

Social Impact Assessment

Proposed Residential Development with Infill Affordable Housing

9-21 Beaconsfield Parade, Lindfield

SSD – 81623209

**Prepared for:
Deicorp Projects (Lindfield) Pty Ltd**

MAY 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 – North Byron Parklands , William Clarke College, Kellyville Dee Why, Caringbah, Tallawong, Castle Hill, Crows Nest, Rhodes, Macquarie Park, Five Dock • New Hotel developments, new packaged liquor licences • SDA Housing developments • Social Housing developments • 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 process; 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	7 May 2025

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

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Executive Summary

Sarah George Consulting has been engaged by Deicorp Projects (Lindfield) Pty Ltd to prepare a Social Impact Assessment (SIA) to accompany a State Significant Development Application submitted to the NSW Department of Planning, Housing and Infrastructure for a proposed residential development with infill affordable housing at 9-21 Beaconsfield Road Lindfield.

This SIA accompanies an Environmental Impact Assessment (EIS) pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act), in support of a State Significant Development Application (SSDA) for the construction of a residential development, reference SSD-81623209.

This report addresses the Secretary's Environmental Assessment Requirement (SEARs) for the project, notably:

SEARs and Relevant Reference

SEARs Item	Report Reference
20. Social Impact Provide a Social Impact Assessment prepared in accordance with the <i>Social Impact Assessment Guideline for State Significant Projects</i> .	This Social Impact Assessment

This SIA has prepared in accordance with the Department's *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 extensive communal open spaces. • Opportunities for community participation.
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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 • Cumulative traffic impacts associated with other similar developments in the area • Overlooking/privacy impacts • Overshadowing • Increased demand, and potentially cumulative demand for public transport and infrastructure • 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 the CPTED recommendations outlined in Chapter 8.0 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

Sarah George Consulting has been engaged by Deicorp Projects (Lindfield) Pty Ltd (the Applicant) to prepare a Social Impact Assessment. It accompanies an Environmental Impact Statement (EIS) in support of State Significant Development Application for a proposed new residential flat building development with infill affordable housing at 9-21 Beaconsfield Parade, Lindfield.

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

Table 1 – SEARs and Relevant Reference

SEARs Item	Report Reference
<p>20. Social Impact</p> <p>Provide a Social Impact Assessment prepared in accordance with the <i>Social Impact Assessment Guideline for State Significant Projects</i>.</p>	<p>This Social Impact Assessment</p>

This Social Impact Assessment (SIA) is required by the Secretary's Environmental Assessment Requirements (SEARs) issued by the Department of Planning, Environment (the Department), identifies the requirement for a Social Impact Assessment to be prepared in accordance with the Department's *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 project's 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. Community engagement was undertaken by Notting Hill Advisory and the details of the extent of the community engagement, and feedback from the community and other stakeholders is included in Chapter 6.0.

The *Technical Supplement* for the *Guidelines* note 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 live, work, get around, and interact socially?
Community	<ul style="list-style-type: none"> • Will community cohesion be impacted during construction? • 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.

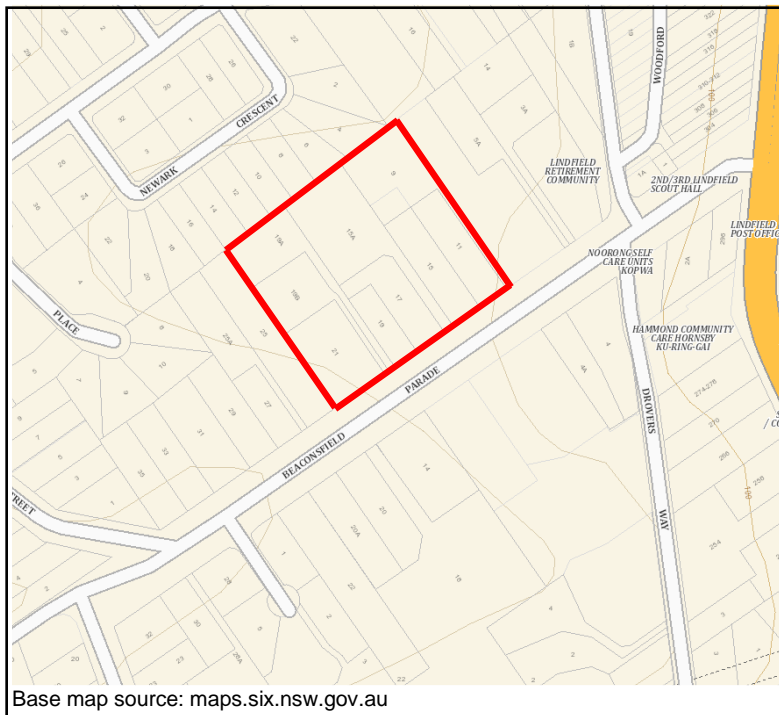
2.0 PROPOSED DEVELOPMENT

2.1 Subject site & History

The subject site has the street address of 9-21 Beaconsfield Parade, Lindfield. The sites are currently occupied by separate, single storey residential dwellings on battle-axe blocks and associated structures.

The site is regular in shape and has overall site has a total area of 13,386m².

Figure 1 – Subject site



Development to the north, east, and west of the site is predominantly low density residential with large dwellings on large blocks of land, with some residential flat buildings to the south.

The site is located within walking distance to the Pacific Highway, Lindfield Train Station and the Lindfield shopping strip which includes supermarkets and specialty shops, cafes and restaurants fronting Lindfield Avenue, and the Pacific Highway.

Lindfield Train station is located approximately 350m walking distance from the site, making the proposal a transport oriented development. Lindfield Train Station is two stops from Chatswood Train Station, providing access to the Metro, and to the north, trains travel to Hornsby.

The site is also serviced by buses, from the Pacific Highway providing access to Routes 565 & N90 travelling to and from Chatswood, Macquarie University, Killara, and Hornsby Train Station. Route 556 (Lindfield to East Killara) is accessible on the eastern side of the Train Station

The subject site is currently zoned *R2 – Low Density Residential* under Kur-ring-gai Local Environmental Plan 2015.

2.2 Proposed development

The proposal seeks consent for:

The proposed development seeks consent for a new residential flat development with in-fill affordable housing. The proposal will include the following works:

- Construction of a residential development varying in height up to 10 storeys
- 377 residential units of which 56 will be affordable housing units to be retained as affordable for 10 years and 2% to be retained as affordable housing in perpetuity
- Excavation for 2 basement parking levels with 523 car spaces and associated services
- Removal of existing trees on site
- Landscaping and a communal space network on the ground floor level and rooftop gardens

The proposal seeks to utilise the Infill Affordable Housing provisions of SEPP (Housing) by providing affordable housing in compliance with the requirements of the EPI.

The proposal includes 38 adaptable dwellings.

A total of 56 affordable housing units are proposed. These units will be managed by registered Community Housing Provider, St George Community Housing.

Table 1 – Proposed development

Site area	13,386m ²
Maximum allowable Gross Floor Area	43,505m ² (inclusive of the 30% uplift bonus)
Dwellings	<ul style="list-style-type: none"> • Total number – 377 • 63 x 1-bedroom units • 206 x two-bedroom units • 108 x 3-bedroom units
Adaptable dwellings	38 units
Affordable housing	56 units
Car Parking	523 spaces
Landscaped space	<ul style="list-style-type: none"> • Landscaped communal open spaces on Ground floor and Levels 4, 7,8 & 9

Plans of the proposed development prepared by DKO accompany the application.

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*); and the *Technical Supplement – Social Impact Assessment Guidelines for State Significant Projects February 2023*.

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*); and the *Technical Supplement – Social Impact Assessment Guidelines for State Significant Projects February 2023*.

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 by Notting Hill Advisory (see Chapter 6.0).

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)
Ku-ring-gai Council	<ul style="list-style-type: none"> • Ku-ring-gai Local Environmental Plan 2015 • Ku-ring-gai Development Control Plan 2015
NSW Department of Planning, Housing and Infrastructure	<ul style="list-style-type: none"> • Social Impact Assessment Guidelines February 2023 • SIA Technical Supplements
Mapping	<ul style="list-style-type: none"> • Google maps • Six maps
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 Gyde Consulting
- Architectural plans prepared by DKO Architecture
- *Transport Impact Assessment* prepared by JMT Consulting
- *Noise and Vibration Impact Assessment* prepared by Acoustic Logic
- *Connecting with Country Report* prepared by JMP Aboriginal Consultancy
- *Community Engagement Report* prepared by Notting Hill Advisory
- *Landscape Plans* prepared by Land and Form

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 10% 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.

4.2 State Environmental Planning Policy (Housing) Amendment (Transport Oriented Development 2024)

The amendments to the Housing SEPP are a further response by the NSW Government to the need for more housing, particularly near Metro and Train stations so that people can live close to transport, jobs, services, night life and amenities.

The aims of *Transport oriented development* (TOD) include:

- a) increasing housing density within 400m of existing and planned public transport.
- b) to delivery mid-rise residential flat buildings and shop top housing around rail and metro stations that -
 - (i) are well designed, and
 - (ii) are of appropriate bulk and scale, and
 - (iii) provide amenity and liveability,
- c) to encourage the development of affordable housing to meet the needs of essential workers and vulnerable members of the community.

Land within the Ku-ring-gai Local Government Area is included in the TOD areas.

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, and those who regularly utilise the roads 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:

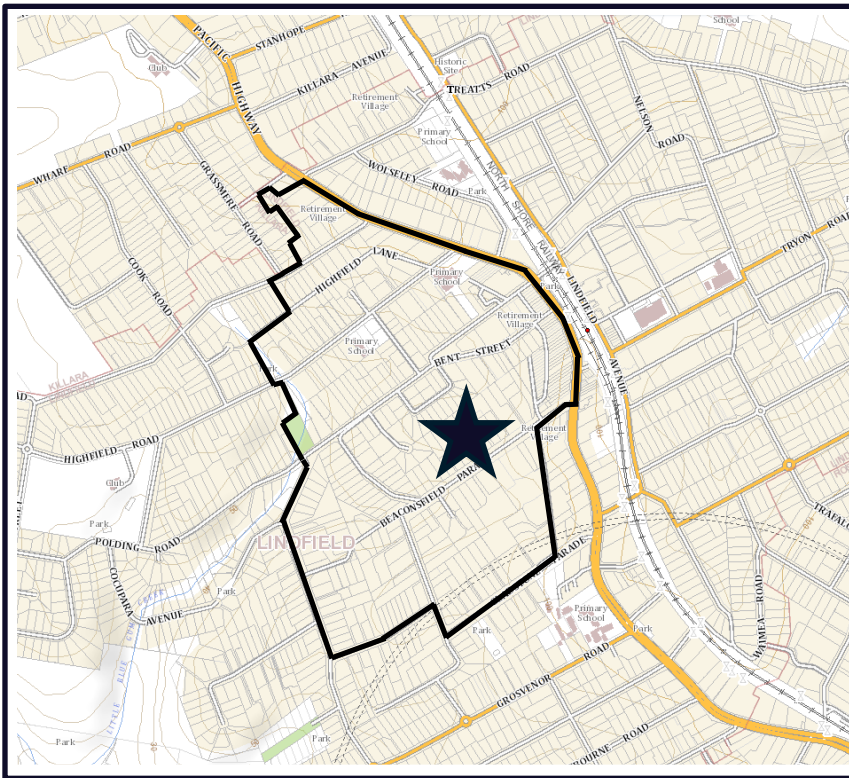
- Increased population on the site;
- Increased traffic on local roads;
- Increased demand for public transport;
- Increased demand for local infrastructure (e.g. child care, schools)
- Change in visual presentation of the site;

- Overshadowing/overlooking
- Waste generation and removal.

The key groups potentially affected by the proposed development include:

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

The primary social locality has been identified as the three Statistical Areas Level 1 – 12103140825, 12103140860 & 12103140826. This area has been identified as the area that is most likely to experience immediate impacts as a result of the proposal due to proximity and associated with construction impacts, increased population, increased traffic and demand for on-street car parking. Other impacts likely to be generated may be experienced at a suburb-wide level associated with increased demand for public transport, education services, healthcare and other services. The extent of the primary social locality is illustrated on Figure 5 below:

Figure 5 – Primary social locality

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. Positive social impacts such as employment generation during construction, and on completion, service and maintenance related operational jobs, are likely to be experienced at a broader level, including across LGA, and further.








5.2 Existing socio-economic and demographic characteristics




The subject site is located within the suburb of Lindfield, an area traditionally characterised by federation style dwellings on larger blocks. In more recent years, there has been an increasing number of residential flat building developments in proximity to the Train Station and Shopping strip.

A *Demographic Profile Table* including Census data from the 2016 and 2021 Census for the identified social locality, the suburb of Lindfield and Ku-ring-gai Local Government Area compared to Greater Sydney and NSW is included at Appendix A.

The socio-economic and demographic profile reveals:

Table 2 – Demographic profile

	<ul style="list-style-type: none"> • No residents who identify as Aboriginal and/or Torres Strait Islander in the social locality and an underrepresentation in the suburb of Lindfield (0.3%) and in the LGA (0.2%) 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 Social Locality (46.3%), the suburb of Lindfield (42.2%) and in the LGA (69.7%) compared to Greater Sydney (32.8%) and NSW (30.3%) • A greater proportion of the population who speak a language other than English in the Social Locality (45.8%), the suburb of Lindfield (41.0%), and in the LGA (35.9%) compared to Greater Sydney (37.4%) and NSW (26.5%)
	<p>An older median age of residents in the social locality (41) and the LG A (42) compared to the suburb of Lindfield (40), Greater Sydney (37), and NSW (39).</p>
	<p>A greater median weekly household income in the Social Locality (\$2,375), the suburb of Lindfield (\$2,833) and in the LGA (\$3,038) compared to Greater Sydney (\$2077) but greater than that in NSW (\$1829)</p>
	<p>A higher median weekly rent in the Social Locality (\$514), the suburb of Lindfield (\$600) and in the LGA (\$630), compared to Greater Sydney (\$470), but greater than that in NSW (\$420)</p>
	<p>Lower unemployment rates in the Social Locality (4.3) compared to the suburb of Lindfield (4.0), the LGA (4.2), Greater Sydney (5.1) and NSW (4.9)</p>
	<p>A larger proportion of the population who are married in the social locality (53.1%), the suburb of Lindfield (59.2%) and in the LGA (60.7%) compared to Greater Sydney (48.3%) and NSW (47.3%).</p>
	<p>The majority of families are couple families with dependent children in the Social Locality (53.4%), the suburb of Lindfield (54.0%), and in the LGA (55.5%) compared to Greater Sydney (48.4%) and NSW (37.9%).</p>

	<p>The majority of households report owning one car in the Social Locality (46.4%), and in the suburb of Lindfield (41.8%), compared to the LGA (35.5%) Greater Sydney (39.5%) and NSW (37.8%)</p>
	<p>The majority of dwellings are units in the Social Locality (43.2%), compared to the suburb of Lindfield (44.3%), the LGA (27.1%, Greater Sydney (30.7%) and NSW (21.7%)</p> <p>Lower rates of homes being fully owned in the social locality (28.5%) and in Greater Sydney (27.8%) compared to the suburb of Lindfield (37.5%) and in the LGA (40.2%) and NSW (31.5%).</p> <p>Higher proportion of homes being rented privately in the Social Locality (38.8%) compared to the suburb of Lindfield (25.4%), the LGA (19.8%), Greater Sydney (32.6%) and NSW (39.4%).</p> <p>The majority of dwellings have four or more bedrooms in the Social Locality (30.1%), the suburb of Lindfield (40.0%) and in the LGA (52.6%).</p>
	<p>The majority of employed residents work in professional roles in the Social Locality (43.4%), the suburb of Lindfield (44.4%), in the LGA (41.6%) Greater Sydney (29.3%) and NSW (25.8%).</p> <p>A smaller proportion of workers working in labouring and related occupations in the social locality (3.9%), the suburb of Lindfield (2.4%) and the LGA (2.7%) compared to Greater Sydney (6.7%) and NSW (8.1%).</p>

As is evident from the socio-economic and demographic characteristics of residents of the Social Locality are generally culturally diverse, married with children, residing in larger dwellings that are rented privately and working in well-paying occupations.

The proposed development will contribute to the diversity, type and style of housing 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.

	Lindfield 2021	Ku-ring-gai LGA	Greater Sydney 2021	NSW 2021
SEIFA Score	1099.9	1108.1	1010.0	1000.0
Percentile	97	98	48	42

Source: profile.id.com.au

Data from the 2021 Census shows that the suburb of Lindfield is slightly less advantaged than the broader LGA but is significantly more advantaged than residents of Greater Sydney and NSW.

The proposed development is unlikely 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 close to public transport and that will include a proportion of affordable housing which ensures Community Housing managed accommodation for key workers and those on very low, low and moderate incomes.

5.3 Population Projections

Data compiled by the NSW Department of Planning, Housing and Infrastructure suggests that the Ku-ring-gai LGA is anticipated to experience an annual population growth between 2021-2041 of 1.2% representing an increase in the population of approximately 33,623 residents¹.

5.4 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 Lindfield and the Ku-ring-gai LGA indicate that the suburb and the LGA generally have low rates and low of crimes compared to NSW.

Table 3: Crime rate table:

Crime	Lindfield suburb	Ku-ring-gai LGA	NSW
Assault	150.7 (lowest density)	222.69 (lowest density)	905.9
Domestic Assault	88.7 (lowest density)	120.5 (lowest density)	458.8
Non-domestic assault	53.2 (lowest density)	100.0 (lowest density)	415.2
Assault Police	8.9 (lowest density)	2.4 (lowest density)	31.9
Robbery	0.0	3.2 (lowest density)	23.6
Theft	815.6 (lowest density)	882.8 (lowest density)	2244.7

¹ <https://www.planning.nsw.gov.au/data-and-insights/population-projections/explore-the-data>

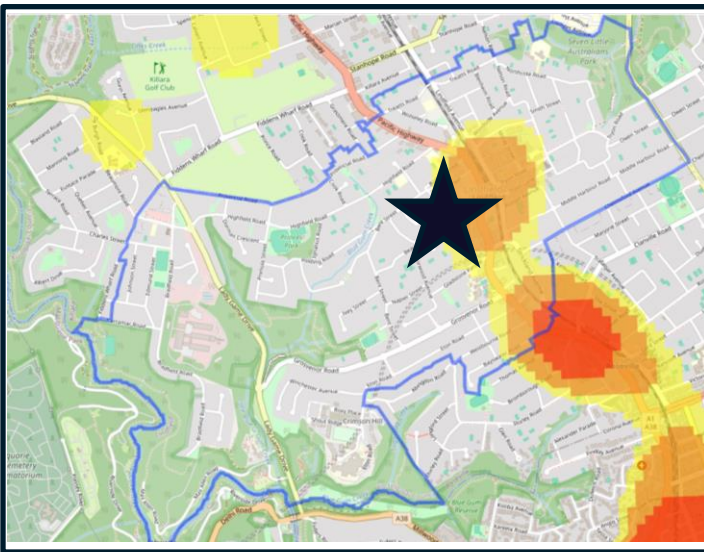
Malicious damage to property	2303.5 (lowest density)	212.6 (lowest density)	587.8
Sexual offences	62.1 (lowest density)	100.0 (lowest density)	229.2

January 2024 – December 2024 - <http://crimetool.bocsar.nsw.gov.au/bocsar/>

The proposed development is unlikely to result in any change to the existing crime rates in the area.

BOCSAR also prepares ‘hotspot’ maps, that geolocate crimes close to where they occur. The subject site is not within a low-medium density ‘hotspot’ for malicious damage to property:

Malicious damage to property:



5.5 Affordable Housing

Affordable housing is housing that is open to people on a wider range of incomes than social housing. ²

² <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 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 on their financial situation such as having a baby, divorce or leaving home for the first time.

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 Ku-ring-gai Council area had a total of 157 affordable rental properties.

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

Table 4– Affordable rental stock

Ku-ring-gai Council	% of affordable rental stock
Very low incomes	2.1%
Low incomes	19.38%
Moderate incomes	58.02%

The data highlights that of the 1,020 renters on very low incomes, 1,000 (98.0%) are experiencing rental stress. For the 963 renters on low incomes, 847 (87.9%) report rental stress.

Housing targets for Ku-ring-gai LGA to 2029 seek to build a total of 7,600 new homes³.

5.6 Existing services and infrastructure

The suburb of Lindfield is well connected to existing services and infrastructure. A list of local services and their distance to the subject site is included in Table 5 below.

Table 5 - Existing services and facilities:

Service	Distance to site	Ability to accommodate additional demand
Child care centres		

³ <https://www.planning.nsw.gov.au/policy-and-legislation/housing/housing-targets/ku-ring-gai-councils-housing-snapshot>

Little Amigos Childcare Lindfield, 29 Grosvenor Road, Lindfield	850m	Vacancies on all days
Reddam House Early Learning School Lindfield, 15a Treatts Road, Lindfield	1.9km	No vacancies
Little Steps Early Learning Centre, 34 Brisbane Ave, Lindfield	3.7km	Vacancies
KU Bradfield Park Children's Centre, 51-53 Bradfield Road, Lindfield	3.6km	Vacancies
East Lindfield Community Preschool, 110 Tryon Road, Lindfield	3.3km	Information not available.

Service	Distance to site
Education Establishments	
Lindfield Public School (L-6), 218 Pacific Highway, Lindfield	700m
Cromehurst School 8 Nelson Road, Lindfield	700m
Holy Family Catholic Primary School, 2/4 Highfield Road, Lindfield	600m
Lindfield Learning Village, 100 Eton Road, Lindfield	1.6km
Lindfield East Public School, 90 Tryon Road, East Lindfield	2.2km
Newington Lindfield K-6 Preparatory School 26 Northcote Road	1.3km
St Leonards TAFE, St Leonards	6.7km
Macquarie University	6.9km
Medical/Hospitals	
Royal North Shore Hospital & North Shore Private Hospital, St Leonards	6.4km
Dalcross Wellness Hospital, Killara	1.8km

Macquarie University Hospital, Macquarie University	6.9km
Hirondelle Private Hospital, Chatswood	2.2km
Macquarie Hospital Wicks Road, North Ryde	7.9km
Chatswood Private Hospital, Albert Avenue, Chatswood	3.3km
Gordon Private Hospital, 746 Pacific Highway, Gordon	3.1km
Public Transport	
Lindfield Train Station, Lindfield Avenue – bus and train access	350m
Parks and recreation	
Edenborough Oval, 1 Edenborough Oval	900m
Lindfield Oval, Tryon Road, Lindfield	1.7km
Seven Little Australians Park, Slade Avenue	1.4km
Swain Gardens, Stanhope Road, Killara	1.7km
Roseville Park, Roseville Tennis Club and Roseville Oval, Clanville Road, Roseville	1.8km
Lane Cove National Park, Max Allen Road	3.2km
Supermarket/grocery	
Supamart IGA Lindfield, 27 Lindfield Avenue	450m
Harris Farm Markets, 43 Lindfield Avenue	500m
Coles Lindfield, 380 Pacific Highway, Lindfield	500m

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

5.7 Similar projects

A review of the NSW Planning Portal identified a number of existing SSD projects for infill affordable housing developments located in Ku-ring-gai LGA, four of these applications have progressed to exhibition with others at the EIS preparation stage, and additional projects where SEARs have been requested from the Department of Planning, Housing and Infrastructure.

The addresses of the proposed infill affordable housing developments and their distance to the subject site are included in Table 6.

Table 6 – Similar projects

Project description	Distance from site	Matters noted during engagement
12-16 Bent Street, Lindfield – Currently on Exhibition Residential flat building with infill affordable housing.	450m	<ul style="list-style-type: none"> • Visual impacts • Size and scale • Removal of vegetation • Parking demand • Traffic impacts • Construction related traffic and parking impacts
27-29 Tryon Road, Lindfield – Currently on Exhibition Demolition of existing structures, construction of a 9 storey residential flat building with 66 apartments, including affordable housing.	650m	<ul style="list-style-type: none"> • Building height • Retention of vegetation • Need for adequate parking with vehicle access off Tryon Road • Overshadowing • Privacy impacts • Construction related impacts (noise, vehicle movements and traffic) • Traffic impacts • Pedestrian safety • Impact on property values.
2-8 Highgate Road, Lindfield Currently on Exhibition 9 storey residential flat building with 83 apartments	750m	<ul style="list-style-type: none"> • Traffic impacts • Height and scale • Local character changes • Capacity of local schools and open space to accommodate additional demand • Impact on property values and crime

		<ul style="list-style-type: none"> Retention of existing vegetation On street parking demand.
<p>2-4 Woodside & 1-3 Reid Street, Lindfield –</p> <p>Currently on exhibition</p> <p>89 dwellings including 22 affordable housing units</p>	700m	<ul style="list-style-type: none"> Traffic impacts and traffic congestion. Demand for on street parking Height Overshadowing Infrastructure impacts (demand for schools) Tree removal Loss of heritage homes.
<p>59-63 Trafalgar Avenue –</p> <p>Prepare EIS stage</p> <p>Demolition of existing structures on the sites and construction of a 9 storey residential flat buildings with 220 units including infill affordable housing.</p>	900m	Not available
<p>24-28 Middle Harbour Road –</p> <p>Prepare EIS Stage</p> <p>Infill Affordable housing development</p>	900m	Not available
<p>1-5 Nelson Road, Lindfield –</p> <p>Request for SEARS</p>	800m	Not available
<p>19-25 Balfour Street, Lindfield</p> <p>Request for SEARS</p>	650m	Not available
<p>11-19 Middle Harbour Road, Lindfield</p> <p>Request for SEARS</p>	800m	Not available

6.0 COMMUNITY & STAKEHOLDER ENGAGEMENT

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

Community engagement activities were undertaken by Notting Hill Advisory and are described in detail, in the *Consultations Outcomes Report* accompanying the application.

A pre-lodgement engagement program was undertaken by Notting Hill Advisory comprising a statistically representative telephone survey of n=300 residents who live near the site. Interviews averaged 12 minutes and explored perceptions of the local neighbourhood, attitudes towards development generally and views on the Beaconsfield Parade proposal specifically.

The research found that residents strongly value the accessibility of public transport in Lindfield, the presence of local green spaces and the overall liveability of the area. The research identified respondents desire to enhance housing diversity in Lindfield, particularly to support younger generations and address housing affordability pressures.

Respondents indicated a preference for new mid-rise housing located close to public transport, consistent with the objectives of the TOD reforms.

When considering future development, respondents expressed a strong preference for projects that enhance the area's character, with particular emphasis on maintaining Lindfield's established green streetscapes.

High-quality building design, thoughtful integration of green spaces and streetscape compatibility were consistently identified as key attributes most valued by the Lindfield community.

Some concern expressed around impacts on traffic and parking.

Matters raised during the consultation process are addressed, where possible in social impact terms, in Chapter 7.9.

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 in 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?*

The proposed development will result in short-term disruption to the daily way of life for existing residents, and those who regularly utilise local roads around the

subject site. This disruption will most likely relate to noise associated with truck movements, demolition, dust and construction and only likely to be present during the construction period and are therefore considered temporary impacts.

Noise generated as a result of the construction/fit out process are temporary impacts and are able to be addressed through conditions of consent limiting the time that works can be undertaken on the site.

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.

An Acoustic Design and Construction Advice report prepared by Acoustic Logic accompanies the application. That Report considers potential noise associated with demolition and construction, as well as considers noise emissions and intrusions associated with the proposal on completion.

The *Acoustic Design and Construction Advice* includes a number of material and operational recommendations to reduce noise emissions associated with the operation of the proposed development.

The *Acoustic Design and Construction Advice* suggests the installation of a 1.8m tall solid barrier around the entire site, during construction, to reduce noise emissions.

The *Acoustic Design and Construction Advice* noted that the main noise sources from the proposed development are likely to be:

1. Construction noise
2. Mechanical noise
3. Noise from the use of loading dock/car likely to be minimal as they are located in the basement level.

With the addition of the proposed residential development, there are likely to be increases in traffic on local roads associated with 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 proposed development is a transport oriented development, taking advantage of the sites proximity to Lindfield Train Station and buses, which may reduce the volume of traffic on local roads at peak times.

Given the number of units proposed and the likely increase in resident population on the site, and other similar developments within the suburb of Lindfield, it is possible that there will be a cumulative increase in traffic congestion on local roads, compared to existing levels. Increased congestion on local roads may result in changes to the way people live and how they plan their day.

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

That *Assessment* notes:

- *The site is located approximately 300m west of Lindfield train station and bus interchange, making it highly accessible by public transport and therefore limiting the traffic related impacts of future development.*
- *Vehicles would access the basement car park and loading dock via a single driveway access on Beaconsfield Parade – well away from the intersection with the Pacific Highway. This arrangement provides a suitable means of vehicle access to the site.*
- *The proposal includes a loading area located within the site boundary to facilitate Council waste collection and site deliveries. Two truck parking bays*

are provided which is considered appropriate to accommodate expected demands.

- *The internal on-site parking and loading areas have been designed in accordance with the requirements of the relevant Australian Standards (AS2890.1 and AS2890.2).*
- *The proposal provides for on-site car parking consistent with the minimum requirements of the Housing SEPP 2021.*
- *Traffic modelling indicates that the proposal would not have a significant impact on the operation of the surrounding road network – with all intersections maintaining an acceptable level of service.*
- *Secure bicycle parking is provided in line with rates specified in the Ku-Ring-Gai DCP.*
- *A preliminary construction traffic management plan confirms that, subject to further detailed planning prior to the commencement of works on site, the construction of the site can be appropriately managed.*

In the above context, the traffic and transport impacts arising from the proposal are considered acceptable.

The proposed development is unlikely to result in any impacts on how existing, or future residents interact socially.

No public spaces are removed as a result of the proposal.

The proposed development is located on a site that has been assessed to be suitable for a higher-density development due to its proximity to public transport options, and as such, development on the site is not unexpected. The subject application is unlikely to generate any significant or long-term impacts requiring mitigation in terms of the way of life of existing or future residents, workers or visitors to the area.

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. The site is located away from public open spaces.

The proposed development is unlikely to generate any negative impacts in terms of community cohesion.

The proposed development proposes a total of 56 affordable rental housing units, providing housing for key workers and those on very low, low and moderate incomes. Provision of a proportion of the accommodation to those on low incomes is unlikely to result in any negative impacts in the area. The mix of accommodation types and costs will contribute to a diverse population.

The proposed development represents a positive social impact in terms of the provision of more diverse housing types in the area, on a site that has easy access to bus and train transport. The proposed development is unlikely to result in any material 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, and application of Construction Management and Traffic Management Plans.

There should be no impediment to access by emergency services on local roads.

The subject site is unlikely to impact access to public transport, education, community or health services.

It is acknowledged that the proposed development is likely to result in increased traffic on local roads, during construction and on completion. The *Transport Impact Assessment* accompanying the application indicates that the proposal will not have a significant impact on the operation of the surrounding road network, with all intersections maintaining an acceptable level of service.

While it has been assessed that the local road network has capacity to accommodate this additional demand, it may result in 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, healthcare & waste removal.

A list of existing services and, where relevant, their capacity to accommodate additional demand, where available, is included in Chapter 5.6.

Information on the School Infrastructure NSW websites notes proposed upgrades to Lindfield Public School as part of the Schools Renewal Program

Accessibility in and around the site has been considered in the design of the overall development and lift access is provided to all levels. Communal open spaces are accessible via ramps and smooth paths of travel are provided throughout.

The proposal includes 38 adaptable/accessible apartments, including a mix of one, two and three bedroom dwellings. The proposal also includes 39 accessible parking spaces within the basement parking area.

There are numerous recreation areas located within the Lindfield suburb and across the LGA, however, there are limited options within a suitable walking distance of the site for residents on the western side of the Pacific Highway. For this reason, the proposal includes a diverse range of formal and informal communal spaces designed to cater to varying resident needs including an expansive central courtyard for recreation and play areas.

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)?*

As detailed in Chapter 5.1, the existing resident community in the Social Locality and in the suburb of Lindfield are generally culturally diverse, married with children, residing in larger dwellings and working in well-paying occupations.

The proposal includes a mix of 63 x one bedroom, 206 x two-bedroom, 108 x three-bedroom dwellings which, based on the average number of people per bedroom for the suburb of Lindfield at the 2021 Census of 0.9, will result in a likely population on the site of approximately 720 people.

The incoming population may result in some changes to the cultural composition of the community, however, there is nothing about this change that is unexpected, or likely to result in any negative social impacts.

Cultural heritage values have been considered in the *Statement of Heritage Impact* prepared by Biosis and the *Environmental Impact Statement* prepared by Gyde Consulting.

In respect of cultural expression, a *First Nations Co-Design Values Report* prepared by JMP Aboriginal Consultancy accompanies the application. That report describes the local Aboriginal peoples and their connection to land, and describes the activities undertaken as part of the preparation of the report.

The report identifies that the best themes and First Nations Design Elements that embrace local Indigenous connection to country include:

- inclusion of First Nations Design Elements in different aspects of the built form, including façade design, interior design, pavement design, entry statements, gathering areas, shading areas, public art and sculptures and immersion areas;
- the use of native flora in landscaping.

These design elements have been embraced in the landscape design for the proposal which includes a number of gathering areas, and native plant choices.

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?*

The subject site is located in an area close to transport and in line with government initiatives will provide transport-oriented development and affordable housing close to transport. While the proposal represents a change from the existing low density residential character of the site, the site will continue to be used for residential purposes and as such, is not out of character.

The proposed development has been designed to minimise overlooking to adjoining properties to maintain a sense of privacy to existing dwellings by incorporating ample separation distances between properties. Communal open spaces have been located to encourage people out of their homes, and to enjoy outdoor spaces and meet their neighbours.

A specific focus has been placed on providing outdoor spaces for residents to enjoy and meet. The ground floor areas comprise a network of landscaped spaces including:

- An arrival point
- A number of grove areas

- A social garden area including a centrally located outdoor dining and social terrace including a BBQ and seating
- Lawn area
- Sensory garden
- Nature play area
- Seating courtyard.

In addition, a number of landscaped rooftop areas are provided, including:

- Level 4 – flexible lawn area, raised planters with seating, multiple seating areas, and a social terrace.
- Level 7 – social terrace, seating areas, raised planters
- Level 8 – two areas both including seating areas, social courtyards, and timber decked areas
- Level 9 – social terrace, timbered deck with seating areas and raised garden beds.

The psychological health of future residents will also benefit from opportunities to secure a range of housing options and sizes in the current environment where there is an acknowledged housing crisis, with limited rental vacancies, and high demand for rentals pushing prices up. In addition, the provision of dedicated affordable housing, managed by a Community Housing Provider provides secure and affordable housing for people on very low, low, and moderate incomes. A sense of housing security can reduce psychological stress associated with insecure housing.

The dedicated affordable housing dwellings, ensuring a socio-economically diverse population. The proposal also includes 38 adaptable dwellings, ensuring people of all abilities have access to accommodation.

Active travel is encouraged through the provision of resident bicycle parking spaces through the development. Bus and rail transport options are located within close proximity to the subject site. A preliminary *Green Travel Plan* has been prepared as part of the *Transport Impact Assessment*, highlighting the accessibility of the site to public transport options, namely the Lindfield Railway Station 350m to the east, reducing reliance on private vehicles.

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?*

The proposed development is likely to result in some short-term environmental impacts associated with noise and dust from excavation and construction. The design of the buildings and individual units has been undertaken to ensure compliance with relevant codes and regulations in respect of access to sunlight, and ventilation.

As previously noted, the proposed development, on completion, is unlikely to result in any unexpected or distinguishable noise impacts in the area.

The proposed development does represent a departure from the current situation in terms of the visual impact.

The project team has engaged an experienced heritage consultant to ensure that the design of the proposed building achieves a balanced response to the character of the area which is changing as a result of the TOD affectation and that the design incorporates elements which respect the streetscape character.

Nearby residents and tenants may experience disturbance associated with the construction process. As detailed in Chapter 7.1, 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 impacts in respect of public safety for drivers, or cyclists.

No public space or public facilities are impacted by the proposed development. Local streets may experience some impacts associated with truck movements during construction, and some increased traffic associated with operation of the proposed commercial, retail and residential uses. The extent of this impact is considered in the *Transport Impact Assessment*.

The subject site is located in an area that records low rates, and low densities of crime. The site is located on the edge of a low-medium density 'hotspot' for malicious damage to property.

The proposal will include security features such as CCTV monitoring of building entrances, mail rooms, car parking entrance/exit, lift lobbies and lifts which will act as a deterrent for crime.

7.7 Livelihoods

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

How will livelihood impact 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 for staff of the Community Housing Provider in managing affordable rental housing.

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 Notting Hill Advisory undertook extensive engagement with the local community to gather feedback on the proposed development. The intent of the community engagement 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. As noted in the *Community Engagement Report*, further community engagement is proposed to be undertaken including drop-in sessions to enable further opportunities for the community to consider the proposal. It is intended for the timing of the drop-in sessions to align with the formal consultation process administered by the Department of Planning, Housing and Infrastructure.

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.

The Affordable Housing component of the development will be managed by a St George Community Housing, whose contact details are to be on display in the relevant residential foyers.

7.9 Matters raised during community engagement

As detailed in Chapter 6.0, the response from the phone survey of local residents provided feedback that was supportive of the proposal with the following themes emerging as important to the community:

- Residents value accessibility of public transport in Lindfield, the presence of green spaces and the overall liveability of the area.
- A desire to enhance housing diversity in Lindfield, particularly to support younger generations and address housing affordability pressures.

- Preference for new mid-rise housing located close to public transport.
- Strong preference for projects that enhance the area's character and maintaining the area's established green streetscapes.
- High-quality building design with integration of green spaces and streetscape compatibility.

Concern from the local community centered around traffic and parking.

Traffic and parking have been discussed in Chapter 7.1, and a detailed assessment of potential impacts on local traffic and on-street parking is provided in the *Transport Impact Assessment* prepared by JMT Consulting accompanying the application.

7.10 Cumulative impacts

Cumulative impacts likely to be generated relate to those associated with construction, and those that may arise on completion of the subject application and other similar projects currently under construction in the area.

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

There are recreation areas located within the Lindfield suburb, and across the LGA, however, there are limited options within a suitable walking distance of the site for residents on the western side of the Pacific Highway. For this reason, the proposal includes a diverse range of formal and informal communal spaces designed to cater to varying resident needs including an expansive central courtyard for recreation and play areas.

The nature of development on the site will result in a change to the site and an increase in resident population, however this change is not unexpected given the zoning of the site and the Council and State Government Policies that seek to locate housing near transport options.

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 located close to public transport and in line with Council and government initiatives to increase housing near public transport options;
- Provision of affordable housing for key workers and those on very low, low to moderate incomes in a location that is close to public transport, shops and services;
- Employment generation in the planning, implementation, and construction of the proposed development.
- Employment generation in the 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 approved policy changes by the NSW Government for increased density near public transport, and in line recent reports exhibited by Ku-Ring-Gai Council.

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.

As detailed in Table 6 of the Department of Planning and Environment'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 student 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.
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>Best practice measures to minimise construction noise should be implemented as part of the Construction Noise and Vibration Management Plan.</p> <p>The recommendations included in the <i>Noise Impact Assessment</i> should be implemented, including the installation of a 1.8m barrier during construction to minimise noise emissions.</p> <p>Traffic control mitigation measures should be included as part of the Construction Traffic Management Plan.</p>
Increased population	Certain – intended outcome of application	Moderate	Ongoing	High	The subject application relates specifically to the construction of a residential development and as such, the proposal will result in an increase in population on the site. It is estimated that the population on the site would be approximately 720 people.

Identified impact	Likelihood	Magnitude level	Duration	Social impact significance	Proposed mitigation/enhancement/monitoring
					While the potential impact is high, there is nothing about the increase in population on the site that requires specific mitigation measures.
Noise impacts	Likely	Minimal	Ongoing	Low	Resident noise is unlikely to require any mitigation measures. It is recommended that the noise mitigation measures and treatments proposed in the <i>Noise 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.
Traffic and parking impacts	Likely	Moderate	Ongoing	Medium	No specific mitigation measures identified. The subject site is in close walking distance (350m) to Lindfield Train Station and is a Transport Oriented Development, potentially reducing private vehicle use. The recommendations noted in the <i>Traffic Impact Assessment</i> should be applied to the development to reduce traffic impacts. <i>Green Travel Plan</i> is to be supported, and future residents encouraged to participate in the plan.
Visual impact	Likely	Moderate	Ongoing	Low	No mitigation measures identified. No mitigation measures are required given the zoning of the area and the future development that is expected.
Overlooking and overshadowing	Likely	Moderate	Ongoing	Medium	It is recommended that the architectural window treatments are proposed where required, are included in the final design

Identified impact	Likelihood	Magnitude level	Duration	Social impact significance	Proposed mitigation/enhancement/monitoring
					<p>to ensure privacy of surrounding properties is maintained, and privacy into proposed new apartments, is enhanced.</p> <p>Building has been designed to minimise overshadowing impacts and to ensure required solar access to neighbouring properties is maintained.</p> <p>Location of bedrooms and living areas, and placement of windows has been considered to minimise overlooking and retain privacy to adjoining properties.</p> <p>The buildings have been designed to maintain solar access to adjoining residential properties consistent with the Apartment Design Guide.</p> <p>The shadow diagrams accompanying the application illustrate the extent of shadow cast by the proposal.</p>
Crime	Unlikely	Low	Ongoing	Low	<p>It is recommended that CPTED principles are applied at the detailed design stage with consideration of CCTV monitoring of building and car park entrances and exits, foyers, mail areas and lift lobbies.</p> <p>Recommendation for adequate lighting of building entrances and exits, paths, car parking area, and common open spaces at night.</p> <p>Clear street signage recommended, including directional signage to direct visitors to different building entrances and areas.</p>

Identified impact	Likelihood	Magnitude level	Duration	Social impact significance	Proposed mitigation/enhancement/monitoring
					Regular maintenance of common spaces and landscaping recommended.

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 Traffic and Parking).

Negative, temporary impacts that may be generated are likely to arise with construction and fit out of the buildings, should the application be approved. Any potentially negative impacts associated with construction can be mitigated through conditions of development consent.

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 at 9-21 Beaconsfield Parade, Lindfield.

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

- Way of life, wellbeing, accessibility, community, health and wellbeing in respect of the provision of a range of dwelling sizes, types and costs; employment generation during construction, ongoing employment for maintenance of the premises, and management of the affordable housing units; accessibility to public transport and services; opportunities for community participation and cohesion; health and wellbeing benefits to existing and future residents through the provision of a range of communal open spaces.
- Way of life impacts for existing residents during construction and on completion in respect of noise and vibration, dust and traffic related to construction; increased population on the site, and increased traffic on local roads on completion; and changes to the visual presentation of the site and character of the area. Cumulative impacts may also be experienced by existing residents.

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 the CPTED recommendations included in Chapter 8.0 to ensure the development reduces the potential for crime.

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 Characteristic	Social locality 2016	Social locality 2021	Lindfield Suburb 2016	Lindfield Suburb 2021	Ku-ring-gai Council 2016	Ku-ring-gai Council 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
		84 (5.3%) 42 (2.6%)	1,140 (11.7%) 806 (8.3%) 496 (5.0%) 261 (2.7%)	1,269 (11.6%) 986 (9.0%) 614 (5.6%) 270 (2.5%)	18,515 (15.6%)) 13,538 (11.5%)) 10,515 (8.9%) 6,905 (5.8%) 4,036 (3.4%)	15,232 (12.2%) 11,711 (9.4%) 8,148 (6.6%) 4,138 (3.3%)	524,011 (10.8%) 372,488 (7.7%) 204,051 (4.2%) 96,022 (1.9%)	579,166 (11.1%) 439,467 (8.4%) 249,517 (4.8%) 105,729 (2.0%)	889,763 (11.9%) 677,020 (9.0%) 373,115 (4.9%) 167,506 (2.2%)	961,784 (11.9%) 788,725 (9.7%) 451,521 (5.6%) 183,895 (2.3%)
Unemployment rate	4.6	4.3	4.3	4.0	4.7	4.2	6.0	5.1	6.3	4.9
Median weekly household income	\$2,094	\$2,375	\$2,513	\$2,833	\$2,640	\$3,038	\$1750	\$2,077	\$1486	\$1,829
Median rent	\$480	\$514	\$554	\$600	\$350	\$630	\$450	\$470	\$380	\$420
Med Age	42	41	39	40	41	42	36	37	38	39
Ave household size	2.5	2.6	2.8	2.8	2.9	2.9	2.8	2.7	2.6	2.6
Marital Status (aged 15+)										
Married	607 (53.1%)	685 (53.1%)	4,632 (59.3%)	5,178 (59.2%)	57,715 (61.3%))	60,625 (60.7%)	1 934 134 (49.3%)	2,062,160 (48.3%)	2 965 285 (48.6%)	3,124,151 (47.3%)
Separated	26 (2.3%)	25 (1.9%)	147 (1.9%)	192 (2.2%)	1,467 (1.6%)	1,782 (1.8%)	111 495 (2.8%)	125,769 (2.9%)	190 199 (3.1%)	209,657 (3.2%)
Divorced	91 (7.9%)	112 (8.7%)	410 (5.3%)	511 (5.8%)	4,604 (4.9%)	5,417 (5.4%)	298 433 (7.6%)	332,916 (7.8%)	512 297 (8.4%)	569,516 (8.6%)
Widowed	85 (7.4%)	59 (4.6%)	388 (5.0%)	358 (4.1%)	5,201 (5.5%)	5,055 (5.1%)	185 646 (4.7%)	191,863 (4.5%)	331 655 (5.4%)	339,990 (5.1%)
Never married	333 (29.1%)	408 (31.6%)	2,229 (28.6%)	2,517 (28.8%)	25,209 (26.8%))	27,049 (27.1%)	1 393 988 (35.5%)	1,555,230 (36.4%)	2 094 457 (34.3%)	2,358,844 (35.7%)
Religious Affiliation										
No Religion	465 (33.1%)	777 (48.7%)	3,212 (32.8%)	4,883 (44.6%)	36,636 (31.0%))	50,683 (40.8%)	1,188,280 (24.6%)	1,583,084 (30.3%)	1,879,562 (25.1%)	2,644,165 (32.8%)

Demographic Characteristic	Social locality 2016	Social locality 2021	Lindfield Suburb 2016	Lindfield Suburb 2021	Ku-ring-gai Council 2016	Ku-ring-gai Council 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
Catholic	277 (19.7%)	202 (12.6%)	2,014 (20.6%)	1,834 (16.8%)	22,353 (18.9%)	20,600 (16.6%)	1,213,1236 (25.1%)	1,210,979 (23.1%)	1,846,443 (24.7%)	1,807,730 (22.4%)
Anglican	231 (16.5%)	199 (12.5%)	1,643 (16.8%)	1,448 (13.2%)	22,251 (18.8%)	18,807 (15.2%)	580,341 (12.0%)	478,777 (9.2%)	1,161,810 (15.5%)	960,305 (11.9%)
Buddhism	13 (0.9%)	64 (4.0%)		465 (4.2%)			253,436 (5.3%)	329,566 (6.3%)	267,659 (3.6%)	349,240 (4.3%)
Not stated	164 (11.7%)	98 (6.1%)	751 (7.7%)	479 (4.4%)	9,054 (7.7%)	5,093 (4.1%)	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	190 (55.0%)	2274 (53.4%)	1,530 (56.8%)	1,682 (54.0%)	18,710 (57.3%)	19,610 (55.5%)	501,238 (40.1%)	667,760 (48.4%)	718,364 (37.0%)	809,586 (37.9%)
Couple families with no children	111 (32.2%)	135 (31.7%)	809 (30.1%)	1,016 (32.6%)	10,280 (31.5%)	11,493 (32.5%)	416,588 (33.4%)	480,444 (34.8%)	709,524 (36.5%)	954,588 (44.7%)
One parent families with dependent children	41 (11.8%)	63 (14.8%)	304 (11.3%)	374 (12.0%)	3,323 (10.2%)	3,914 (11.1%)	113,772 (9.1%)	208,478 (15.1%)	192,626 (9.9%)	337,729 (15.8%)
Other families	3 (0.8%)	0	49 (1.8%)	34 (1.1%)	367 (1.1%)	304 (0.9%)	22,992 (1.8%)	23,497 (1.7%)	32,483 (1.6%)	34,061 (1.6%)
Car Ownership										
None	77 (15.8%)	74 (12.4%)	261 (7.8%)	264 (6.9%)	1,526 (4.0%)	1,806 (4.3%)	179,500 (11.0%)	203,081 (11.1%)	239,625 (9.2%)	262,031 (9.0%)
One	175 (36.0%)	277 (46.4%)	1,186 (35.5%)	1,604 (41.8%)	12,277 (31.9%)	14,861 (35.5%)	603,062 (37.1%)	722,036 (39.5%)	946,159 (36.3%)	1,096,761 (37.8%)
Two	175 (36.0%)	188 (31.5%)	1,331 (39.8%)	1,437 (37.5%)	17,499 (43.7%)	17,499 (41.8%)	532,633 (32.8%)	590,650 (32.3%)	887,849 (34.0%)	989,258 (34.1%)
Three or more	56 (11.5%)	57 (9.5%)	489 (14.6%)	509 (13.3%)	7,132 (18.5%)	7,390 (17.7%)	164,918 (10.1%)	181,932 (9.9%)	283,044 (10.8%)	321,310 (11.0%)
							89,744 (5.5%)	105,239 (5.7%)	152,500 (5.8%)	187,380 (6.5%)
Housing (dwellings)										

Demographic Characteristic	Social locality 2016	Social locality 2021	Lindfield Suburb 2016	Lindfield Suburb 2021	Ku-ring-gai Council 2016	Ku-ring-gai Council 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
Sep house	257 (52.8%)	253 (42.4%)	1,990 (59.7%)	1,997 (52.1%)	28,271 (73.5%)	28,718 (68.6%)	924 225 (52.5%)	1,020,631 (55.8%)	1 729 820 (59.8%)	1,902,734 (65.6%)
Semi-detached	39 (8.0%)	79 (13.2%)	75 (2.3%)	124 (3.2%)	1,551 (4.0%)	1,624 (3.9%)	227 238 (49.8%)	234,000 (12.8%)	317 447 (35.7%)	340,582 (11.7%)
Unit	187 (38.4%)	258 (43.2%)	1,245 (37.4%)	1,699 (44.3%)	8,544 (22.2%)	11,365 (27.1%)	456 233 (25.9%)	561,988 (30.7%)	519 380 (17.9%)	630,030 (21.7%)
Other dwelling	0	0	10 (0.3%)	4 (0.1%)	25 (0.1%)	121 (0.3%)	9 129 (0.5%)	8,216 (0.4%)	23 583 (0.8%)	19,374 (0.7%)
Unoccupied dwellings	61 (11.1%)	101 (14.5%)	285 (7.9%)	369 (8.8%)	2,799 (6.8%)	3,165 (7.0%)	136 055 (7.7%)	164,628 (8.3%)	284 741 (9.8%)	299,524 (9.4%)
Home fully owned	193 (39.7%)	170 (28.5%)	1,283 (38.5%)	1,437 (37.5%)	16,189 (42.1%)	16,829 (40.2%)	472 635 (29.1%)	507,635 (27.8%)	839 665 (32.2%)	914,537 (31.5%)
Being purchased	141 (29.0%)	163 (27.3%)	1,113 (33.4%)	1,210 (31.6%)	14,476 (37.6%)	15,594 (37.2%)	539 917 (33.2%)	608,735 (33.3%)	840 665 (32.2%)	942,804 (32.5%)
Private rental	141 (29.0%)	232 (38.8%)	846 (25.4%)	1,092 (28.5%)	6,731 (17.5%)	8,275 (19.8%)	485 404 (29.9%)	596,390 (32.6%)	722 020 (27.7%)	851,852 (29.4%)
Public housing							67 845 (4.1%)	60,927 (3.3%)	104 902 (4.0%)	92,733 (3.2%)
Dwelling Structure - # of bedrooms										
0	17 (3.5%)	28 (4.7%)	43 (1.3%)	55 (1.4%)	64 (0.2%)	87 (0.2%)	12 812 (0.7%)	16,194 (0.9%)	17 157 (0.6%)	21,051 (0.7%)
1	67 (13.8%)	85 (14.2%)	165 (4.9%)	251 (6.5%)	1,278 (3.3%)	1,927 (4.7%)	118 881 (7.3%)	147,857 (8.1%)	157 194 (6.0%)	190,792 (6.6%)
2	91 (18.7%)	141 (23.6%)	650 (19.5%)	883 (23.0%)	5,575 (14.5%)	6,835 (16.3%)	402 675 (24.8%)	470,207 (25.7%)	577 675 (22.1%)	657,578 (22.7%)
3	133 (27.3%)	157 (26.3%)	1,028 (30.8%)	1,088 (28.3%)	10,680 (27.8%)	10,649 (25.4%)	548 987 (33.8%)	565,467 (30.9%)	970 001 (37.2%)	1,006,121 (34.7%)

Demographic Characteristic	Social locality 2016	Social locality 2021	Lindfield Suburb 2016	Lindfield Suburb 2021	Ku-ring-gai Council 2016	Ku-ring-gai Council 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
4	178 (36.6%)	180 (30.1%)	1,400 (42.0%)	1,535 (40.0%)	20,366 (52.9%)	22,042 (52.6%)	376 427 (23.1%)	440,351 (24.0%)	633 184 (24.3%)	743,910 (25.6%)
5							101 053 (6.2%)	133,837 (7.3%)	148 851 (5.7%)	194, 074 (6.7%)
6+							23 774 (1.4%)	31,239 (1.7%)	34 370 (1.3%)	45,329 (1.5%)
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	105 (17.1%)	132 (17.8%)	942 (20.4%)	1,138 (21.7%)	11,583 (21.1%)	13,052 (22.3%)	311 762 (13.7%)	368,876 (15.2%)	456 084 (13.5%)	536,820 (14.6%)
Professional	287 (46.7%)	344 (43.4%)	1,901 (41.1%)	2,330 (44.4%)	21,592 (39.3%)	24,359 (41.6%)	597 798 (26.3%)	711,729 (29.3%)	798 126 (23.6%)	952,131 (25.8%)
Technical & Trade	25 (4.0%)	34 (4.6%)	247 (5.3%)	238 (4.5%)	2,805 (5.1%)	2,888 (4.9%)	265 056 (11.6%)	254,555 (10.5%)	429 239 (12.7%)	436,589 (11.8%)
Community	51 (8.3%)	48 (6.5%)	320 (6.9%)	313 (6.0%)	3,962 (7.2%)	3,678 (6.3%)	218 206 (9.6%)	225,062 (9.2%)	350 261 (10.3%)	390,779 (10.6%)
Clerical	86 (14.0%)	83 (11.2%)	626 (13.5%)	606 (11.6%)	7,330 (13.3%)	7,215 (12.3%)	331 135 (14.5%)	334,504 (13.7%)	467 977 (13.8%)	480,612 (13.0%)
Sales	39 (6.3%)	60 (8.0%)	347 (7.5%)	326 (6.2%)	4,502 (8.2%)	4,063 (6.9%)	205 051 (9.0%)	188,556 (7.7%)	311 414 (9.2%)	294,889 (8.0%)
Machinery op	4 (0.6%)	12 (1.6%)	52 (1.1%)	64 (1.2%)	639 (1.2%)	739 (1.3%)	128 020 (5.6%)	136,033 (5.6%)	206 839 (6.1%)	222,186 (6.0%)
Labourer	17 (2.7%)	29 (3.9%)	122 (2.6%)	126 (2.4%)	1,536 (2.8%)	1,573 (2.7%)	171 450 (7.5%)	164,335 (6.7%)	297 887 (8.1%)	300,966 (8.1%)
Travel to work										
Car driver	253 (41.2%)	155 (20.8%)	1,951 (42.4%)	1,199 (22.9%)	25,815 (47.0%)	14,880 (25.4%)	1 197 269 (52.6%)	832,277 (34.2%)	1 953 399 (57.7%)	1,587,613 (43.0%)

Demographic Characteristic	Social locality 2016	Social locality 2021	Lindfield Suburb 2016	Lindfield Suburb 2021	Ku-ring-gai Council 2016	Ku-ring-gai Council 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
Train	213 (34.7%)	34 (4.6%)	1,232 (26.8%)	224 (4.3%)	9,925 (18.1%)	1,368 (2.3%)	247,051 (10.8%)	60,858 (2.5%)	252,786 (7.4%)	62,460 (1.7%)
Bus							125,503 (5.5%)	28,786 (1.2%)	133,903 (3.9%)	34,408 (0.9%)
Worked from home	67 (10.9%)	414 (55.8%)	364 (7.9%)	2,896 (55.2%)	4,603 (8.4%)	32,127 (54.8%)	98,906 (4.3%)	944,501 (38.8%)	163,026 (4.8%)	1,141,467 (30.9%)
Walked only	16 (3.6%)	18 (2.4%)	124 (2.7%)	87 (1.7%)		782 (1.3%)				92,368 (2.5%)

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

APPENDIX B

EXPERIENCE AND QUALIFICATIONS 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 a number of 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