important considerations and success factors for affordable housing projects and should be considered as 'principles' through current and future stages of the proposal.

The significant employment opportunities described above that are available to the Roseville/Chatswood community will attract a strong market for this proposal. It is critical that Government continues to provide opportunities for the private sector to deliver housing for Sydney's all-important workforce.

6 COMMUNITY AND STAKEHOLDER ENGAGEMENT

6.1 Purpose

The Proponent engaged Notting Hill Advisory to design, implement and report on the community and stakeholder engagement. Forward-Thinking attended the community information sessions, further described below, and interviewed community members to ascertain the issues that inform this Report and the SIA assessment.

A full report of this engagement, *the Larkin Street Community Engagement Report/ Pockley Avenue Community Engagement Report*, is part of the EIS documents supporting this proposal.

The purpose of the community and stakeholder engagement was to fulfil the requirements of the Secretary's Environmental Assessment Requirements (SEARs), including how the engagement was consistent with the DPHI's Engagement Guidelines for State Significant Projects.

The SEARs also required the Proponent to detail how issues raised, and feedback provided, have been considered and responded to in the project.

In particular, the Proponent must consult with:

- The relevant Department assessment team.
- Any relevant local councils.
- Any relevant agencies.
- The community.
- If the development would have required an approval or authorisation under another Act but for the application of s 4.41 of the EP&A Act or requires an approval or authorisation under another Act to be applied consistently by s 4.42 of the EP&A Act, the agency relevant to that approval or authorisation.

Notting Hill Advisory further applied the following objectives to the engagement:

- To gauge the community's understanding about the Proposal and address their concerns
- Share information about the Proposal with the community
- Ensure an open and transparent engagement process, providing meaningful opportunities for community input and two-way communication
- Offer accessible participation options that cater to the diverse needs of all stakeholders
- To engage with key local stakeholders, present the Proposal in an objective manner and accurately record feedback

- To present the outcomes of this early engagement in a clear and user-friendly format, aiding the preparation of the EIS.

6.2 Engagement Methodology

The engagement designed by Notting Hill Advisory included the following Methodology.

Public Sentiment Research

Between 13 February 2025 to 24 February 2025, live person-to-person telephone surveys were conducted with 200 residents living in Roseville, Roseville Chase, Lindfield and East Lindfield.

The survey tested sentiment on a range of issues, including but not limited to:

- Housing affordability and housing supply
- The proposed development
- The local neighbourhood
- Public and community infrastructure
- Project benefits.

Forward-Thinking had input into the survey to ensure that it was appropriate for the preparation of the SIA.

Information Flyer

A community notification flyer was delivered to 1,283 local letterboxes in Roseville on 19 December 2024. The flyer included information about the proposal and invited residents to access more information using the website URL to the online engagement portal, where more information about the project could be found. Additionally, the flyer provided information about the dates and times for the two community drop-in sessions.

Online Engagement Portal

The Online Engagement Portal (www.larkinpockleyconsultation.com) was published on Friday, 19 December 2024. The portal was designed to provide key project information and a mechanism for the community to provide feedback to the project team via a dedicated online feedback form. Additionally, details of the community drop-in session and project FAQs were included on the portal.

Frequently Asked Questions

A set of Frequently Asked Questions were published to the online portal as drop-down banners. A copy of the FAQs can be found in Appendix 3.

Online Feedback Mechanism

An online feedback mechanism was established on the engagement portal, allowing participants to submit

their feedback directly to the project team. Responses received through this mechanism were reviewed and addressed to ensure all concerns were appropriately recorded in the Community Drop-In Sessions. Two community drop-in sessions were held to engage with local residents.

The first session took place on Thursday, 20 February 2025, at the Lindfield Seniors Centre / Community Hall from 5:00pm to 7:00pm, followed by the second session on Saturday, 22 February 2025, at the Roseville Chase Memorial Community Centre from 9:30am to 11:30am. Each session was attended by approximately 15 community members.

The drop-in sessions were attended by representatives from Aqualand, Notting Hill Advisory and Forward Thinking.

NSW Government Consultation

An early scoping meeting was held on 24 October 2024 with representatives from the Department of Planning, Housing and Infrastructure (DPHI) as well as representatives from the NSW Government Architect (NSWGA).

A design review meeting was held with the NSWGA on 19 February 2025.

A detailed submission was made to Ku-ring-gai Council (Council) regarding the Five Housing Scenarios exhibited by Council specifically as it relates to the Roseville Precinct.

6.3 Issues raised by local community

The following table summarises the key issues raised by the local community during the community consultation.

Some comments are provided verbatim to illustrate the issue.

- Issues and residents' comments collated from community engagement***

Issues	Residents' Comments
Traffic, Transport and Parking	
Intersection	Access to the Pacific Highway from Maclauren is very congested. This is the main access to the Pacific Highway. There is significant backing up.
General congestion	The local streets get heavily congested in the peak times. Local residents avoid the area for that reason.
Construction traffic	Traffic during construction will need to be managed.
Parking	Parking is already difficult in the area. There is not a council resident parking scheme. How many onsite parking spaces? Will there be visitor parking spaces?

Natural Environment	
Trees	<p>The natural environment is the reason we live in the area.</p> <p>There is a tree canopy in Larkin Street which is beautiful.</p> <p>I'm really worried trees will be cut down in the area.</p> <p>Will the development occupy the whole site?</p>
Fauna	<p>There are important, if not endangered species in the area, such as the Morepork Owl, Tawny frog mouth, Cockatoos, Rainbow Parakeet, Whip Birds and King Parrots.</p> <p>In the creek area, there are many species of frog.</p>
Over-shadowing	Our sunlight will be even more restricted.
Bush fire risk	Additional comments regarding bushfire risk from residents who say they lived around the area during the 1994 fires.
Flooding	How will run off from the site be managed?
Noise: Construction and Occupation	
Construction	<p>Noise from trucks, general construction noise such as jack hammering, drilling etc.</p> <p>People work from home these days – it will be a nightmare.</p>
Occupation	More people living in the area will mean more noise
Government Policy	
Densification	<p>We are being hemmed in.</p> <p>This local area is changing character, different demographic is coming to the area</p>
Affordable housing	Understand the need for new housing built close to public transport. Should be larger component than 15 percent.
General	
Capacity of local Infrastructure	The area is already crowded, and the local infrastructure cannot cope.
European Heritage	Riffle Bridge.

6.4 Implications for the proposal

The community engagement participants were provided with a range of opportunities to put forward their perspectives on the proposal at an early stage in the planning process – both in person and digitally. The outcomes of the process have formed one of the key fundamentals of this SIA, providing evidence for the

impact assessment analysis. In assessing their response to the proposal, the community did not demonstrate an overall opposition to the proposal, but raised concerns about impacts, seeking those matters to be addressed by the Proponent.

While the community raised some concerns about increasing densification, many local residents welcomed Affordable Housing and a number said there should be a greater allocation of Affordable Housing in the project. The community demonstrated an understanding of the need for Affordable Housing to deal with Sydney's housing affordability crisis.

The consensus issues of concern were about traffic and parking and perceived impact on the natural environment. Traffic congestion, particularly access to the Pacific Highway at peak times, was raised by most participants in the community engagement. As was the perceived reduction in street parking as a result of the proposal. The impact on the environment, including the risk of loss of trees, was also reported as an issue for community.

These and a range of other issues are dealt with in the technical reports comprising the EIS, and mitigation measures undertaken by the Proponent are summarised in Chapter Seven of this Social Impact Assessment.

Forward-Thinking recommends ongoing community engagement through the planning assessment process aimed at explaining how community issues are being managed and being open to further concerns being raised and dealt with.

7 IMPACT ASSESSMENT, EVALUATION AND MITIGATION STRATEGIES

7.1 Impact assessment framework

The impact assessment presented in this Report follows the DPHI Guidelines and identifies and evaluates both positive impacts and those requiring mitigation by the Proponent.

This includes the assessment of direct and indirect benefits and impacts, as well as consideration of any cumulative impacts.

Individual impacts are evaluated in terms of:

- The likelihood of the impact occurring
- The characteristics of the impact
- The magnitude of the impact.

The DPHI provides tables to guide the assessment and these can be found at Appendix two of this Report.

These tables have been used to produce the Social Impact and Assessment Analysis in Table Seven below.

7.2 Social impact evaluation and response mitigation

Based on the evidence collated for this SIA and the associated community and stakeholder engagement process, the following anticipated social impacts have been identified as resulting from the proposal. These impacts occur both during the construction phase and when the project is built, and residents have moved in.

The social impacts of the proposal will vary through the lifecycle of the project. The impact assessment approach identifies those impacts and benefits which are generally realised later in the project, such as at the more detailed design/development application and construction phases.

The mitigation measures are aimed at minimising negative impacts and maximising positive impacts throughout the stages of the proposal.

The Guidelines categorise impacts under headings. Not all categories are appropriate for every project.

The seven categories are:

- Way of life and surroundings
- Health and well-being
- Culture
- Community
- Economic

- Access
- Decision making systems

For this project, matters that could be described as fitting in the ‘culture’ category are included in ‘Way of Life and surroundings’ and ‘Community’. There is no separate ‘Culture’ category of impact.

• **Social impact and assessment analysis**

Social impact and assessment analysis			
Social Impact	Likelihood and Magnitude	Assessed Impact Significance Located in Project Phase	Response Mitigation
Way of life and surroundings			
Densification of the area	Densification is a certain impact of this proposal, which will benefit the community, should the impacts describe in this analysis and in other technical reports be managed.	Densification will have moderate impact, occurring post construction when residents move in.	<p>The NSW Government has responded to the housing affordability crisis, with policies aimed at ensuring Sydney continues to be a functioning city by ensuring key workers have access to housing near places with good government services and private sector investment.</p> <p>The Roseville projects will comply with the TOD SEPP and the Affordable Housing SEPP to ensure the new apartments are high quality, designed to integrate into the neighbourhood and offer a high level of amenity.</p> <p>The local area has already commenced changing character following the underlying zoning established by Ku-Ring Gai Council. Both sites are surrounded by existing and incoming mid-rise residential housing. As a result of this development, the projects are compatible with the existing built form in the locality.</p>
Affordable Housing	As above	As above	<p>This project is both enabling Affordable Housing and increasing apartment stock – creating more diversity of housing types. The area around Roseville Station has been identified by the NSW Government as part of the TOD Program, following an extensive analysis of areas around rail stations in Greater Sydney.</p> <p>The objectives of the program are to:</p> <ul style="list-style-type: none"> • Increase housing supply in well-located areas

Social impact and assessment analysis			
Social Impact	Likelihood and Magnitude	Assessed Impact Significance Located in Project Phase	Response Mitigation
			<ul style="list-style-type: none"> Enable a variety of land uses (residential, commercial, recreational) within walking distance of train and metro stations Deliver housing that is supported by attractive public spaces, vibrancy, and community amenity Increase the amount of affordable housing in these locations. <p>Development within the TOD catchment is mandated to provide at least 2% of GFA as Affordable Housing, to be managed by a registered community housing provider in perpetuity under the Housing SEPP. Further, this development has opted to provide an additional GFA as Affordable Housing which will be provided for at least 15 years and managed by a registered Community Housing Provider (CHP). This development is a positive outcome for the area of Kuring-gai which has a higher level of unaffordability compared to other areas of Greater Sydney. The proposals will provide quality design and equitable amenity outcomes equally for the affordable housing stock and the market apartments.</p>
Some Affordable Housing tenants may lose tenancy after 15 years	Possible and significant impact for those tenants involved	15 years post occupancy	Additional GFA as Affordable Housing will be provided for 15 years and managed by a registered CHP. The public policy behind this opportunity is to help resolve the immediate housing crisis in NSW and ensure developers have strong incentives in the current period. The Federal and State Government current policies are unprecedented. It is anticipated the current actions will lead to a sustainable supply of affordable housing in decades to come and the loss some affordable housing units will not significantly reduce the supply of affordable housing in Sydney.

Social impact and assessment analysis			
Social Impact	Likelihood and Magnitude	Assessed Impact Significance Located in Project Phase	Response Mitigation
Natural environment, including trees, flora and fauna	It is likely there will be impacts on the natural environment. These have been well documented in the various technical studies and the scale of impact will be limited if the described mitigation measures are implemented	The impact level will be moderate, occurring during and post construction	<p>The Biodiversity Development Assessment Report (BDAR) report, which forms part of the suite of EIS technical documents, has found that the proposal will have minimal, if any, impact on existing biological diversity and ecological integrity, as the site currently contains limited green landscaping that will be replaced by the new development.</p> <p>If adequate precautions to protect the retained trees are specified and implemented, the development proposal is expected to have a low to moderate impact on the contribution of trees to local amenity.</p> <p>Two high category trees and 19 low category trees will have to be removed. However, three of the low category trees are exempt from Ku-ring-gai Council’s Tree Preservation Order, and a comprehensive landscaping scheme to mitigate these losses is proposed that will include the planting of new trees.</p> <p>A Tree Protection Zone will be created to protect trees in line with the Tree Retention and Removal Plan during construction.</p>
Bushfire risk	Unlikely	Minor	The design and construction of the development will be compliant with Australian standards and National Construction Code Requirements, which significantly minimise the risk of impact from bushfires. The site is not located on bushfire prone land and is beyond the bushfire risk buffer zone in Ku-Ring-Gai council’s online mapping tool.
Capacity of local infrastructure	It is likely there will be impacts on the local infrastructure	The impact level will be moderate, occurring	As part of the assessment process for determining the TOD station, the State Government reviewed Planning and Infrastructure of the areas. It reviewed the following:

Social impact and assessment analysis			
Social Impact	Likelihood and Magnitude	Assessed Impact Significance Located in Project Phase	Response Mitigation
	as a result of a new population in the area	post construction	<ul style="list-style-type: none"> • Planning and land use considerations and constraints, like flood zones or bushfire risk zones, land fragmentation and Council-led strategic planning. • Transport, water and wastewater capacity to support additional growth. • Independent third-party economic feasibility assessment to determine the rezoning potential at each station. • Potential investment in new public open spaces to support increased population and density. <p>Detailed analysis will be undertaken as part of the DA process in terms of infrastructure provision and this will be addressed.</p> <p>In terms of social and other infrastructure, the development will be subject to both State and Local Contributions towards identified infrastructure.</p>
Run-off from the site	The impact is very unlikely	The magnitude of the impact is minimal	On-site detention will be provided and designed for storm events up to and including the 1% Annual Exceedance Probability (AEP) event. Additional post-development discharge shall not exceed predevelopment discharge. Stormwater quality control will be in accordance with the Ku-ring-gai Council (2024) 24C.6 Stormwater Quality Control Targets. This will be achieved through a series of pollutant reduction treatment devices.
Health and well-being			
Commitment to active transport	The impact is certain and positive for the community	The magnitude of the impact is major	<p>TOD projects like this one encourage active transport, cycling and walking, because of the proposal's proximity to transport, convenience shopping and other services.</p> <p>The bicycle routes are readily accessible from the site and are designed to enable cyclists a direct, connected</p>

Social impact and assessment analysis			
Social Impact	Likelihood and Magnitude	Assessed Impact Significance Located in Project Phase	Response Mitigation
			<p>set of routes through the area, enabling connection to key employment, education, health, entertainment, and recreational facilities.</p> <p>In addition, Council plans to upgrade its cycling network, delivering a safe, comfortable, inclusive, and continuous network of cycle routes that connect all major destinations throughout the area. Council also provides bicycle racks at key locations through the local government area.</p> <p>The project will include bike storage (the level to be determined) and one car share space.</p>
Community			
Community engagement	The impact is likely and positive for the community	The magnitude of the impact is moderate	<p>Community engagement has underpinned the SIA and provided evidence for this Social Impact Assessment. While the community raised some concerns about increasing densification, many local residents welcomed Affordable Housing and a number said there should be a greater allocation of Affordable Housing in the project. Traffic congestion, particularly access to the Pacific Highway at peak times was of greater concern to the community. Impact on the environment, including the risk of loss of trees, was also reported as an issue for community. These and a range of other issues are dealt with in the technical reports comprising the EIS, as summarised elsewhere in this Social Impact Analysis. Forward-Thinking recommends ongoing community engagement through the planning assessment process aimed at explaining how community issues are being managed and being open to further concerns being raised and dealt with.</p>

Social impact and assessment analysis			
Social Impact	Likelihood and Magnitude	Assessed Impact Significance Located in Project Phase	Response Mitigation
Economic			
Proposal will create an economic boost to the local area	The impact is likely and positive for the community	The magnitude of the impact is moderate, occurring post construction	Increasing densification will bring economic benefits to local businesses, increasing customers for local shops, restaurants and the cinema. From Forward-Thinking’s observation there is capacity in the businesses in Roseville Village and the activation from the proposal will create a new market for the Village.
Access			
Public Transport	The magnitude of the impact is moderate	The magnitude of the impact is moderate, occurring post construction	<p>The proposal is located within one of the best-connected areas of Sydney, with all transport modes, except for ferries, available.</p> <p>The site is located approximately 290m walking distance west of Roseville Railway Station.</p> <p>Roseville Railway Station operates on the T1 North Shore Line operating between City to Berowra via Gordon, and the T9 Northern Line operating between Gordon to Hornsby via City. The typical journey time to/from Central station is approximately 24 minutes, with a frequency of 5-10 minutes at all times.</p> <p>In addition to the rail services, a bus interchange is available outside Roseville Railway Station, which services the 558, 565, and N90 bus services. There are approximately 130 bus services per day traversing the road network within the vicinity of the site on weekdays, reducing to approximately 64 bus services per day on Saturdays and approximately 65 bus services per day on Sundays and Public Holidays.</p>

Social impact and assessment analysis			
Social Impact	Likelihood and Magnitude	Assessed Impact Significance Located in Project Phase	Response Mitigation
Traffic	The impact is certain and is moderate, assuming the Traffic Assessment Report is implemented	The magnitude of the impact is moderate, occurring during post construction	<p>The Traffic Assessment Report, prepared by Varga Traffic Planning, using Transport for NSW Guidelines has found that the projected change in the traffic generation potential of the site as a consequence of the proposal, is minimal and will not have any unacceptable traffic implications on the road network capacity. The traffic generation potential of the development will result in a nett increase of approximately 18 vehicles per hour (vph) and 13 vph during the AM and PM peak periods respectively, based on the rates published in the TfNSW Guide to Transport Impact Assessment.</p> <p>This change in traffic generation is consistent with the zoning objectives of the site and will not have any unacceptable traffic implications in terms of road network capacity.</p>
Parking	Likely – medium impact	The magnitude of the impact is moderate, occurring during and post construction	<p>Parking will be provided within the development to take parking off the street and reduce pressure during peak hours. The amount of parking spaces will comply with Ku-Ring-Gai Council’s Development Control Plan (DCP) and the Housing SEPP non-discretionary standards.</p> <p>Furthermore, all car parking spaces are designed to be EV ready, with design and construction to enable installation of electric vehicle charging points that are linked to each individual dwelling electricity meter, consistent with DCP requirements.</p>
Construction impacts	Certain – major impact - Construction Traffic Management	The magnitude of the impact is major,	The Construction Traffic Management Plan, prepared by Varga Traffic Planning, aims at minimising disruption to the community and neighbourhood during construction. Temporary entry and exits will be built for trucks and other vehicles during construction. All

Social impact and assessment analysis			
Social Impact	Likelihood and Magnitude	Assessed Impact Significance Located in Project Phase	Response Mitigation
	Plan must be implemented	occurring during construction	demolition, spoil and construction materials will be loaded and unloaded wholly within the site where possible. A Tree Protection Zone will be created to protect tree in line with the Tree Retention and Removal Plan. All neighbouring properties are to have the access maintained at all times. All nearby residents will be updated on a regular basis, and at key construction stages, with respect to the construction process, particularly in relation to construction vehicle movements and be provided with a phone number to contact the site manager where there are queries or issues. The site manager will ensure that all vehicle activity is managed in a way that no construction vehicles whole queue on the Pacific Highway. Light traffic roads and those subjects to load or height limits will be avoided, as well as minimising heavy vehicle movements during school peak periods. Traffic controllers will be situated outside construction access driveways to ensure the safety of pedestrians and to control heavy vehicle movements into and out of the site.
Decision-making systems			
Planning process	Impact is very unlikely	Magnitude of impact is minimal	<p>Some members of the community expressed the concern that the proposal would be assessed by the NSW Government, rather than Ku-Ring-Gai Council, which has the reputation of being less sympathetic to development.</p> <p>The proposals will be assessed as State Significant Development (SSD), as they reach the cost threshold for SSD assessment.</p> <p>This is a stringent process requiring a suite of highly technical reports, as laid out in the SEARS, from</p>

Social impact and assessment analysis			
Social Impact	Likelihood and Magnitude	Assessed Impact Significance Located in Project Phase	Response Mitigation
			experts as part of the Environment Impact Statement (EIS)

8 CONCLUSION

Sydney is in the midst of a housing affordability crisis, creating adverse impacts for the growth of the city. The NSW Government has responded to the crisis with policies aimed at ensuring Sydney continues to be a functioning city with key workers having access to housing near places with a range of government services and private sector investment.

The NSW Government's Transport Oriented Development (TOD) planning reforms are estimated to deliver more than 170,000 well-located, high quality homes throughout the Sydney, Illawarra, Hunter and Central Coast regions.

The first stage of the TOD planning reforms was delivered in April 2024. The *TOD State Environmental Planning Policy (SEPP)* identified rail stations across 13 local government areas around which new housing is to be located within 400m. Roseville was one of the selected stations.

The Roseville proposal will comply with the TOD SEPP and the Affordable Housing SEPP to ensure the new apartments are high quality, designed to integrate into the neighbourhood and offer a high level of amenity.

The need for Affordable Housing for key workers, particularly in places like Roseville, is a critical factor which must be considered in assessing social impacts. While proposals for Affordable Housing cannot disregard other impacts, they carry significant weight.

This project will clearly deliver positive outcomes for both the wider and local communities. The residents who live in the new apartments will enjoy one of the most well-serviced areas of Sydney. Government services, such as transport, hospitals and schools are abundantly provided in the local district. The area is also well serviced with private investment, such as shops, restaurants, businesses and entertainment opportunities.

The wider community will benefit from development that does not increase Sydney's sprawl with all the associated costs of residential development without amenity.

Community engagement has underpinned the SIA and provided evidence for the impact assessment analysis. The community engagement participants were provided with a range of opportunities to put forward their perspectives on the proposal at an early stage in the planning process – both in person and digitally. In assessing their response to the proposal, the community did not demonstrate an overall opposition to the proposal, but raised concerns about impacts, seeking those matters to be addressed by the Proponent.

While the community raised some concerns about increasing densification, many local residents welcomed Affordable Housing and a number said there should be a greater allocation of Affordable Housing in the project.

It is also to be noted that many of the participants in the community engagement live in the apartments in

Larkin Street. The local area has already commenced changing character following the underlying zoning established by Ku-Ring Gai Council. The site is surrounded by existing and incoming mid-rise residential housing. As a result of this development, the project is compatible with the existing built form in the locality.

Traffic congestion, particularly access to the Pacific Highway at peak times was of concern to the community. Impact on the environment, including the risk of loss of trees, was also reported as an issue for community. These and a range of other issues are dealt with in the technical reports comprising the EIS, as summarised in Chapter Seven of this Report.

Forward-Thinking recommends that the social impact mitigations identified in Chapter Seven should be implemented as the planning process continues and the project is delivered. Forward-Thinking also recommends ongoing community engagement should continue through the planning assessment process aimed at explaining how community issues are being managed and being open to further concerns being raised and dealt with.

APPENDIX 1 SIA AUTHOR CVS

Professor Roberta Ryan

Roberta Ryan is a qualified social planner, she is a leading social policy and planning researcher and analyst with over 30 years' experience in Australia and internationally. Roberta has a significant professional and academic background in social planning and impact assessment and has developed new approaches in the application of research and stakeholder engagement to social planning and impact assessment in land-use development and management contexts.

Roberta has experience in statutory and social planning processes and delivery of major social infrastructure, housing, commercial, and retail developments. Roberta has demonstrated the capacity to manage complex land use and social planning projects in sensitive stakeholder environments.

Roberta regularly acts as a social planning expert witness in the NSW Land and Environment Court, NCAT and has also provided expert witness services to the Victorian Solicitor's Office and Victorian Civil and Administrative Tribunal. This has included expert advice on the social impacts of a range of contentious land uses and complex developments including mines, major social infrastructure, large format retail, affordable housing, and liquor, and restricted premises.

Expertise

Roberta is a respected social planning advisor to the NSW Land and Environment Court, NSW Civil and Administrative Appeals Tribunal, Northern Territory Liquor Commission, the Victorian Court of Administrative Appeals, and the ACT Supreme Court. These matters have considered the potential for social benefits and adverse impacts from potentially conflicting land uses, including:

- Licensed clubs (general social impacts, liquor, gaming, childcare, retail, caravan parks and manufactured home estates and retirement living)
- Affordable housing (including boarding houses, group homes and other affordable housing projects)
- On-premises and packaged liquor licences (bars, nightclubs, liquor precincts, retail)
- Retirement and aged care facilities
- Quarries and mining
- Schools (changing land uses, Muslim schools)
- Churches (large evangelical churches, mosques)
- Residential housing impacts (increases in density, changing land uses)

- Sensitive uses (brothels, funeral parlours)
- Personal damages (negligence, contributory negligence, spinal injuries)

Research areas

- Social Impact
- Strategic planning processes for state agencies and local councils
- Social research, program evaluation and policy review and development in the areas of health, disability, housing and employment
- Environmental impact and prevention
- The development and review of community strengthening, community development and whole of government and whole of community programs
- Community and stakeholder engagement, management, communications and facilitation

Teaching areas

- Social planning
- Social sustainability
- Social research
- Strategic planning
- Impact evaluation and assessment
- Intergovernmental relations
- Community engagement and stakeholder management

Trish Oakley

Trish Oakley has been involved in the preparation of Social Impact Assessments (SIAs) both in government and in the private sector. Most recently, as a Director in Transport for NSW (TfNSW), Trish oversaw the preparation, and associated engagement, for the SIAs for two major urban renewal projects, Circular Quay Precinct Renewal and Central Station Precinct Renewal.

This involved overseeing the preparation of scoping reports and other key elements of the SIA methodologies. As an engagement professional with more 30 years' experience, she brought a strong commitment for authentic consultation, particularly with hard to reach participants, such as CALD communities, as a foundation for SIAs. Trish worked with TfNSW's Aboriginal engagement team to support a unique partnership approach with various Aboriginal stakeholders.

As an Associate Director at Forward Thinking, Trish leads both the engagement for the preparation of SIAs

and works with clients to develop mitigation strategies for identified issues associated with the proposal. With degrees in government and law, Trish has been a senior executive in the NSW Government over decades. Most recently, in TfNSW, she oversaw business strategy, stakeholder engagement and communication for major project infrastructure delivery in Sydney. Projects included various active transport corridors, Redfern North Eveleigh Precinct Renewal, and train station and ferry wharf upgrades. Critical to the success of these projects was the management of impacts on local and wider communities. As an Executive Director in the Department of Planning and Environment, Trish led the Department's communication and engagement strategy for the reform of the planning system, as well as the key business-as-usual programs.

As a leading consultant for a range of blue-chip property and infrastructure companies, Trish designed and implemented large-scale communications and stakeholder engagement programs for a number of urban renewal sites, including ICC Sydney, Central Park and Green Square.

Trish was Chief of Staff to a NSW Deputy Premier, managing policy, communication, engagement and media strategy in the portfolios of Health, Planning, Housing and Aboriginal Affairs. She advised government at the highest level in these portfolio areas, liaising with the bureaucracy, shaping policy development and advising and implementing communication and engagement strategies.

Trish began her career as a journalist with the Australian Broadcasting Corporation, focusing on reporting politics and law, working in both the Federal and State press galleries.

APPENDIX 2 DPHI TABLES

The DPHI Guidelines set out table to aid in the assessment of impacts and benefits.

Individual impacts are evaluated in terms of:

- The likelihood of the impact occurring
- The characteristics of the impact
- The magnitude of the impact.

These are described in Tables 8 to 10, extracted from the SIA Guidelines.

- ***Defining likelihood level***

Likelihood Level	Meaning
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

- ***Dimensions of impact magnitude***

Likelihood Level	Meaning
Extent	Who specifically is expected to be affected, including any vulnerable people? Which locations and which people are affected?
Duration	When is the social impact expected to occur? Will it be time limited or permanent?
Severity or scale	What is the likely scale or degree of change? E.g. mild moderate severe.
Intensity 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.

Levels of concern/interest	How concerned/interested are people? Sometimes, concerns may be disproportionate to findings from technical assessments of likelihood, duration, and or intensity.
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- ***Defining magnitude levels for social impacts***

Magnitude Level	Magnitude Level Meaning
Transformational	Substantial change experienced in community, well-being, livelihood, infrastructure, services, health, and/or heritage values: permanent displacement, or addition of at least 20 percent of the 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.
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.