

Social Impact Assessment

Proposed Residential Development including Affordable Rental Housing

93 Bridge Road, Westmead

Prepared for:
The Trustee for The Bridge Road Trust

APRIL 2025

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Sarah George Consulting acknowledges the traditional custodians of the lands on which we work. We pay our respects to Elders past, present and emerging.

Declaration

Table 1: Author's Qualification and declaration

This SIA has been prepared by:	
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Role	SIA Author
Qualifications	<ul style="list-style-type: none"> • Bachelor of Arts (Sociology & Psychology) (Macquarie University) • Certificate IV Youth Work (TAFE NSW) • Certificate IV in Workplace Training and Assessment (Family Planning NSW)
Memberships	Member, International Association of Impact Assessment
Relevant experience	<ul style="list-style-type: none"> • SSDA – Tallawong Public School & Midtown Macquarie Park Public School • SSDA – North Byron Parklands (SIA & Community Engagement) • SSDA – William Clarke College, Kellyville (SIA & Community Engagement) • SSDA – Residential flat buildings with infill affordable housing – Dee Why, Caringbah, Rhodes, Castle Hill • Expert Witness – NSW Land and Environment Court & NSW Civil and Administrative Tribunal
Declaration	<p>The SIA contains the required information, as suggested in the Department of Planning, Housing and Infrastructure's <i>Social Impact Assessment Guidelines for State Significant Projects</i> (February 2023) and the supporting <i>Technical Supplement</i>. The information included comprises baseline data of the local area sourced from the 2016 Census and the 2021 Census; crime data compiled by BOSCAR; feedback from the local community and key stakeholders gathered during the community engagement processes; and considers the likely positive and potentially negative social outcomes of the proposal, including enhancement and mitigation measures.</p> <p>I confirm my understanding of my legal and ethical obligations as a consultant and confirm that none of the information in the SIA is false, or misleading.</p>
Signature	
Date	15 April 2025

Additional detail on the Author's experience and qualifications is included at Appendix C.

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Executive Summary

This Social Impact Assessment (SIA) is submitted to the Department of Planning Housing and Infrastructure (DPHI) on behalf of The Trustee for The Bridge Road Trust in support of a State Significant Development Application (SSDA) (SSD – 80904224) for a residential development, comprising affordable and market housing at 93 Bridge Road, Westmead (the site).

This SIA has been prepared to satisfy the requirements as set out in the Secretary's Environmental Assessment Requirements (SEARs) issued by the Department of Planning, Housing and Infrastructure (the Department), identifies the requirement for a Social Impact Assessment to be prepared in accordance with the Departments *Social Impact Assessment Guidelines 2023* (the *Guidelines*) and the associated *Technical Supplement*.

The assessment considers the potential impacts to people's way of life, community, accessibility, culture, health and wellbeing, livelihoods, surroundings, and the extent to which people have had a say in the decision-making process for the project. For the purposes of this assessment, 'people' refers to individuals, households, groups, communities, organisations and other stakeholders.

This report includes data on the existing social baseline of the community in which the site is located, and of potentially affected communities and groups in the projects identified social locality and assesses the potential social impacts and benefits of constructing and operating the proposed development, and includes recommended measures to enhance, mitigate and manage the identified social impacts.

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

Potential positive impacts:	
Area of impact	Detail:
Way of life Wellbeing Accessibility Community Health and wellbeing Livelihoods	<ul style="list-style-type: none"> • Provision of a well-located development in terms of access to public transport, shops, education and services • Provision of a range of dwelling sizes, types and costs • Employment generation in construction and ongoing maintenance of the premises and management of affordable rental housing. • Access to public services, and adaptable dwellings • Health and wellbeing through provision of communal open space • Opportunities for community participation. • Improved visual presentation of the site.

Potentially negative impacts:	
Area of impact	Detail:
Way of life Wellbeing	<ul style="list-style-type: none"> • Noise and disturbance impacts during construction. • Dust and pollution during demolition and construction. • Increased traffic associated with construction vehicles. • Increased traffic on completion with increased population – this is not anticipated to be significant • Increased demand for public transport and services • Overshadowing • Change to visual presentation of the site.

The proposed development is unlikely to generate any long term negative social impacts in the identified social locality. Temporary negative impacts are likely to be associated with construction which are able to be controlled and minimised through conditions of development consent and through the application and implementation of mitigation measures set out in the supporting assessments.

Mitigation and enhancement measures proposed include:

- Inclusion of the recommendations noted in the technical reports accompanying the application and detailed in Chapter 8.0;
- Application of recommendations included in the CPTED report to ensure the development reduces the potential for crime.

The proposed development represents a positive social impact in respect of the provision of a range of housing options including affordable housing in a location close to public transport, employment and services.

There are no reasons from a Social Impact perspective, to refuse the application.

1.0 INTRODUCTION

This Social Impact Assessment (SIA) is submitted to the Department of Planning Housing and Infrastructure (DPHI) on behalf of The Trustee for The Bridge Road Trust in support of a State Significant Development Application (SSDA) (SSD – 80904224) for a residential development, comprising affordable and market housing at 93 Bridge Road, Westmead (the site).

This table identifies the SEARs and relevant reference within this report.

Table 1 – SEARs and Relevant Reference

SEARs Item	Report Reference
<p>Social Impact</p> <p>18</p> <p><i>The EIS must consider social impacts and, should any significant social impacts be identified, a Social Impact Assessment must be prepared in accordance with the Social Impact Assessment Guidelines for State Significant Projects</i></p>	<p>This Social Impact Assessment</p>

This Social Impact Assessment (SIA) identifies the requirement for a Social Impact Assessment to be prepared in accordance with the Departments *Social Impact Assessment Guidelines 2023* (the *Guidelines*) and associated *Technical Supplement*.

The *Guidelines* note that an SIA should include a combination of findings from Phase 1 and Phase 2 of the SIA. Phase 1 of the SIA will typically include:

- an understanding of the projects social locality;
- initial analysis of the defining characteristics of the communities within the project's social locality, including any vulnerable groups (described as the social baseline);
- initial evaluation of likely social impacts for different groups in the social locality;

- any project refinements or approaches to project development in the early phases of project planning that will be undertaken in response to likely social impacts;
- how the EIS Engagement Strategy will help to identify and assess social impacts;
- the proposed approach for undertaking the remainder of the SIA process.

Phase 2 of the SIA report typically includes:

- predict and analyse the extent and nature of potential social impacts against baseline conditions using accepted social science methods;
- evaluate, draw attention to and prioritise the social impacts that are most important to people;
- develop appropriate and justified responses (i.e. mitigation and enhancement measures) to social impacts and identify and explain residual social impacts;
- propose arrangements to monitor and manage residual social impacts, including unanticipated impacts, over the life of the project (including post-closure phases for mining projects).

An essential component of the preparation of an SIA to satisfy the *Guidelines* is community engagement and this was undertaken by the report author as part of the preparation of this SIA. Details of feedback received as part of the engagement process is included in Chapter 5.0.

The *Technical Supplement* for the *Guidelines* note that for the redevelopment of an urban estate with new residential units, the following the following impact categories should be considered:

Social Impact Category	Definition/considerations
Way of life	<ul style="list-style-type: none"> • How will people’s daily lives change during construction? • What are the long-term impacts (potentially positive and negative) of altered urban form on how people life, work, get around, and interact socially?
Community	<ul style="list-style-type: none"> • Will community cohesion be impacted during construction?

	<ul style="list-style-type: none"> • Will there be changes to community character, composition, and sense of place following development?
Accessibility	<ul style="list-style-type: none"> • Will accessibility of services be disrupted during construction? • What are the likely improvements to accessibility of services and facilities following development? • Will the project impact accessibility of or demand for community facilities, services and public space?
Culture	<p>Aboriginal and non-Aboriginal cultural impacts.</p> <ul style="list-style-type: none"> • Will there be changes to the cultural composition of the community? • Will cultural heritage values be impacted? • Will there be opportunities for cultural expressions (e.g. through design)?
Health and wellbeing	<ul style="list-style-type: none"> • How will urban densification impact people's psychological health? • Could the development exacerbate or reduce social exclusion of marginalised groups? • How will the new development meet the needs of residents, workers and visitors for open space, active travel and access to health and community services?
Surroundings	<ul style="list-style-type: none"> • Will there be material changes to environmental values, visual and acoustic landscape, or aesthetic values? • What changes will there be to public open space, public facilities or streets?
Livelihoods	<ul style="list-style-type: none"> • How will livelihood impacts and benefits be distributed?
Decision-making systems	<ul style="list-style-type: none"> • Are there adequate and responsive grievance and remedy mechanisms in the event of complaints? • Can affected people make informed decisions and feel they have power to influence project decisions, including elements of project design.

In addition to the above, issues raised during the community and stakeholder engagement process and public interest benefits are also considered.

Site and area inspections were carried out as part of the preparation of this report.

2.0 PROPOSED DEVELOPMENT

2.1 Subject site & History

The subject site is known as SP 31901 (and has the street address of 93 Bridge Road, Westmead). The site is irregular in shape and has an area of 8,663m².

The site is zoned *R4 – High Density Residential* under Parramatta Local Environmental Plan 2023.

The subject site is currently occupied by single storey residential town house development known as 'Westwood'. The subject site currently has 31 dwellings.

Figure 1 – Subject site



Development to the immediate north of the subject site is zoned *SP2 – Health Services facility* and is a site that provides residential accommodation for health workers associated with Westmead Hospital.

Development to the east, west and south is residential with a mix of single residential dwellings, medium density residential flat buildings, terraces and high-density residential buildings including the *Monarco Estate* to the immediate south of the site.

The subject site is located within 800m of both Westmead and Wentworthville Train Stations, and as such, is considered to be a transport oriented development. The site is also in proximity to the recently completed Parramatta Light Rail and bus services. The subject site is also within walking distance to the proposed future Westmead Metro station.

Westmead is located approximately 26km west of the Sydney CBD, and just under 2km from the Parramatta CBD. Westmead includes the largest concentration of hospitals and health services, catering to Western Sydney and offering a range of specialised services across NSW.

In addition to health services, the area is well serviced with schools and tertiary education facilities. Local shops and services.

2.2 Site History

A Planning Proposal has been prepared for the site to include additional building height, additional floor space ratio (FSR) and an additional permitted use for short-term accommodation within the *R4 – High Density Residential* zone. That Planning Proposal has been the subject of approximately 8 years of planning and consultation with the City of Parramatta Council.

The proposed development was declared a State Significant Development in February 2025.

2.3 Proposed development

This SSDA seeks approval for a new residential development that will increase housing supply and affordability within a strategic location. Specifically, the proposed development will comprise the following scope of works:

- Site preparation and excavation works, including demolition of all structures on the site.
- Construction of a new residential development comprising two (2) 27-storey residential flat buildings with 549 dwellings, including affordable housing.
- Four-storey basement, comprising 441 car parking spaces and services, including 391 spaces for residents, 48 spaces for visitors, and 2 car share spaces.
- Vehicular access provided via Bridge Road.
- Associated landscaping and public domain works, including the delivery of a 1,000m² public park, communal open space and footpath embellishments.
- Extension and augmentation of physical infrastructure and utilities as required.

A total of 604 bicycle parking spaces are provided within the basement levels and ground floor (549 spaces for residents and 55 visitor spaces).

Plans of the proposed development prepared by Group GSA accompany the application. A site plan illustrating the proposed site layout is included below:

Figure 2: Site plan (Proposed upper ground floor)



The existing terraces on the site currently utilise a driveway off a private road to the south. As part of the subject development, use of this private road is removed, with all vehicular access to the proposed development provided via a new private road that will connect to Bridge Road.

The existing properties also are the subject of an 88B easement providing access to and use of the facilities within the Monarco development (pool, tennis courts etc). That easement proposes to be removed as part of the subject application.

The subject proposal seeks to take advantage of the site's proximity to public transport, shops, education facilities and services and provide a proportion of the accommodation as affordable housing.

3.0 SCOPE AND METHODOLOGY

3.1 Scope of this report

The SIA process has been guided by the Department of Planning, Housing and Infrastructure's *Social Impact Assessment Guidelines for State Significant Projects February 2023* (the *Guidelines*); the *Technical Supplement – Social Impact Assessment Guidelines for State Significant Projects February 2023*; and *Undertaking Engagement Guidelines for State Significant Projects October 2022*.

The assessment considers the potential impacts to people's way of life, community, accessibility, culture, health and wellbeing, livelihoods, surroundings, and the extent to which people have had a say in the decision-making process for the project. For the purposes of this assessment, 'people' refers to individuals, households, groups, communities, organisations and other stakeholders.

The SIA:

- Has been prepared to address the relevant SEARs.
- Describes the existing social baseline characteristics of affected communities and groups in the project's identified social locality.
- Assesses the potential social impacts and benefits of constructing and operating the project.
- Recommends measures to enhance, mitigate and manage identified social impacts.

Opportunities for the local community to participate in the process through community engagement activities are discussed in Chapter 6.0.

3.2 Approach to Social Impact Assessments

Social impact assessment methodologies focus on traditional models of sociological research which include the use of both quantitative data – in this case statistical data; and qualitative data (observations, case studies, consultation).

The SIA process has been guided by the Department of Planning and Environment's the *Social Impact Assessment Guidelines for State Significant Projects February 2023* (the *Guidelines*); the *Technical Supplement – Social Impact Assessment Guidelines for State Significant Projects February 2023*; and *Undertaking Engagement Guidelines for State Significant Projects October 2022*.

The *Guidelines* set out the framework to identify, predict and evaluate likely social impacts to people, as well as identifying mitigation and enhancement measures.

As outlined in the *Guidelines*, developments should include consideration of a proposed development in respect of:



3.3 Data and information sources

Primary data was sought through the community engagement methods undertaken as part of the preparation of this SIA (see Chapter 5.0).

Secondary data was also utilised to inform this SIA, including:

Source	Data/Plans/Documents
Australian Bureau of Statistics	<ul style="list-style-type: none"> • 2021 Census Data including QuickStats and Community Profiles • 2016 Census Data including QuickStats and Community Profiles
Profile ID	<ul style="list-style-type: none"> • Population projections • Socio-Economic Indexes for Areas (SEIFA)
Parramatta City Council	<ul style="list-style-type: none"> • City of Parramatta Local Environmental Plan 2023 • City of Parramatta Development Control Plan 2023
NSW Department of Planning, Housing and Infrastructure	<ul style="list-style-type: none"> • Social Impact Assessment Guidelines February 2023 • SIA Technical Supplements • Westmead Place Strategy
Mapping	<ul style="list-style-type: none"> • Google maps • Spatial.nsw.gov.au
Bureau of Crime Statistics and Research (BoCSAR)	<ul style="list-style-type: none"> • Crime data and hotspot maps
Other	<ul style="list-style-type: none"> • State Environmental Planning Policy (Housing) 2023 • NSW Housing Kit

Secondary data is presented in Chapter 5.0

Other information relied on for the preparation of this report includes:

- Environmental Impact Statement prepared by Beam Planning Pty Ltd
- Architectural plans prepared by Group GSA
- *Transport Assessment* prepared by Ason Group
- *Noise and Vibration Impact Assessment* prepared by RWDI Australia Pty Ltd
- *Engagement Outcomes Report* prepared by Elumni Consulting
- *Crime Prevention Through Environmental Design Report* prepared by Group GSA
- *Connecting with Country Report* prepared by Austral Archaeology

4.0 POLICY AND PLANNING CONTEXT

The following plans, policies and issues are of relevance to the social context of the proposal:

4.1 State Environmental Planning Policy Amendment (Housing) 2023

The amendments to the Housing SEPP are a response by the NSW Government to tackle the housing crisis by enabling more social and affordable housing for low-income households and essential workers.

The amendments provide bonuses in height and floor space ratio allowances for developers who include a minimum of 15% of affordable housing for a minimum of 15 years, within a new residential development.

Accessible and affordable housing in a location close to shops and transport provides significant social benefit. The inclusion of affordable housing provides housing options for key workers and those on very low, low and medium incomes ensuring a diverse and inclusive community.

The need for additional housing in NSW has been well publicised in recent years to accommodate the existing and growing population and to enable people to purchase homes in a market that excludes many. Of particular need is affordable rental accommodation.

This need has been recognised by the NSW Premier, Chris Minns stated “The simple truth is we don’t have enough well-located homes for the people who make up our city – and that has to change if we want our kids to be able to afford a home in Sydney and not leave to other states.”¹

¹ <https://www.nsw.gov.au/media-releases/addressing-housing-crisis-nsw#:~:text=The%20Minns%20Labor%20Government%20is,transport%2C%20jobs%20and%20existing%20infrastructure.>

4.2 Westmead Place Strategy 2036

The Westmead Place Strategy 2036 provides a guide for the continued evolution of Westmead to 2036 as it works to become a world class health and innovation district.

The place strategy applies to land in Westmead, parts of Northmead and Parramatta North and provides a guide for Council's, state agencies and the private sector on land use planning and outlines steps to ensure investment and infrastructure is aligned to anticipated growth.

The place strategy aims to:

- Drive new jobs in health, education and innovation.
- Put people at the centre of future development, with a focus on pedestrian-friendly streets and provision of community amenities.
- Protect heritage buildings and find ways they can be repurposed for new community uses, where appropriate.
- Improve pedestrian and cycling paths between Westmead North and South, Parramatta Park and Parramatta CBD.
- Promote housing density and diversity, such as student accommodation, key workers, social and affordable housing where appropriate.
- Ensure population growth is accompanied by more open space and social infrastructure.²

² <https://www.planning.nsw.gov.au/plans-for-your-area/priority-growth-areas-and-precincts/westmead>

5.0 BASELINE INFORMATION

5.1 Social Locality

The *Guidelines* note:

There is no prescribed meaning or fixed, predefined geographic boundary (e.g. the local suburb, or 'within 500m') to a social locality; rather, the social locality should be construed for each project, depending on its nature and its impacts. The term 'social locality' is similar to 'area of social influence' that is commonly used in social impact practice.

In addition, the *Guideline* identifies the social baseline study as describing “*the social context without the project*”.

The area most likely to be affected by the proposal in the short term is the area immediately surrounding the subject site, in particular, the existing residential properties immediately surrounding the subject site.

Typical likely impacts associated with a development such as the proposal will relate to short term, temporary impacts associated with demolition and construction including noise, dust, truck movements and vehicles associated with the construction process.

Impacts associated with the development on completion are likely to relate to:

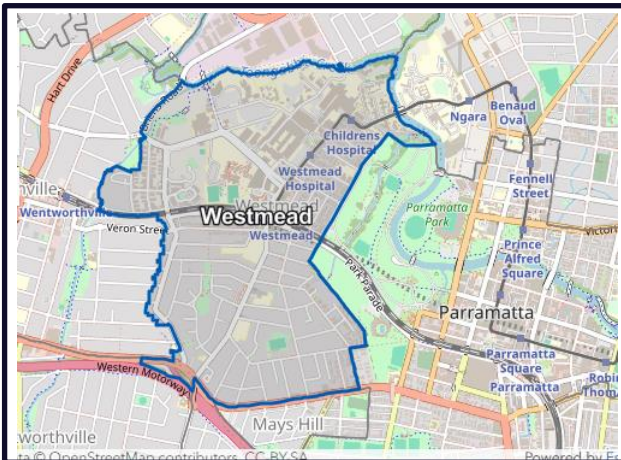
- Increased population on the site;
- Increased traffic on local roads;
- Increased demand for public transport and other services;
- Change in visual presentation of the site;
- Waste generation and removal.

The key groups potentially affected by the proposed development include:

- Residents/Tenants of buildings immediately surrounding the subject site;
- Those who work in the area;
- Visitors to the area;
- Future residents of the area;
- Those on very low, low to moderate incomes;
- Services that require staff such as hospitals, Police, teachers, cleaning staff etc;
- People who commonly utilise roads around the subject site
- Residents and businesses in the local area;
- Community housing providers.

The social locality has been identified as the suburb of Westmead as it is this area that is most likely to experience impacts as a result of the proposal associated with construction impacts, and increased population, demand for public transport, education services, healthcare and other services. The suburb of Westmead has an area of 2.9km² and the extent of the suburb is illustrated on Figure 2 below:

Figure 3 – Westmead suburb



Impacts associated with the proposal may be felt at a broader level, however, it is expected that the further from the subject site, the less these impacts will be experienced. As such, the broader community, that is, residents and visitors to the




city of Parramatta Local Government Area (LGA) may also experience some impacts.








The primary Social Locality, therefore, is described as the suburb of Westmead, with the secondary social locality comprising the Parramatta LGA. Employment opportunities created during the construction process may have a reach that extends beyond the LGA boundary.

5.2 Existing socio-economic and demographic characteristics

A *Demographic Profile Table* including Census data from the 2016 and 2021 Census for the suburb of Westmead and the City of Parramatta Local Government Area compared to Greater Sydney and NSW is included at Appendix A.

The socio-economic and demographic profile reveals:

	<ul style="list-style-type: none"> • A small increase in population between 2016 and 2021 in the suburb of Westmead 1.5%), compared to the Parramatta LGA (12.0%) • An underrepresentation of Aboriginal and Torres Strait Islander peoples in the suburb of Westmead (0.7%) and in the LGA (0.8%), compared to Greater Sydney (1.7%) and NSW (3.4%) • A greater proportion of the population born overseas in a non-English speaking country in the suburb of Westmead (73.9%) compared to the LGA (57.6%), Greater Sydney (32.6%) and NSW (30.3%) • A greater proportion of the population who speak a language other than English in the suburb of Westmead (78.4%), compared to the LGA (56.4%)
	<p>A younger median age of residents in the suburb of Westmead (33) compared to the LGA (35 in 2021), Greater Sydney (37) and NSW (39)</p>
	<p>A greater median weekly household income in the suburb of Westmead (\$2,144) compared to the LGA (\$2,051), Greater Sydney (\$2,077) but greater than that in NSW (\$1,829)</p>

	A lower median weekly rent in the suburb of Westmead (\$410) compared to the LGA (\$450) compared to Greater Sydney (\$470), but greater than that in NSW (\$420)
	Higher unemployment rates in the suburb of Westmead (8.0) compared to the LGA (5.7), Greater Sydney (5.1) and NSW (4.9)
	A greater proportion of the population who are married in the suburb of Westmead (57.9%) and in the LGA (53.4%) compared to Greater Sydney (48.3%) and NSW (47.3%)
	A greater proportion of couple families with children in the suburb of Westmead (57.6%) compared to the LGA (49.8%), Greater Sydney (48.4%) and NSW (37.9%)
	<p>More households record having one car in the suburb of Westmead (59.8%) compared to the LGA (45.8%), Greater Sydney 39.5%) and NSW (37.8%)</p> <p>A greater proportion of households report having no car in the suburb of Westmead (15.9%) compared to the LGA (11.7%)</p>
	<p>The majority of dwellings are units in the suburb of Westmead (75.9%), compared to the LGA (47.3%), Greater Sydney 30.7%) and NSW (21.7%).</p> <p>The majority of residents are renting their dwellings in the suburb of Westmead (68.5%) compared to the LGA (42.3%)</p> <p>The most common dwelling size was two bedroom in the suburb of Westmead (61.1%) compared to the LGA (27.9%)</p>
	The majority of employed residents work in professional roles in the suburb of Westmead (43.4%), greater than that in the LGA (32.5%)

As is evident from the socio-economic and demographic characteristics of residents of the suburb of Westmead are younger, culturally diverse, living in rental accommodation, working in professional roles and earning greater incomes compared to residents of the broader LGA.

It is likely that the future population of the residential component of the development are likely to be similar to that of the existing resident community in the area.

SEIFA Index

The Socio-Economic Indexes for Areas (SEIFA) measures the relative level of socio-economic disadvantage and/or advantage based on a range of Census characteristics.

There are two key Indexes that are commonly used to determine advantage or disadvantage:

- Index of Relative Socio-Economic Disadvantage (IRSD) which contains only disadvantage indicators (unemployment, income levels, education levels) which is best used to distinguish disadvantaged areas but doesn't differentiate between those areas which are highly advantaged, and those that may be lacking a lot of disadvantage.
- Index of Relative Socio-Economic Advantage and Disadvantage (IRSAD) which contains indicators of disadvantage as well as indicators of advantage (professional occupations, high incomes, high levels of education attainment, larger dwellings).

A high SEIFA index means a lower level of disadvantage, whereas a lower score indicates a higher level of disadvantage.

Percentile scores are also created to indicate an approximate position of a small area compared to other Australian suburbs and localities. The higher the percentage indicates the higher the socio-economic status.

Table 2 – SEIFA Index

	Westmead 2021	City Parramatta LGA 2021	of Greater Sydney 2021	NSW 2021
SEIFA Score	1034.9	1029.5	1,010.0	1,000.0

Percentile	63	60	48	42
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Source: profile.id.com.au

Data from the 2021 Census shows that residents of the suburb of Westmead are more advantaged than the wider City of Parramatta LGA, Greater Sydney and NSW.

There is nothing about the proposed development that is likely to generate any negative social outcomes for people with specific socio-economic or demographic characteristics as it is a residential development located in an area earmarked for high density residential development on a site that is close to shops and public transport.

The proposal includes a proportion of affordable housing which ensures Community Housing-managed accommodation for those on very low, low and moderate incomes.

5.3 Population Projections

Data compiled by Profile ID for the City of Parramatta LGA suggests the LGA is going to experience growth of around 47.49% to 2046.

Profile ID estimate a 60.14% increase in population in the suburb of Westmead between 2025 and 2046.

5.4 Existing social infrastructure

A list of existing services and, where relevant, their capacity to accommodate additional demand is included in the following.

Table 3: Existing services and facilities:

Service	Distance to site (walking distance)	Ability to accommodate additional demand
Child care centres		
KU Wentworthville Preschool, 26 Water Street, Wentworthville	500m	Not available
Central Park Early Learning Centre, Unit 99, 32-34 Mons Road, Westmead	600m	No vacancies
Monash Preschool and Early Learning, 5 short Street, Wentworthville	700m	No vacancies
Advanced Early Learning Westmead, 54 Bridge Road, Westmead	900m	Vacancies
Westmeadow Child Care Centre, 174/166 Hawkesbury Road, Westmead	700m	Vacancies on some days for all ages.
Possum's Place Kindergarten, 31 Railway Street, Wentworthville	1.0km	Vacancies
Wentworthville Early Education Centre, 106-108 Railway Street, Wentworthville	1.0km	No vacancies
Westmead Early Learning Centre, Suite 2, 52-54 Railway Street, Wentworthville	1.0km	No vacancies
Whiz Kidz Early Learning Centre and Preschool, Northmead, U2, 185 Briens Road, Northmead	1.3km	Vacancies
Friends Park Children's Centre, 3a Mckern Street, Wentworthville	1.5km	Vacancies

Uniting Early Learning Westmead, 1 Caroline Street, Westmead	1.7km	Vacancies
Jolly Frog Kindergarten, 5 Howe Street, Westmead	1.7km	Vacancies
The Children's Hospital at Westmead Child Care Centre, Cnr Hawkesbury Road & Hainsworth Street, Westmead	1.8km	No vacancies
Young Academics Early Learning Centre, 7 Whitworth St, Westmead	2.0km	Vacancies
Stepping Stones Early Learning Centre, 3 Broxbourne Street, Westmead	2.3km	No vacancies

Source: Startingblocks.gov.au; googlemaps.com.au – March 2025

Service	Distance to subject site
Education Establishments	
Westmead Public School, Hawkesbury Road	1.0km
Catherine McAuley Westmead, 2 Darcy Road	800m
Westmead Christian Grammar School, 2/14 Bridge Road	1.2km
Parramatta Marist Highs School, 2 Darcy Road	800m
Mother Teresa Primary School, 2A Darcy Road	800m
Sacred Heart Primary School, 12 Ralph Street	1.6km
Bayanami Public school, Marist Place Parramatta	2.9km
Parramatta West Public School, 141 Railway Street Parramatta	3.3km
Darcy Road Public School, 98A Darcy Road, Wentworthville	1.8km
Wentworthville Public School, 70-100 Fullagar Road, Wentworthville	1.8km
Medical	
Westmead Hospital and Westmead Children's Hospital, Darcy Road	1.2km

Westmead Medical Centre, 160 Bridge Road	50m
Westmead Doctors, 6-29-33 Darcy Road	270m
Hawkesbury Road Family Medical Centre, 3/74 Hawkesbury Road	1.5km
Good Street Medical Centre, Suit 1/3, 2 Good Street	2.3km
Queens Road Medical Centre, 163-171 Hawkesbury Road	1.2km
Advance Medical Practice, 72 Hawkesbury Road	1.5km
Next Practice WSIH Integrative Health, 158 Hawkesbury Road	1.2km
The Specialist Medical Centre, 151 Hawkesbury Road	1.1km
Westmead Specialists, 1/35 Darcy Road	270m
Recreation	
Shannons Paddock, Darcy Road	350m
Milson Park Briens Road	350m
Parabianga Reserve	700m
Parramatta Park, Park Avenue	1.6km
CommBank Stadium, O'Connell Street	2.8km

Sources: startingblocks.gov.au; google maps; wayahead directory

5.5 Crime data

The NSW Bureau of Crime Statistics and Research prepares crime *rate maps* and *hotspot maps* which identify densities of crimes in an area. The crime maps for the suburb of Westmead indicate that the suburb has some higher rates of crimes, but is generally considered to be an area with lower densities of crime per 100,000 population compared to NSW.

Table 4: Crime rate table:

Crime	Westmead Suburb	City of Parramatta LGA	NSW
Assault	948.5 (lowest density)	705.6 (second lowest density)	905.9
Domestic Assault	413.9 (lowest density)	324.7 (lowest density)	458.8

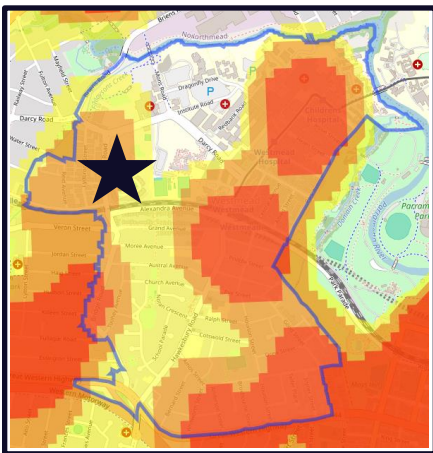
Non-domestic assault	500.1 (lowest density)	358.2 (second highest density)	415.2
Assault Police	34.5 (lowest density)	22.7 (second lowest density)	31.9
Robbery	34.5 (lowest density)	31.2 (medium density)	23.6
Theft	2264.9 (lowest density)	2695.6 (medium density)	2244.7
Malicious damage to property	413.9 (lowest density)	389.4 (second lowest density)	587.8
Sexual offences	241.4 (lowest density)	158.3 (second lowest density)	229.2

January 2024 – December 2024 www.bocsar.nsw.gov.au

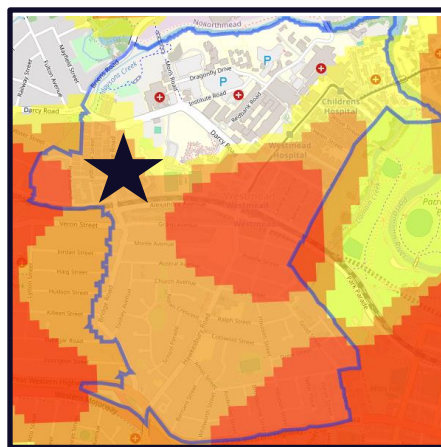
There is nothing about the proposed development that is likely to result in any change to the existing crime rates in the area.

BOCSAR also prepares crime ‘hotspot’ maps that geolocate crimes withing 50m for where they are recorded. Hotspot maps for the period January 2024 to December 2024 identify that the subject site is within a medium-density hotspot for domestic-related assault, and a medium-density hotspot for malicious damage to property.

Domestic related assault:



Malicious damage to property:



There is little that a residential development can do in respect of incidents of domestic violence, or prevention of domestic violence. The proposed development has been assessed in respect of Crime Prevention Through Environmental Design Principles to minimise the potential for crimes such as malicious damage to property (Chapter 7.5).

5.6 Affordable Housing

Affordable housing is housing that is open to people on a wider range of incomes than social housing.³

Affordable housing is often managed by charities, not-for-profits or community organisations.

Affordable rental housing is housing that meets the needs of people on very low to moderate incomes and is priced so that they can afford other basic living costs such as food, clothing, transport, medical care and education.

Affordable housing may include a range of accommodation types and sizes, including single or multi-bedroom units, houses and studio apartments.

Many people need affordable rental housing for lots of different reasons, including people who work full or part time in lower paying jobs. It can also include people who are experiencing change in their lives with impacts their financial situation such as having a baby, divorce or leaving home for the first time.

³ <https://www.nsw.gov.au/housing-and-construction/renting-a-place-to-live/renting-a-property-nsw/low-cost-housing-options#toc-affordable-housing>

Affordable housing provides accessible and affordable accommodation to key workers such as teachers, Police, and health care workers in a location close to work.

Affordable housing is ideally located throughout a community, but, like other forms of affordable housing such as boarding house accommodation, it is best place in areas with good access to public transport, retail (supermarkets), recreation opportunities and medical/allied health services (hospitals, medical centres, dentists, pharmacies etc). Locating affordable housing close to transport and services reduces the reliance on private cars, encourages walking, allows for the retention of established community links and relationships and contributes to residents being able to age in place.

Rent for affordable housing is typically set in two ways, the first being rent set at a discount on current market rent. The usual discount is between 20% to 25% below market rent. The second is to set rent as a proportion of a households before tax income. In this instance, households may be charged between 25% and 30% of their before income tax for rent.

Data from the *NSW Government Local Housing Kit* based on data from the 2021 Census identifies that Parramatta Council area had a total of 2,080 affordable rental properties.

The Kit notes the following in terms of the percentage of affordable rental stock in the area:

Table 5: Parramatta LGA Affordable Rental Stock

	% of affordable rental stock
Very low incomes	10.99%
Low incomes	51.12%
Moderate incomes	93.46%

The data highlights that of 59.79% of those on Commonwealth Rent Assistance (CRA) are experiencing rental stress.

The data indicates that of the 5,822 renters on very low incomes in the LGA, 95.9% are in rental stress. For the 6,688 renters on low incomes, 60.4% are experiencing rental stress.

The data suggests that there is a need, as has been identified, for affordable rental accommodation in the City of Parramatta LGA.

5.6 Similar projects

No similar SSD applications for residential and infill affordable housing developments were identified on the NSW Planning Portal in the suburb of Westmead.

6.0 COMMUNITY & STAKEHOLDER ENGAGEMENT

As required under the *Guidelines*, community engagement was undertaken as part of the preparation of the application.

Community and other stakeholder engagement was undertaken between March and April by Elumni Consulting.

Community Engagement strategies included:

- Direct engagement with the Strata Managers of the Monarco Estate to the immediate south of the site to arrange a briefing with property owners.
- Letters delivered to mailboxes of owners corporations and secretaries at nearby properties, the Seventh Day Adventist Church and Westmead Medical Centre.
- Direct Contact with NSW Health, Catholic Schools Parramatta & School Infrastructure NSW.

Matters raised by local residents included:

- There should be no pedestrian or vehicle access from the private road (part of Monarco Estate) to the proposed development.
- No direct access from the proposed public park to Monarco Estate.
- Scale of proposal (height).
- Overshadowing impacts to Monarco Estate buildings and grounds.
- Overlooking and privacy.
- The need for landscape screening.
- Traffic and on-street parking impacts.
- The need for footpath improvements.

Discussions between the project team and City of Parramatta Council identified the following areas to be considered:

- pedestrian and vehicle access to the site;
- implications for the private road from the Monarco Estate's private road;
- access arrangements to the proposed public park;
- application of CPTED principles in the detailed design of the park and access way.

As part of the preparation of the EIS, the following Government bodies were also contacted:

- Transport for NSW
- NSW Government Architect
- NSW State Design Review Panel

The details of meetings and consultation with these stakeholders are included in the relevant reports accompanying the application including:

- Traffic Impact Assessment prepared by Ason Group
- Architectural Design Report & Design Review Report prepared by Group GSA
- Environmental Impact Statement prepared by Beam Planning
- Community Engagement Report prepared by Elumni Consulting

Full details of the community engagement activities and outcomes are included in the *Engagement Outcomes Report* prepared by Elumni Accompanying the application.

7.0 SOCIAL IMPACT ASSESSMENT

Social impacts refer to the social or community consequences of a proposed development. Social Impact Assessments typically involve processes of analysing, monitoring and managing the intended and unintended social consequences, both positive and negative, of developments, and consideration of any social change processes generated by developments.

To inform a SIA, consideration is made of the existing socio-economic and demographic characteristics of the area in which a proposed development is situated; identification of the likely changes to that population brought about by the proposed development; whether the potential impacts of a proposed development are likely to be short or long term; and whether a development is likely to generate unreasonable or unexpected social impacts in the local community, when balanced against the potentially positive social impacts generated.

The proposed development is assessed against the following areas of potential impact:

7.1 Way of Life

As detailed the *Guidelines*, consideration should be made of the potential impacts on way of life of existing residents, in particular:

- *How will people's daily lives change during construction?*
- *What are the long-term impacts (potentially positive and negative) of altered urban form on how people live, work, get around, and interact socially?*

It is likely that there may be some short-term disruption to the daily way of life of residents of the suburb of Westmead, and in particular residents of properties

immediately surrounding the subject site on Bridge Road during the demolition and construction process. This disruption will most likely relate to noise associated with truck movements, demolition and construction, and road and traffic impacts associated with construction vehicles and worker vehicles. These impacts are only likely to be present during the construction period, so are considered temporary impacts.

Impacts such as noise, dust and vibration generated as a result of the construction/fit out process are able to be addressed through conditions of consent limiting the time that works can be undertaken on the site.

In addition, it is anticipated that a variety of management measures will be included within the *Construction Environmental Management Plan* that will be prepared at the Construction Certificate stage.

It is not anticipated that noise emissions from the proposal, once complete, will generate any unreasonable or unexpected noise impacts. Noise from residential apartments will be indistinguishable from other residential uses.

A *Noise and Vibration Impact Assessment* prepared by RWDI accompanies the application. That Report considers potential noise associated with demolition and construction, as well as noise emissions and intrusions associated with the proposal on completion.

The *Noise and Vibration Impact Assessment* includes a number of material and operational recommendations to reduce noise emissions associated with the operation of the proposed development.

The *Noise and Vibration Impact Assessment* concludes:

This report has presented a noise and vibration impact assessment for the proposed residential development located at 93 Bridge Road, Westmead. This assessment has been prepared to address the noise and vibration clause of the SEARs for the State Significant Development Application (SSDA).

Existing ambient noise levels have been established via long-term unattended noise monitoring as presented in Section 0. The noise monitoring data has been processed in accordance with the NPfl to establish the project noise trigger levels at sensitive receivers. Short-term attended noise measurements were conducted to measure road traffic and rail noise impacts.

Noise impacts associated with the operation of the development have been assessed with reference to the NPfl and presented in Section 3. The results of the assessment indicate in-principle that noise emissions from the site can comply with the relevant acoustic requirements through considered design and the implementation of appropriate acoustic treatments and noise management controls.

Noise intrusion from road traffic on Bridge Road and rail noise from the T1/T5 Sydney train lines has been assessed with reference to the internal noise recommendations of AS2107. Indicative recommendations for the building façade construction have been presented in Section 4 to achieve the internal noise requirements. These recommendations should be reviewed at the detailed design stage once the room layouts, glazing areas and ventilation systems have been finalised.

Noise and vibration impacts from the construction of the development have been assessed in principle in Section 6 of the report in accordance with the ICNG. Construction NMLs have been established for sensitive receivers

based on the measured RBLs. Representative construction noise levels have been predicted for a range of construction activities. The predicted $LA_{eq,15min}$ construction noise levels are expected to exceed the established NMLs for receivers at the majority of receivers surrounding the site. It is therefore recommended that a CNVMP be developed for the site and that all reasonable and feasible measures be implemented to minimise construction noise and vibration impacts.

With the addition of the proposed residential development, there are likely to be increases in traffic on local roads associated with the increased population on the site. Increased traffic on local roads can lead to changes in people's way of life in respect of how and when they leave for work or school, and the potential need to adjust this to accommodate changes in traffic.

The *Transport Impact Assessment* Report prepared by Ason Group assesses the traffic and parking implications of the proposed development.

That *Assessment* concludes that overall, the proposed development is supported from a transport and parking perspective.

The *Transport Impact Assessment* also provides a preliminary Green Travel Plan (GTP) which reinforces the Applicant's commitment towards sustainable development and ensures that the proposed development not only integrates but enhances the existing public and active transport networks. The preliminary GTP identifies primary aims and objectives for the future GTP and notes the following measures and action strategies:

The below includes a range of measures which could achieve the objectives of this GTP with any such details to be reviewed and confirmed prior to implementation of any future plan:

- *An introduction to the plan for all residents, setting out its purpose and objectives*
- *Provision of public transport travel information for residents and visitors*
- *Assisted cycle purchase schemes for residents*
- *Interest free loans to assist with cycle and cycle equipment purchase for residents*
- *Provision of public transport information including surrounding routes and timetables on building noticeboards.*

The increase in population on the site may also result in increased demand for public transport. As noted in Chapter 2.0, the site is located close to existing public transport in the form of trains, buses and light rail, and will benefit from the future Metro station. While increased demand for public transport may result in increased wait times for public transport users, this increased demand may also provide evidence for increased service provision to the area.

The socio-economic and demographic characteristics of existing residents of the suburb of Westmead indicates that a greater proportion of households report not owning a car, compared to the City of Parramatta LGA. It is noted that the proposal provides car parking for 441 vehicles, satisfying the car parking requirement as stipulated in the Parramatta Local Environmental Plan 2023 and the Housing SEPP 2021.

There is nothing about the proposed development that is likely to result in any impacts on how existing, or future residents interact socially. The proposal includes communal areas for residents to enjoy, including a landscaped communal open spaces at the ground level and podium rooftops. Communal courtyards are provided at each residential level. The proposal also includes the creation of a 1,000m² public park for the use of the community. The public park may provide opportunities for new and existing residents to interact.

The proposed development is located in an area earmarked for high density residential accommodation. The site is suitable for high density residential development due to its proximity to public transport, shops and services.

The subject application is unlikely to generate any significant or long-term impacts requiring mitigation.

7.2 Community

The *Guidelines* note consideration should be made to the following areas of the community:

- *Will community cohesion be impacted during construction?*
- *Will there be changes to community character, composition, and sense of place following development?*

The proposed development is unlikely to result in any impacts for community cohesion during construction.

There is nothing about the proposed development that is out of character with the existing and planned character of the area.

The proposed development includes approximately 100 affordable housing units, providing housing for those on very low, low and moderate incomes and key workers. Addressing, in part, the shortage of affordable rental accommodation in the area, the LGA and Sydney area more broadly.

The proposed development represents a positive social impact in terms of the provision of additional accommodation in an area where there is a lack of affordable housing, close to employment centres, and on a site that is close to shops, services, recreation and public transport. The proposed development is

unlikely to result in any changes to the composition of the local community, nor are they likely to result in any increased demand for community facilities.

7.3 Accessibility

The *Guidelines* note that in respect of accessibility, the proposed development should be considered in respect of:

- *Will accessibility of services be disrupted during construction?*
- *What are the likely improvements to accessibility of services and facilities following development?*
- *Will the project impact accessibility of or demand for community facilities, services and public space?*

It is unlikely that access to services will be disrupted during construction. The construction will be confined to the site area, with the exception of some impacts on the local roads associated with trucks and deliveries. These impacts can be controlled to an extent through conditions of consent.

The proposed development is unlikely to generate significant impacts in respect of access to public transport, education, community or health services. The site is located in close proximity to each and future residents will benefit from this proximity.

It is acknowledged that the proposed development is likely to result in increased traffic on local roads, during construction and on completion. While it has been assessed that the local road network has capacity to accommodate this additional demand, it may result in short delays on local roads.

The proposed development does not remove any community or recreation facilities or services from the area. The additional resident population may increase demand

for services and facilities in the area including child care, education, libraries, recreation, healthcare & waste removal.

The proposal includes a public park of 1,000m² introducing a new community recreation space for the use of the existing and future population in the area, and for local workers.

School Infrastructure NSW do not appear to have any current plans for new schools in the area. As detailed in Chapter 5.2, the subject site is well located with access to both public and private schools.

Accessibility in and around the site has been considered in the design of the overall development and lift access is provided to all levels.

56 adaptable/accessible apartments are included in the proposal. A total of 58 accessible parking spaces are provided within the parking areas, with 2 dedicated accessible spaces for visitor use.

7.4 Culture

The *Guidelines* recommend consideration of impacts on culture, in particular:

- *Will there be changes to the cultural composition of the community?*
- *Will cultural heritage values be impacted?*
- *Will there be opportunities for cultural expressions (e.g. through design)?*

There is nothing to suggest the cultural composition of the community will alter significantly as a result of the proposed development. As detailed in Chapter 3.2, the existing social locality includes strong representations of people born overseas in non-English speaking countries and high proportions of people who speak a language other than English at home.

The proposal includes a mix of 304 x one bedroom, 225 x two-bedroom and 20 x three-bedroom units, which, based on the average number of people per bedroom for the suburb of Westmead at the 2021 Census of 1.2, will result in a likely population on the site of approximately 960 people.

Cultural heritage values have been considered in the landscaping and building design by celebrating and paying homage to the original indigenous inhabitants and custodians of the land through which fundamental landscape principles have been applied throughout.

As part of the *Connecting to Country* framework, the project design team has carried out a walk on country with Aboriginal elders to learn about important sites, cultural lore, wayfinding through story telling. The design seeks to instil fundamental principles of leaving country in a better state through the supplementation of endemic and native landscaping.

In respect of cultural expression, the following design directions arising from the walk on country have been considered by including design and landscape elements such as:

- Water
- Air
- Flora and fauna, including the flying fox, but specifically excluding eel motifs as the site was not on river country.

Aboriginal Cultural connection and expression has been considered at the ground level, and, in particular, in the communal open spaces have been designed to feature:

- A 'yarning' or conversation circle in the centrally located communal open space
- Inclusion of waterways and storytelling in the eastern communal open space
- Planting of species endemic to the local area

- Any artificial shades, gazebos or other structures that are planned should mimic natural shapes and blend with the surrounding landscape.

A *Connecting with Country* report prepared by Austral Archaeology accompanies the application.

7.5 Health and wellbeing

The *Guidelines* pose the following questions in respect of potential impacts on health and wellbeing:

- *How will urban densification impact people's psychological health?*
- *Could the development exacerbate or reduce social exclusion of marginalised groups?*
- *How will the new development meet the needs of residents, workers and visitors for open space, active travel and access to health and community services?*

There is nothing about the proposal that may result in impacts on a person's psychological health. While the proposal replaces low-density residential dwellings, with high-density residential flat buildings, the proposal is consistent with the site zoning and desired future character of the area.

The inclusion of dedicated affordable housing may result in benefits in respect of a reduction psychological stress for those who are currently experiencing rental stress and difficulties in securing affordable rental accommodation.

The psychological health of future residents of the development has been considered in the design of the premises with each dwelling have a private balcony. All residents will have access to the large areas of communal landscaped open space which includes different areas for seating and connecting, and native

landscaped gardens and provides opportunities for residents to socialise and connect.

The proposed buildings have been oriented in such a way as to minimise the potential for overlooking onto existing residential dwellings on neighbouring sites.

The proposal has been designed consistent with the relevant planning controls including the Apartment Design Guide, ensuring the development will not unreasonably impact privacy or overshadow communal and public open space.

The proposed development includes a range of dwelling sizes and includes 15% of gross floor area as dedicated affordable housing, ensuring a socio-economically diverse population. The proposal also includes 56 accessible/adaptable dwellings, ensuring people of all abilities have access to accommodation.

The proposal represents a positive social impact in respect of inclusion of marginalised groups, through the provision of dedicated affordable rental accommodation in a location close to public transport, shops, services and education facilities.

Communal open space is provided for residents on the ground floor. The proposal also includes a 1,000m² public park providing open space for existing a future residents and local workers . The wider area includes a number of parks and reserves for the use by the community as listed in Chapter 5.2.

Active travel is encouraged through the provision of 604 bicycle parking spaces through the development. Bus, light rail and rail transport options are located within close walking distance to the subject site and the site will benefit from the future Metro station at Westmead.

The proposed development does not remove any community services, nor does it impede access to community services in the area.

7.6 Surroundings

The *Guidelines* suggest consideration of the potential impacts of a development on its surroundings, in particular:

- *Will there be material changes to environmental values, visual and acoustic landscape, or aesthetic values?*
- *What changes will there be to public open space, public facilities or streets?*

No public space or public facilities are removed as a result of the proposed development. Local streets may experience some impacts associated with truck movements during construction, and residential uses. The extent of this impact is considered in the *Transport Impact Assessment* accompanying the application.

The proposal includes the introduction of a new 1,000m² public park for the use of the community. This park will be dedicated to Council.

The proposed development will result in changes to the visual presentation of the site to the street.

Project architects, Group GSA, have designed the proposal in the context of existing development on surrounding allotments, and in the context of the Westmead Place Strategy. The building has been set back from the site boundaries to provide separation, air flow and light.

Nearby residents and tenants may experience disturbance associated with construction. As detailed in Chapter 5.1, these impacts are temporary and are able

to be controlled through conditions of development consent, as well as adoption of the recommendations provided in the *Noise and Vibration Impact Assessment*.

The proposed works will be contained wholly within the site, and it is not envisaged that the construction process will result in any significant impacts in respect of public safety for drivers, pedestrians or cyclists.

The proposed development has been designed cognisant of Crime Prevention Through Environmental Design (CPTED) principles including surveillance, access control, territorial reinforcement and space management. A separate CPTED report prepared by Group GSA accompanies the application. The CPTED Report includes a range of recommended strategies to minimise the potential risk of crime.

7.7 Livelihoods

The Guidelines note that consideration should be given to livelihoods, specifically:

How will livelihood impacts and benefits be distributed?

The proposal provides a number of positive impacts in respect of livelihood through the generation of employment. Employment will be generated in the following areas:

- Demolition, excavation & construction including workers, trades, labourers suppliers, & contractors
- Fit out of residential dwellings
- Employment opportunities related to the ongoing maintenance of the site
- Employment opportunities with the Community Housing Provider.

The proposal will create employment opportunities across all stages and into the future, representing a positive social benefit for the local community. The positive

employment and livelihood benefits are likely to be distributed across a range of areas with construction related employment benefits likely to be drawn from a wide area across Sydney.

7.8 Decision-making systems

The *Guidelines* highlight the importance of opportunities for the local community to be informed about decisions:

- *Are there adequate and responsive grievance and remedy mechanisms in the event of complaints?*
- *Can affected people can make informed decisions and feel they have power to influence project decisions, including elements of project design.*

As detailed in Chapter 6.0, the local community were invited to comment on the proposed development via a variety of communication avenues. The intent of the community engagement activities was to ensure that the local community and key stakeholders had the opportunity to gain information about the proposal, and comment on potential impacts and raise any concerns.

The community will have another opportunity to formally comment on the proposal once the application is lodged and advertised in the usual manner.

Contact details for the site manager will be on display during construction and the local community will be able to contact them if there are any issues with the operation of the site.

Contact details for the Community Housing Provider managing the affordable accommodation will be on display in the ground floor lobby.

7.9 Issues raised during community engagement

As detailed in Chapter 6.0, the following matters were raised during the community engagement process:

- There should be no pedestrian or vehicle access from the private road (part of Monarco Estate) to the proposed development.
- No direct access from the proposed public park to Monarco Estate.
- Scale of proposal (height).
- Overshadowing and privacy/overlooking.
- The need for landscape screening.
- Traffic and on-street parking impacts.
- The need for footpath improvements.

7.9.1 Pedestrian and vehicle access arrangements

There was a specific request from owners within the Monarco Estate that there be no pedestrian or vehicular access from the private road to the proposed development.

Vehicle access for cars and services vehicles is via a tow-way ramp located on the northern boundary of the site. The only vehicular access proposed via the private road is for emergency vehicles.

Pedestrian access to the proposed development is via the Bridge Road entry to the building. Access to the proposed public park is via a new pathway adjacent to the northern vehicle ramp.

7.9.2 Public Park access

It was requested that no direct access be provided from the proposed public park to the Monarco Estate.

It is proposed to include fencing and landscaping to prevent direct pedestrian access from the private road, to the proposed public park.

7.9.3 Building scale

Feedback from local residents noted that the height and scale of the proposal was not consistent with the established scale and height of residential buildings, particularly buildings to the west of the site on Bridge Road.

It is understood that the scale of the proposed development has been developed with regard to separation, setbacks, and solar access requirements for neighbouring properties.

The proposal takes advantage of the uplift massing as permitted under the Housing SEPP.

7.9.4 Overshadowing and privacy/overlooking impacts

Overshadowing to the Monarco Estate was raised as an issue by owners within that Estate. The extent of the shadow generated by the proposal is illustrated on the plans prepared by Group GSA accompanying the application.

It is advised that the shadow impact analysis indicates there are no additional living areas and communal open areas of neighbouring properties with the 30% uplift massing in comparison to the Planning Proposal massing.

The shadow impact analysis indicates that during the winter solstice, the proposal development does not result in any non-compliance with the minimum solar access requirements for neighbouring properties.

In terms of privacy, the privacy of properties within the Monarco Estate has been considered and the following design considerations included:

- No direct southern-facing balconies have been included in the design.
- Fenestration along the southern face of the buildings has been minimised.
- Privacy screens are being considered on the southern ends or west facing balconies and will be addressed at the detailed design stage.

Privacy impacts were also raised by residents to the west of the site on Bridge Road associated with the buildings proximity and height. The *Engagement Outcomes Report* prepared by Elumni notes that the proposal is consistent with the design guidelines, minimum setbacks and requirements for overlooking.

7.9.5 Landscaping and screening

Landscaping and screening was a matter raised by representatives from the Monarco Estate. It is advised that landscaping and screening is provided for as detailed in the Landscaping Plans accompanying the application.

7.9.6 Traffic and on-street parking impacts

Local residents noted the potential for the proposed development to result in increased traffic on Bridge Road, and at the roundabout leading to the private road associated with the Monarco Estate.

Concern was also noted about increased demand for on-street parking.

The subject proposal seeks vehicular access via a new private road along the sites northern boundary connecting with Bridge Road, which is likely to minimise impacts to residents of the Monarco Estate.

It is noted that the proposal provides car parking at the rates consistent with the Housing SEPP and Council's LEP.

The proposal results in the removal of 7 existing driveways along the northern side of the Monarco Estate Road, creating approximately 8 additional on-street parking spaces.

Traffic and parking considerations have been assessed, in detail, in the *Traffic Impact Assessment* prepared by Ason Group accompanying the application and discussed in Chapter 7.1.

7.9.7 Footpath improvements

Residents identified the need for the footpath adjacent to 93 Bridge Road to be upgraded.

It is understood that upgrades to the footpath will be made after the building works are completed.

7.10 Cumulative impacts

The potential for cumulative impact is addressed through the implementation of management and mitigation measures provided in the specialist investigations including the *Acoustic Impact Assessment*, *Traffic Impact Assessment*, among others.

The character of the area will change however, this change is supported by government as articulated through strategic and statutory planning for the

Westmead area. The use of the site remains residential and is consistent with the planned future character for the area and the site zoning. The proposal creates employment, economic growth and provides diversity and quantities of housing.

As noted in Chapter 5.6, no similar SSD projects were identified in the Westmead area and as such, at this time, no cumulative impacts are apparent.

The proposed development provides a range of housing sizes and options in a location close to public transport, employment and education and has been designed in accordance with relevant planning controls.

7.11 Public interest benefits

The proposed development, will provide a number of public interest benefits, including:

- construction of a residential development on a site earmarked and zoned for such development, in an area that has been identified as a growth area
- provision of affordable housing for those on very low, low, to moderate incomes for a minimum of 15 years in a location close to services, retail and public transport responding to an identified need for affordable housing
- employment generation in the planning, implementation, and construction of the proposed development, and in management of the affordable housing units.

8.0 ENHANCEMENT, MITIGATION AND MONITORING

The proposed development is unlikely to generate any long term or significantly negative social impacts that require mitigation. While it is acknowledged that the proposed development and resultant increase in activity and population represents an intensification of use of the site, that intensification of use is not unexpected given the recent approval for high density development on the site.

Potential impacts associated with construction noise are short term in nature. These are able to be controlled through conditions of consent around work and delivery times and construction practices. The proposal does result in the creation of additional housing, including affordable housing, however it is not anticipated that there will be any material changes to the character or composition of the local community.

As detailed in Table 6 of the Department of Planning, Housing and Infrastructure's *Social Impact Assessment Guidelines – Technical Supplement*, social impacts can be considered in respect of their significance utilising the following matrix:

		Magnitude level				
		1	2	3	4	5
Likelihood level		Minimal	Minor	Moderate	Major	Transformational
A	Almost certain	Low	Medium	High	Very High	Very High
B	Likely	Low	Medium	High	High	Very High
C	Possible	Low	Medium	Medium	High	High
D	Unlikely	Low	Low	Medium	Medium	High
E	Very unlikely	Low	Low	Low	Medium	Medium

The following table highlights the potential social impacts associated with the proposed works, including the increase in population:

Identified impact	Likelihood	Magnitude level	Duration	Social impact significance	Proposed mitigation/enhancement/monitoring
Positive					
Housing diversity and type	Certain	High	Ongoing	High	No enhancement measures identified.
Housing affordability	Certain	High	Ongoing	High	No enhancement measures identified.
Livelihood/employment	Certain	High	Both short term and ongoing	High	No enhancement measures identified.
Accessibility	Certain	High	Ongoing	High	No enhancement measures identified.
Negative					
Construction impacts (noise, vibration, dust, traffic & parking)	Likely	Moderate	Short term-associated with construction only	High	<p>Construction noise mitigation measures have been identified within the Construction Environment Management Plan accompanying the application.</p> <p>The recommendations included in the <i>Noise and Vibration Impact Assessment</i> should be implemented.</p> <p>Traffic control mitigation measures should be adhered to in accordance with the Construction Traffic and Pedestrian Management Plan.</p> <p>Contact details for the site manager to be prominently displayed throughout the duration of the construction process.</p>
Increased population	Certain – intended outcome of application	Moderate	Ongoing	High	<p>The subject application relates specifically the construction of a residential development, introducing 549 apartments with an estimated population on the site of 960 people.</p> <p>The increased population on the site may result in increased demand for services such as health, education and public transport. The site is well located in terms of access to healthcare, education establishments and public transport in</p>

Identified impact	Likelihood	Magnitude level	Duration	Social impact significance	Proposed mitigation/enhancement/monitoring
					<p>the form of buses, trains, light rail and the future Metro. While there may be increases in demand, the increased demand or public transport may result in increased service provision to the area. The preparation of GTP has been recommended in the Transport Impact Assessment and includes objectives and measures to be included in future plan.</p> <p>While the potential impact is high, there is nothing about the increase in population on the site that requires specific mitigation measures.</p>
Noise impacts	Likely	Minimal	Ongoing	Low	<p>Resident noise unlikely to require any mitigation measures.</p> <p>It is recommended that the noise mitigation measures and treatments proposed in the <i>Noise and Vibration Impact Assessment</i> be implemented including permissible hours for deliveries and waste removal, to reduce any noise impacts for residents on the site, and at surrounding premises.</p>
Traffic and parking impacts	Likely	Moderate	Ongoing	High	<p>No specific mitigation measures identified.</p> <p>The recommendations noted in the <i>Transport Impact Assessment</i> should be applied to the development to reduce traffic impacts, including implantation of the recommendations noted in the preliminary <i>Green Travel Plan</i>.</p>
Visual impact	Likely	Moderate	Ongoing	Low	No mitigation measures identified.
Overshadowing	Likely	Moderate	Ongoing	Medium	As noted in the Architectural Report prepared by Group GSA, the building forms are aligned with the DCP and Apartment

Identified impact	Likelihood	Magnitude level	Duration	Social impact significance	Proposed mitigation/enhancement/monitoring
					<p>Design Guideline safeguarding against impact to privacy and ensuring amenity is protected within and to adjoining sites.</p> <p>The shadow diagrams accompanying the application illustrate the extent of shadow cast by the proposal and indicate that the proposal will not result in unreasonable impact on communal or surrounding open space.</p>
Crime	Unlikely	Low	Ongoing	Low	<p>It is recommended that recommendations for surveillance, access control, space management and territorial reinforcement, as detailed in the CPTED report, are incorporated into the detailed design of the proposal including consideration of CCTV monitoring of building and car park entrances and exits, foyers, mail areas and lift lobbies and communal spaces.</p> <p>Recommendation for adequate lighting of building entrances and exits, paths, car parking area, common open spaces and the proposed public park at night.</p> <p>Clear street signage recommended, including directional signage to direct visitors.</p> <p>Regular maintenance of common spaces and landscaping recommended.</p>

Any impacts generated by the intensification of use of the site are likely to be associated with noise and traffic, which have been separately addressed in reports accompanying the application (including Noise and Vibration and Traffic and Parking).

Negative, temporary impacts that may be generated are likely to arise with construction should the application be approved. Any potentially negative impacts associated with construction can be mitigated through conditions of development consent and application of appropriate site controls and measures identified in the project specific Construction Environmental Management Plan.

The potential positive social impacts generated by the proposed development works will only be realised if consent for the application is granted.

9.0 CONCLUSION

This SIA has been prepared to assess the potential social impacts arising from the proposed residential development including affordable housing at 93 Bridge Road, Westmead.

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

Potential positive impacts:	
Area of impact	Detail:
Way of life Wellbeing Accessibility Community Health and wellbeing Livelihoods	<ul style="list-style-type: none"> • Provision of a well-located development in terms of access to public transport, shops, education and services • Provision of a range of dwelling sizes, types and costs • Provision of a public park for the use of the community. • Provision of landscaped communal open space for residents. • Employment generation in construction and ongoing maintenance of the premises and management of affordable rental housing. • Access to public services, and adaptable dwellings • Health and wellbeing through provision of communal open space • Opportunities for community participation. • Improved visual presentation of the site.

Potentially negative impacts:	
Area of impact	Detail:
Way of life Wellbeing	<ul style="list-style-type: none"> • Noise and disturbance impacts during construction. • Dust and pollution during demolition and construction. • Increased traffic associated with construction vehicles. • Increased traffic on completion with increased population – this is not anticipated to be significant • Increased demand for services such as health, education and public transport. • Overshadowing • Change to visual presentation of the site.

Mitigation and enhancement measures proposed include:

- Inclusion of the recommendations noted in the technical reports accompanying the application and detailed in Chapter 8.0;
- Application of CPTED principles and recommendations included in the CPTED Report appended to this application.

Based on this SIA, it is anticipated that the proposed development will have an overall positive impact on the local community.

APPENDIX A

DEMOGRAPHIC PROFILE TABLE

Demographic Profile Table

Demographic Characteristic	Westmead Suburb 2016	Westmead Suburb 2021	Parramatta LGA 2016	Parramatta LGA 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
Total Persons	16,309	16,555	226,149	256,729	4 823 991	5, 231,147	7 480 228	8,072,163
ATSI	63 (0.4%)	115 (0.7%)	1,694 (0.7%)	2,079 (0.8%)	70 135 (1.4%)	90,939 (1.7%)	216 176 (2.8%)	278,043 (3.4%)
NESB Persons					1 474 715 (30.5%)	1,706,348 (32.6%)	1 646 057 (22.0%)	2,444,754 (30.3%)
(i) No. born overseas in non-English speaking country.	12,162 (74.6%)	12,233 (73.9%)	125,088 (55.3%)	147,924 (57.6%)				
(ii) No. speaking lang. other than English at home	12,918 (79.2%)	12,987 (78.4%)	117,613 (52.0%)	144,802 (56.4%)	1 727 574 (35.8%)	1,957,409 (37.4%)	1 882 015 (25.1%)	2,146,080 (26.5%)
In need of assistance			9,291 (4.1%)	10,535 (4.1%)	236 139 (4.9%)	270,665 (5.1%)	402 048 (5.3%)	464,712 (5.7%)
Age range:								
0-4 years	1,616 (9.9%)	1,329 (8.0%)	16,506 (7.3%)	16,047 (6.2%)	310,173 (6.4%)	312,364 (6.0%)	465,135 (6.2%)	468,056 (5.8%)
5-14 years	2,027 (12.4%)			30,593 (11.9%)	590,126 (12.2%)	650,843 (12.5%)		
15-19 years	484 (3.0%)	2,148 (12.96%)	25,097 (11.0%)	11,542 (4.5%)	288,362 (5.9%)	294,764 (5.6%)	921,195 (12.3%)	1,001,950 (12.4%)
20-24 years	738 (4.5%)		16,999 (6.6%)	16,999 (6.6%)	340,737 (7.0%)	343,064 (6.6%)		
25-34 years	4,361 (26.7%)	528 (3.2%)	11,507 (5.0%)	49,933 (19.5%)	774,405 (16.0%)	811,314 (15.5%)	448,425 (5.9%)	457,896 (5.6%)
35-44 years	3,285 (20.1%)	1,056 (6.4%)	14,861 (6.6%)	45,531 (17.7%)	696,037 (14.4%)	777,748 (13.6%)	489,673 (6.5%)	496,185 (6.1%)
45-54 years	1,312 (8.0%)	3,878 (23.4%)	45,775 (20.2%)	29,102 (11.3%)	627,580 (13.0%)	667,167 (12.8%)	489,673 (6.5%)	496,185 (6.1%)
55-64 years	1,031 (6.3%)	3,781 (22.9%)	35,846 (15.8%)	24,787 (9.6%)	524,011 (10.8%)	579,166 (11.1%)	1,067,524 (13.4%)	1,142,026 (13.6%)
65-74 years	685 (4.2%)	1,361 (8.2%)	26,638 (11.7%)	18,185 (7.0%)	372,488 (7.7%)	439,467 (8.4%)	1,067,524 (13.4%)	1,142,026 (13.6%)
75-84 years	455 (2.8%)	1,040 (6.6%)	22,372 (9.9%)	9,948 (3.8%)	204,051 (4.2%)	249,517 (4.8%)	1,067,524 (13.4%)	1,142,026 (13.6%)
85 years and over	316 (1.9%)	754 (4.6%)	15,054 (6.6%)	4,067 (1.6%)	96,022 (1.9%)	105,729 (2.0%)	1,002,886 (13.0%)	1,103,170 (13.6%)
		460 (2.8%)	8,595 (3.8%)				977,984 (12.6%)	1,016,948 (12.6%)
		222 (1.3%)	2,027 (1.7%)				889,763 (11.9%)	961,784 (11.9%)
			3,898 (1.7%)				677,020 (9.0%)	788,725 (9.7%)
							167,506 (2.2%)	183,895 (2.3%)
Unemployment rate	9.3	8.0	7.0	5.7	6.0	5.1	6.3	4.9

Demographic Characteristic	Westmead Suburb 2016	Westmead Suburb 2021	Parramatta LGA 2016	Parramatta LGA 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
Median weekly household income	\$1,866	\$2,144	\$1,759	\$2,051	\$1750	\$2,077	\$1486	\$1,829
Median rent	\$430	\$410	\$440	\$450	\$450	\$470	\$380	\$420
Med Age	33	33	34	35	36	37	38	39
Ave household size	2.8	2.6	2.8	2.6	2.8	2.7	2.6	2.6
Marital Status (aged 15+)								
Married	8,174 (64.5%)	7,569 (57.9%)	102,178 (55.4%)	122,083 (53.4%)	1 934 134 (49.3%)	2,062,160 (48.3%)	2 965 285 (48.6%)	3,124,151 (47.3%)
Separated	207 (1.6%)	274 (2.1%)	4,360 (2.4%)	5,401 (2.6%)	111 495 (2.8%)	125,769 (2.9%)	190 199 (3.1%)	209,657 (3.2%)
Divorced	702 (5.5%)	755 (5.8%)	12,184 (6.6%)	14,519 (6.9%)	298 433 (7.6%)	332,916 (7.8%)	512 297 (8.4%)	569,516 (8.6%)
Widowed	613 (4.8%)	443 (3.4%)	7,759 (4.2%)	7,581 (3.6%)	185 646 (4.7%)	191,863 (4.5%)	331 655 (5.4%)	339,990 (5.1%)
Never married	2,986 (23.5%)	4,045 (30.9%)	58,070 (31.5%)	70,503 (33.6%)	1 393 988 (35.5%)	1,555,230 (36.4%)	2 094 457 (34.3%)	2,358,844 (35.7%)
Spirituality/Religious affiliation								
No Religion	1,842 (11.3%)	2,112 (12.8%)	55,389 (24.5%)	76,207 (29.7%)	1,188,280 (24.6%)	1,583,084 (30.3%)	1,879,562 (25.1%)	2,644,165 (32.8%)
Catholic	2,010 (12.3%)	1,904 (11.5%)	47,124 (20.8%)	48,420 (18.9%)	1,213,1236 (25.1%)	1,210,979 (23.1%)	1,846,443 (24.7%)	1,807,730 (22.4%)
Hinduism	6,654 (40.8%)	7,219 (43.6%)	25,605 (11.3%)	33,204 (12.9%)	170,161 (3.5%)	253,210 (4.8%)	181,402 (2.4%)	273,780 (3.4%)
Islam	1,010 (6.2%)	1,217 (7.4%)	9,660 (4.3%)	16,492 (6.4%)	253,436 (5.3%)	329,566 (6.3%)	267,659 (3.6%)	349,240 (4.3%)
Not stated	1,760 (10.8%)	1,379 (8.3%)	21,219 (9.4%)	15,530 (6.0%)	425,538 (8.8%)	326,469 (3.2%)	684,969 (9.2%)	548,340 (6.8%)
Family Structure								
Couple families with dependent children under 15 years and other dependent children	2,522 (61.1%)	2,446 (57.6%)	31,093 (52.2%)	34,399 (49.8%)	501 238 (40.1%)	667,760 (48.4%)	718 364 (37.0%)	809,586 (37.9%)
Couple families with no children	1,164 (28.2%)	1,266 (29.8%)	19,573 (32.9%)	24,427 (35.3%)	416 588 (33.4%)	480,444 (34.8%)	709 524 (36.5%)	954,588 (44.7%)
One parent families with dependent children	342 (8.3%)	423 (10.0%)	7,727 (13.0%)	8,935 (12.9%)	113 772 (9.1%)	208,478 (15.1%)	192 626 (9.9%)	337,729 (15.8%)

Demographic Characteristic	Westmead Suburb 2016	Westmead Suburb 2021	Parramatta LGA 2016	Parramatta LGA 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
Other families	97 (2.4%)	111 (2.6%)	1,137 (1.9%)	1,368 (2.0%)	22 992 (1.8%)	23,497 (1.7)	32 483 (1.6%)	34,061 (1.6%)
Car Ownership								
None	853 (16.3%)	933 (15.9%)	8,001 (10.6%)			203,081 (11.1%)	239 625 (9.2%)	262,031 (9.0%)
One	2,894 (55.2%)	3,502 (59.8%)	31,427 (41.4%)	10,829 (11.7%)	179 500 (11.0%)	722,036 (39.5%)	946 159 (36.3%)	1,096,761 (37.8%)
Two	1,089 (20.8%)	1,055 (18.0%)	24,921 (32.9%)	42,203 (45.8%)	603 062 (37.1%)	590,650 (32.3%)	887 849 (34.0%)	989,258 (34.1%)
Three or more	205 (3.9%)	255 (4.4%)	9,273 (12.2%)	27,726 (30.1%)	532 633 (32.8%)	181,932 (9.9%)	283 044 (10.8%)	321,310 (11.0%)
				6,872 (9.4%)	164 918 (10.1%)	105,239 (5.7%)	152 500 (5.8%)	187,380 (6.5%)
				3,158 (3.4%)	89 744 (5.5%)			
Housing (dwellings)								
Sep house	891 (17.0%)	875 (15.0%)	34,645 (45.7%)	35,872 (38.9%)	924 225 (52.5%)	1,020,631 (55.8%)	1 729 820 (59.8%)	1,902,734 (65.6%)
Semi-detached	591 (11.3%)	519 (8.9%)	11,557 (15.2%)	12,253 (13.3%)	227 238 (49.8%)	234,000 (12.8%)	317 447 (35.7%)	340,582 (11.7%)
Unit	3,708 (70.8%)	4,442 (75.9%)	29,082 (38.4%)	43,561 (47.3%)	456 233 (25.9%)	561,988 (30.7%)	519 380 (17.9%)	630,030 (21.7%)
Other dwelling	0	0	233 (0.3%)	189 (0.2%)	9 129 (0.5%)	8,216 (0.4%)	23 583 (0.8%)	19,374 (0.7%)
Unoccupied dwellings	326 (5.9%)	1,021 (14.9%)	5,453 (6.7%)	10,326 (10.1%)	136 055 (7.7%)	164,628 (8.3%)	284 741 (9.8%)	299,524 (9.4%)
Home fully owned	545 (10.4%)	565 (9.7%)	18,643 (24.6%)	19,552 (21.2%)	472 635 (29.1%)	507,635 (27.8%)	839 665 (32.2%)	914,537 (31.5%)
Being purchased	1,107 (21.1%)	1,121 (19.2%)	23,163 (30.5%)	27,669 (30.0%)	539 917 (33.2%)	608,735 (33.3%)	840 665 (32.2%)	942,804 (32.5%)
Private rental	3,385 (64.7%)	4,006 (68.5%)	27,874 (36.7%)	39,004 (42.3%)	485 404 (29.9%)	596,390 (32.6%)	722 020 (27.7%)	851,852 (29.4%)
Public housing			3,501 (4.6%)	3,202 (3.5%)	67 845 (4.1%)	60,927 (3.3%)	104 902 (4.0%)	92,733 (3.2%)
Dwelling Structure - # of bedrooms								
0	19 (0.4%)	16 (0.3%)	478 (0.6%)	628 (0.7%)	12 812 (0.7%)	16,194 (0.9%)	17 157 (0.6%)	21,051 (0.7%)
1	312 (5.9%)	572 (9.8%)	5,060 (6.6%)	9,111 (9.9%)	118 881 (7.3%)	147,857 (8.1%)	157 194 (6.0%)	190,792 (6.6%)

Demographic Characteristic	Westmead Suburb 2016	Westmead Suburb 2021	Parramatta LGA 2016	Parramatta LGA 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
2	3,231 (61.6%)	3,576 (61.1%)	24,964 (32.9%)	33,838 (36.7%)	402 675 (24.8%)	470,207 (25.7%)	577 675 (22.1%)	657,578 (22.7%)
3	1,088 (20.7%)	1,153 (19.7%)	25,106 (33.1%)	25,701 (27.9%)	548 987 (33.8%)	565,467 (30.9%)	970 001 (37.2%)	1,006,121 (34.7%)
4	429 (8.2%)	451 (7.7%)	13,909 (18.3%)	15,506 (16.8%)	376 427 (23.1%)	440,351 (24.0%)	633 184 (24.3%)	983,314 (33.9%)
5			3,708 (4.9%)	5,000 (5.4%)	101 053 (6.2%)	133,837 (7.3%)	148 851 (5.7%)	
6+			893 (1.1%)	1,139 (1.2%)	23 774 (1.4%)	31,239 (1.7%)	34 370 (1.3%)	
Migration								
Same add 1yr ago					3 695 742 (77.5%)	4,119,424 (79.7%)	5 718 965 (77.3%)	6,335,812 (79.4%)
Same add 5 yr ago					2 402 160 (53.2%)	2,635,497 (53.6%)	3 775 527 (53.8%)	4,095,964 (53.8%)
Occupation								
Manager	707 (9.7%)	751 (9.6%)	13,515 (12.7%)	16,818 (13.6%)	311 762 (13.7%)	368,876 (15.2%)	456 084 (13.5%)	536,820 (14.6%)
Professional	2,975 (40.8%)	3,406 (43.4%)	33,768 (31.7%)	40,035 (32.5%)	597 798 (26.3%)	711,729 (29.3%)	798 126 (23.6%)	952,131 (25.8%)
Technical & Trade	524 (7.2%)	529 (6.7%)	11,004 (10.3%)	11,120 (9.0%)	265 056 (11.6%)	254,555 (10.5%)	429 239 (12.7%)	436,589 (11.8%)
Community	571 (7.8%)	626 (8.0%)	8,816 (8.3%)	10,110 (8.2%)	218 206 (9.6%)	225,062 (9.2%)	350 261 (10.3%)	390,779 (10.6%)
Clerical	982 (13.5%)	920 (11.7%)	16,428 (15.4%)	17,438 (14.2%)	331 135 (14.5%)	334,504 (13.7%)	467 977 (13.8%)	480,612 (13.0%)
Sales	512 (7.0%)	468 (6.0%)	8,960 (8.4%)	8,867 (7.2%)	205 051 (9.0%)	188,556 (7.7%)	311 414 (9.2%)	294,889 (8.0%)
Machinery op	3990 (5.3%)	524 (6.7%)	5,070 (4.8%)	5,907 (4.8%)	128 020 (5.6%)	136,033 (5.6%)	206 839 (6.1%)	222,186 (6.0%)
Labourer	511 (7.0%)	455 (5.8%)	6,926 (6.5%)	7,308 (5.9%)	171 450 (7.5%)	164,335 (6.7%)	297 887 (8.1%)	300,966 (8.1%)
Industry of employment								
Computer System Design	754 (10.5%)	908 (11.6%)	5,123 (4.8%)	7,026 (5.7%)			63,717 (1.9%)	84,575 (2.3%)
Hospitals	665 (9.3%)	728 (9.3%)	4,366 (4.1%)	5,609 (4.6%)			119,350 (3.5%)	153,159 (4.2%)
Banking	341 (4.8%)	373 (4.8%)	3,402 (3.2%)	4,322 (3.5%)			63,678 (1.9%)	71,055 (1.9%)

Demographic Characteristic	Westmead Suburb 2016	Westmead Suburb 2021	Parramatta LGA 2016	Parramatta LGA 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
Supermarket & Grocery	188 (2.6%)	226 (2.9%)	2,136 (2.0%)	2,996 (2.4%)			74,487 (2.2%)	92,329 (2.5%)
Aged Care Resi Services	159 (2.2%)	167 (2.1%)					67,209 (2.0%)	80,859 (2.2%)
Travel to work								
Car driver	2,554 (35.1%)	1,786 (22.8%)	54,771 (51.4%)	35,882 (29.2%)	1 197 269 (52.6%)	832,277 (34.2%)	1 953 399 (57.7%)	1,587,613 (43.0%)
Train	2,264 (31.1%)	475 (6.1%)	14,814 (13.9%)	3,856 (3.1%)	247 051 (10.8%)	60,858 (2.5%)	252 786 (7.4%)	62,460 (1.7%)
Bus	314 (4.3%)		5,512 (5.2%)	1,633 (1.3%)	125,503 (5.5%)	28,786 (1.2%)	133,903 (3.9%)	34,408 (0.9%)
Worked from home		3,593 (45.8%)	3,651 (3.4%)	54,036 (43.9%)	98,906 (4.3%)	944,501 (38.8%)	163,026 (4.8%)	1,141,467 (30.9%)
Walked only	483 (6.6%)	401 (5.1%)		2,431 (2.0%)			130,957 (3.9%)	92,368 (2.5%)

Source: 2016 Census data (www.abs.gov.au) – General Community Profile – as at March 2025

APPENDIX B

QUALIFICATIONS & EXPERIENCE OF AUTHOR

Sarah George – BA (Psych/Soc), Cert IV Youth Work

QUALIFICATIONS:

Bachelor of Arts majoring in Psychology & Sociology (Macquarie University); Teaching by Distance (TAFE OTEN); Certificate IV – Workplace Training & Assessment, Youth Work Certificate IV (TAFE NSW).

EXPERIENCE:

In practicing as a consultant, I have completed assignments for several clients in the private and public sector, including:

- preparation of Statements of Evidence and representation as an Expert Witness in the Land and Environment Court of NSW;
- preparation of the City of Sydney Council's Alcohol-Free Zone Policy Review & Guide;
- preparation of a draft Local Approvals Policy for the City of Sydney (“Sex on Premises Venues”);
- preparation of Social Impact Assessments for Development Applications, including Matthew Talbot Lodge, Vincentian Village and the Ozanam Learning Centre for St Vincent de Paul, Malek Fahd Islamic School, and Hotel Development Applications at Hurstville and La Perouse and numerous packaged liquor licences;
- preparation of Community Impact Statements for packaged liquor outlets, on-premises licences for submission to the Office of Liquor, Gaming and Racing; and
- preparation of numerous Social Impact Assessments for licensed premises, both hotels and off-licence (retail) premises for submission to the Office of Liquor Gaming and Racing and the former Liquor Administration Board.

Prior to commencing as a consultant, I worked in community organisations and in the non-Government and private sectors in numerous roles including:

- Teacher – TAFE Digital (Mental Health, Alcohol & Other Drugs, Youth Work & Community Services)
- Project Officer – Education & Development with Hepatitis NSW
- Case Manager Big Brother Big Sister Mentoring Program with the YWCA NSW
- Drug and Alcohol educator and counsellor

- Youth Worker

I also worked for several years in a Town Planning Consultancy.

MEMBERSHIPS:

International Association of Impact Assessment

OTHER:

Justice of the Peace for NSW