

Sydney Metro

SOCIAL IMPACT ASSESSMENT

State Significant Development Development
Application (SSD DA)

Prepared for **Pitt Street Developer South
Pty Ltd**

19 May 2020

Issue for Stage 2 SSD DA

SMCSWSPS-URB-OSS-PL-REP-000004

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EXECUTIVE SUMMARY

This report has been prepared to accompany a detailed State Significant Development (SSD) development application (DA) for a residential over station development (OSD) above the new Sydney Metro Pitt Street South Station. The detailed SSD DA is consistent with the Concept Approval (SSD 17_8876) granted for the maximum building envelope on the site, as proposed to be modified.

The Minister for Planning, or their delegate, is the consent authority for the SSD DA and this application is lodged with the NSW Department of Planning, Industry and Environment (NSW DPIE) for assessment.

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 28 October 2019.

The detailed SSD DA seeks development consent for the construction and operation of:

- New residential tower with a maximum building height of RL 171.6, including residential accommodation and podium retail premises, excluding station floor space
- Use of spaces within the CSSI 'metro box' building envelope for the purposes of:
 - Retail tenancies
 - Residential communal facilities, residential storage, bicycle parking, and operational back of house uses
 - Shared vehicle loading and service facilities on the ground floor
 - Landscaping
 - Utilities and services provision
 - Stratum subdivision (Station/OSD).
- Integration with the approved CSSI proposal including though not limited to:
 - Structures, mechanical and electronic systems, and services
 - Vertical transfers.

THE SITE

The site is located within the Sydney CBD, on the corner of Bathurst Street and Pitt Street. It has two separate street frontages, Pitt Street to the west and Bathurst Street to the north. The area surrounding the site consists of predominantly residential high-density buildings and some commercial buildings, with finer grain and heritage buildings dispersed throughout.

The site has an approximate area of 1,710sqm and is now known as Lot 10 in DP 1255507. The street address is 125 Bathurst Street, Sydney.

Figure 1 Location plan



SYDNEY METRO

Sydney Metro is Australia's biggest public transport program. A new standalone railway, this 21st century network will revolutionise the way Sydney travels.

There are four core components:

- **Sydney Metro Northwest (formerly the 36km North West Rail Link)**

This project is now complete and passenger services commenced in May 2019 between Rouse Hill and Chatswood, with a metro train every four minutes in the peak. The project was delivered on time and \$1 billion under budget.

- **Sydney Metro City & Southwest**

Sydney Metro City & Southwest project includes a new 30km metro line extending metro rail from the end of Metro Northwest at Chatswood, under Sydney Harbour, through new CBD stations and southwest to Bankstown. It is due to open in 2024 with the ultimate capacity to run a metro train every two minutes each way through the centre of Sydney.

Sydney Metro City & Southwest will deliver new metro stations at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, Waterloo and new underground metro platforms at Central Station. In addition, it will upgrade and convert all 11 stations between Sydenham and Bankstown to metro standards.

In 2024, customers will benefit from a new fully-air-conditioned Sydney Metro train every four minutes in the peak in each direction with lifts, level platforms and platform screen doors for safety, accessibility and increased security.

- **Sydney Metro West**

Sydney Metro West is a new underground railway connecting Greater Parramatta and the Sydney CBD. This once-in-a-century infrastructure investment will transform Sydney for generations to come, doubling rail capacity between these two areas, linking new communities to rail services and supporting employment growth and housing supply between the two CBDs.

The locations of seven proposed metro stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays.

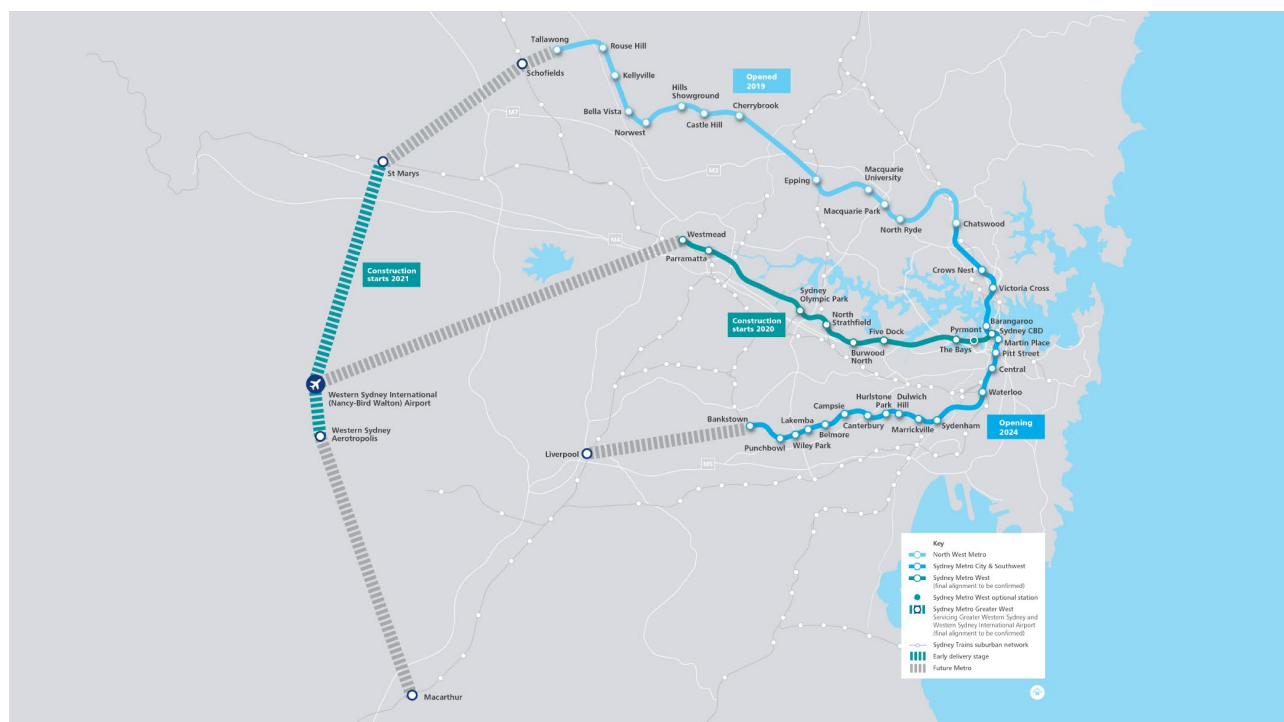
The NSW Government is assessing an optional station at Pyrmont and further planning is underway to determine the location of a new metro station in the Sydney CBD.

- Sydney Metro Greater West**

Metro rail will also service Greater Western Sydney and the new Western Sydney International (Nancy Bird Walton) Airport. The new railway line will become the transport spine for the Western Parkland City's growth for generations to come, connecting communities and travellers with the rest of Sydney's public transport system with a fast, safe and easy metro service. The Australian and NSW governments are equal partners in the delivery of this new railway.

The Sydney Metro Project is illustrated in the figure below.

Figure 2 Sydney Metro Alignment Map



Source: Sydney Metro

Services commenced in 2019 in the city's north west with a train every four minutes in the peak. Sydney Metro will be extended into the CBD and beyond to Bankstown in 2024. There will be new metro railway stations underground at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, Waterloo and new metro platforms under Central.

On 9 January 2017, the Minister for Planning approved the Sydney Metro City & Southwest - Chatswood to Sydenham project as a Critical State Significant Infrastructure project (reference SSI 15_7400) (CSSI Approval). The terms of the CSSI Approval includes all works required to construct the Sydney Metro Pitt Street Station, including the demolition of existing buildings and structures on both sites (North and South). The CSSI Approval also includes construction of below and above ground works within the metro station structure for appropriate integration with OSD's.

The CSSI Approval included Indicative Interface Drawings for the below and above ground works at Pitt Street South Metro Station site. The delineation between the approved Sydney Metro works, generally described as within the "metro box", and the OSD elements are illustrated below. The delineation line between the CSSI Approved works and the OSD envelope is generally described below or above the transfer slab level respectively.

Figure 3 Pitt Street Station (North-South Section)

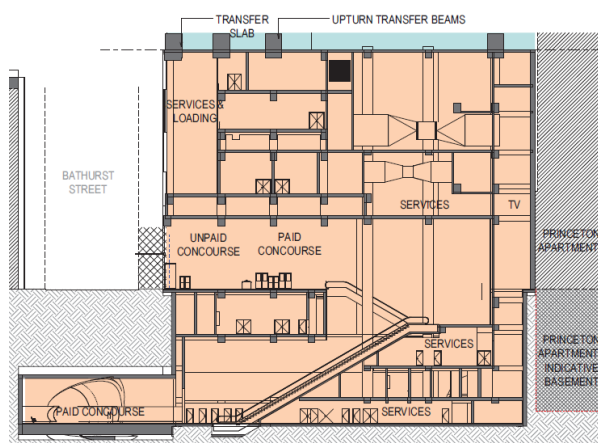
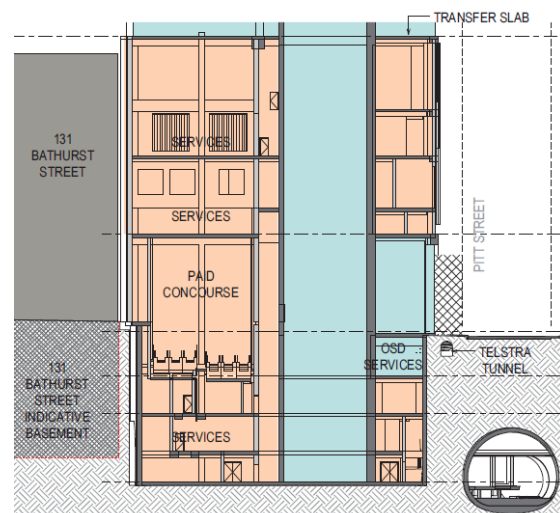


Figure 4 Pitt Street Station (East-West Section)



LEGEND

- METRO PROPERTY BOUNDARY
- OSD DEVELOPMENT - SUBJECT TO SEPARATE ASSESSMENT PROCESS
- STATION

Source: CSSI Preferred Infrastructure Report (TfNSW)

The Preferred Infrastructure Report (PIR) noted that the integration of the OSD elements and the metro station elements would be subject to the design resolution process, noting that the detailed design of the “metro box” may vary from the concept design assessed within the planning approval.

As such in summary:

- The CSSI Approval provides consent for the construction of all structures within the approved “metro box” envelope for Pitt Street South.
- The CSSI Approval provides consent for the fit out and use of all areas within the approved “metro box” envelope that relate to the ongoing use and operation of the Sydney Metro.
- The CSSI Approval provides consent for the embellishment of the public domain, and the architectural design of the “metro box” envelope as it relates to the approved Sydney Metro and the approved Pitt Street South Station Design & Precinct Plan.
- Separate development consent however is required to be issued by the NSW DPIE for the use and fit-out of space within the “metro box” envelope for areas related to the OSD, and notably the construction and use of the OSD itself.

As per the requirements of clause 7.20 of the *Sydney Local Environmental Plan 2012*, as the OSD exceeds a height of 55 metres above ground level (among other triggers), development consent is first required to be issued in a Concept (formerly known as Stage 1) DA. This is described below.

PITT STREET SOUTH OVER STATION DEVELOPMENT (OSD)

Development consent was granted on 25 June 2019 for the Concept Development Application (SSD 8876) for Pitt Street South OSD including:

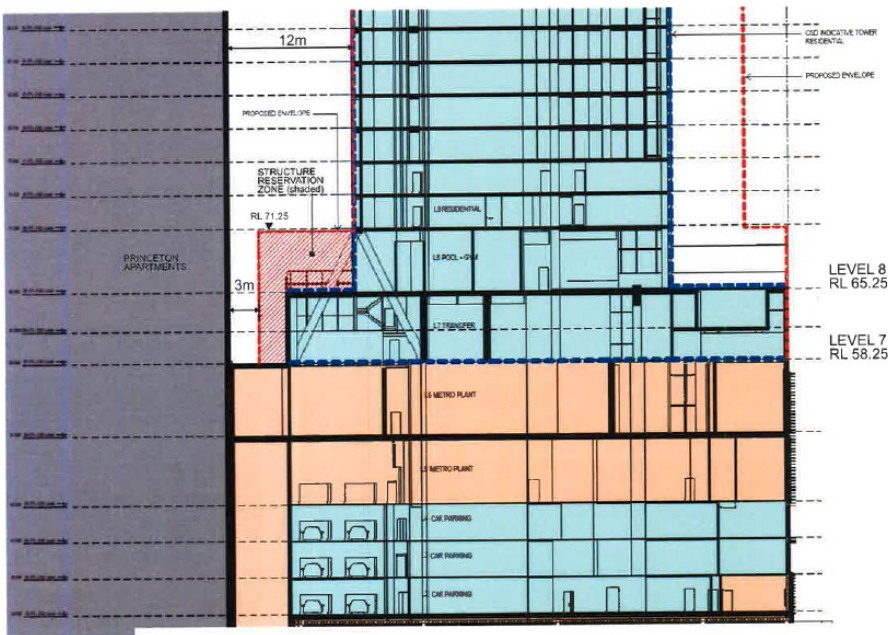
- A maximum building envelope, including street wall and setbacks for the OSD.
- A maximum building height of RL171.6.
- Podium level car parking for a maximum of 34 parking spaces.

- Conceptual land use for either one of a residential or commercial scheme (not both). No maximum Gross Floor Area was approved as part of SSD 8876.

The building envelope approved within the Concept SSD DA provides a numeric delineation between the CSSI Approval “metro box” envelope and the OSD building envelope. As illustrated in the figures below, the delineation line between the two projects is defined at RL 58.25 (level 7).

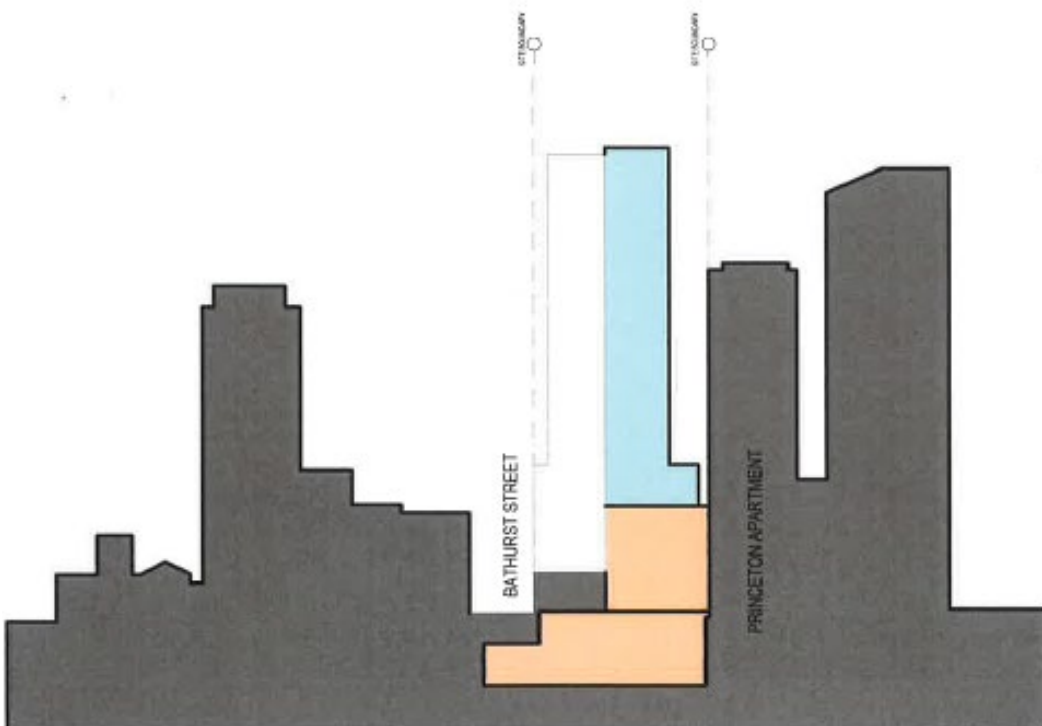
For the purposes of the Detailed (Stage 2) SSD DA, it is noted that while there are two separate planning applications that apply to the site (CCSI and SSD DA), this SIA addresses the full development across the site to provide contextual assessment.

Figure 5 Pitt Street South Concept SSD DA - Building Section



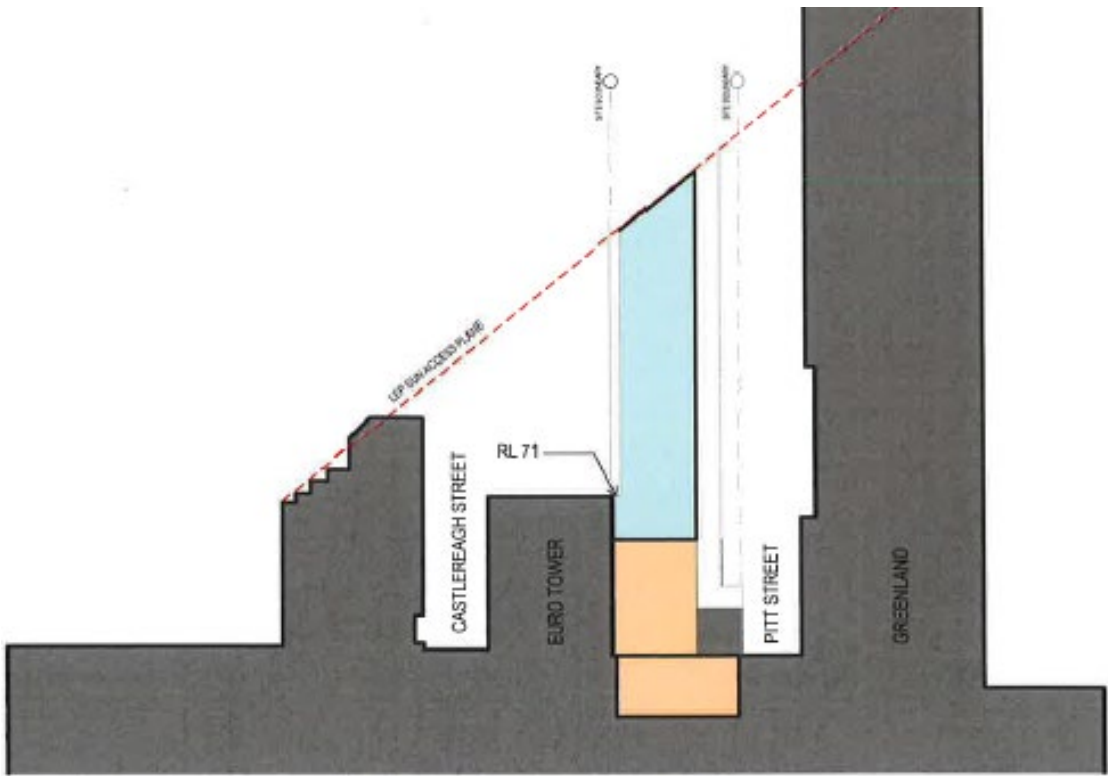
Source: SSD 8876 Concept Stamped Plans

Figure 6 Pitt Street South Concept SSD DA - North South Section



Source: SSD 8876 Concept Stamped Plans

Figure 7 Pitt Street South Concept SSD DA - East West Section



Source: SSD 8876 Concept Stamped Plans

SEARS

This report has been prepared in response to the requirements contained within the Secretary’s Environmental Assessment Requirements (SEARS) dated 28 October 2019. Specifically, this report has been prepared to respond to the SEARS requirements summarised in Table 1.

Table 1

Item	Description of Requirement	Section Reference (this report)
Plans and Documents	Assessment of social and economic impacts (including employment and retail studies)	Section 7 of this report

1. INTRODUCTION

1.1. ASSESSING SOCIAL IMPACT

An SIA is a specialist study undertaken to identify and analyse potential positive and negative social impacts associated with a development proposal. It involves a detailed and independent study to outline social impacts, identify mitigation measures, and provide recommendations in accordance with professional standards and statutory obligations.

Social impacts are those that impact on people's way of life, their culture, community, environment, health and wellbeing, personal and property rights, and their fears and aspirations. In line with international best practice guidelines, social impacts can involve changes to people's:

- Health and wellbeing
- Economic livelihood
- Safety and security
- Community and belonging
- Environment and surrounds
- Social equity.¹

The significance of potential positive and negative social impacts occurring as a result of the proposal is assessed by comparing the consequence of the impact (minimal – extreme) against the likelihood of the impact occurring (rare – very likely).

¹ Adapted from the International Association for Impact Assessment (IAIA).

1.2. METHODOLOGY

The following key steps and tasks were undertaken as part of this SIA:

Background review	<ul style="list-style-type: none">• Site visit and review of surrounding land uses• Review of relevant policies to assess key implications at local and state level• Review of architectural drawings – SSD DA issue (10 February 2020)• Review of 2016 Census data from the Australian Bureau of Statistics (ABS) and population projections from NSW DPIE• Review of crime data from the Bureau of Crime Statistics and Research (BOCSAR)
Impact scoping	<ul style="list-style-type: none">• Review of the following technical reports:<ul style="list-style-type: none">○ Transport and Accessibility Impact Assessment (TAIA), prepared by Aurecon (May 2020)○ Visual Impact Assessment (VIA), prepared by Urbis (May 2020)○ Construction Management Plan (CMP), prepared by CPB Contractors (April 2020)○ BTR Overview, prepared by Oxford Properties (April 2020)○ Landscape Report, prepared by Sue Barnsley Design (February 2020)○ Acoustic assessment report, prepared by Renzo Tonin & Associates (February 2020)○ Workforce Commitment Plan, prepared by PDA Australia○ Crime Prevention Through Environmental Design (CPTED) Report, prepared by Integral (May 2020)• Stakeholder mapping• Preliminary assessment of social impacts
Assessment and reporting	<ul style="list-style-type: none">• Assessment of significant impacts prior to and after management measures• Recommendation of management measures to enhance positive impacts, mitigate negative impacts and monitor ongoing impacts

1.3. URBIS COMMUNITY PLANNING

This SIA has been prepared by Urbis Community Planning, a team of specialist planners who assess the social outcomes and impacts of planning and development. Urbis Community Planning have prepared SIAs for various land uses and development types and are suitably qualified and experienced to prepare this SIA.

2. THE PROPOSAL

The proposal is for the design, construction and operation of a new 39 storey build-to-rent residential tower above the Sydney Metro Pitt Street South Station (Pitt Street South Station).

The build-to-rent residential accommodation tower will include 110 one-bedroom apartments, 118 two-bedroom apartments and 6 three-bedroom apartments and the following residential uses:

- Tenant amenities, such as
 - Resident lounge and co-working area
 - Two meeting rooms
 - Games room
 - Lounge areas (external and internal)
 - Sauna, pool, spa
 - Gym, cardio gym, group fitness area and outdoor fitness area
- Bike parking and storage lockers
- Building managers office.

The build-to-rent residential tower will also include a retail tenancy, available for both residents and the public, in the podium.

Integration of CSSI approval and SSD DA

It is important to understand the delineation between the works included within the CSSI approval and the components sought for approval as part of this SSD DA.

The CSSI approval separately grants consent for the 'metro box' including the retail in the podium and the 'residential scheme', including all public domain works. No consent is sought for these components which will be constructed pursuant to the CSSI approval.

This SIA will refer to both the podium and tower as this SSD DA outlines detailed design for these components. It is therefore important to consider the potential social impacts arising from the whole development.

3. SITE CONTEXT

The site is on the corner of Pitt and Bathurst Streets and the street address is 125 Bathurst Street, Sydney. The site is next to Princeton Towers (south of the site), the heritage listed Edinburgh Castle Hotel (west of the site) and the City of Sydney Fire Station (east of the site).

The site is located within walking distance to important social infrastructure including the southern end of Hyde Park (200m) and Cook and Phillip Park and Pool (600m). The site is well connected to existing transport networks including Town Hall station and the Town Hall light rail stop which are approximately 200m the site. Nearby entertainment venues include the George Street cinemas and the Metro Theatre.

A context map of the site is provided in **Figure 8** below.

Figure 8 Site context map



Source: Six Maps, Urbis

3.1. SITE VISIT

A site visit was conducted by Urbis on 11 December 2019 between 12:00pm and 12:45pm. The site visit involved a perimeter inspection of the site and surrounding buildings, observation of key entry/exit points of adjacent buildings and the proposed entry/exit points for the proposal, pedestrian and vehicle movements and surrounding construction projects.

A summary of the site visit observations is provided below:

- Very high pedestrian and vehicular activity on Bathurst and Pitt Streets.
- Construction sites observed on both Bathurst and Pitt Streets with scaffolding and changed pedestrian conditions.
- Existing CCTV cameras located at the Edinburgh Castle Hotel and other surrounding buildings.
- Key entry/exit point for the Edinburgh Castle Hotel is at the corner of Bathurst and Pitt Streets, with a smaller entrance located on Bathurst Street and a VIP entrance located on Pitt Street.
- Vehicle entry/exit point for Euro Tower located at northern boundary of the site which includes safety mirror cameras.
- Evidence of some graffiti viewed on southern façade of the Euro Tower building, on parking metres along Bathurst Street and at the Euro Tower vehicular entry/exit point.

Figure 9 – Site visit photos



Picture 1 – The site as viewed from Pitt Street



Picture 2 – Edinburgh Castle Hotel



Picture 3 – Construction site for Greenland Tower on the opposite side of Pitt Street



Picture 4 – Edinburgh Castle Hotel VIP lounge entrance adjacent the site on Pitt Street



Picture 5 – Princeton Apartments entrance south of the site on Pitt Street

Source: Urbis



Picture 6 – Euro Tower entrance on Bathurst Street

4. POLICY CONTEXT

A review of relevant state and local policies was undertaken to understand the strategic context of the proposed development and any potential impacts.

Eastern City District Plan, Greater Sydney Commission 2018

The Eastern City District Plan (the District Plan) is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. The District Plan is guided by four key themes and a set of planning priorities. Themes and priorities relevant to the proposal include:

Liveability

- Planning Priority E3: Providing services and social infrastructure to meet people changing needs
- Planning Priority E5: Providing housing supply, choice and affordability with access to jobs, services and public transport

Productivity

- Planning Priority E11: Growing investment, business opportunities and jobs in strategic centres
- Planning Priority E13: Supporting growth of targeted industry sectors (including the visitor economy)

City Plan 2036: Draft Local Strategic Planning Statement Overview, City of Sydney 2019

City Plan 2036: Draft Local Strategic Planning Statement (the Draft LSPS) sets out the 20-year vision for land use in the City of Sydney. The Draft LSPS sets 13 priorities under the Greater Sydney Commission's themes of infrastructure, liveability, productivity, sustainability and implementation. The following priorities and actions are relevant to the proposal:

Infrastructure

1. Movement for walkable neighbourhoods and a connected city – planning for neighbourhoods so people have access to daily needs within a 5-10 minute walk and advocating for mass transit services.
2. Align development and growth with supporting infrastructure – using planning, funding and delivery mechanisms to provide local infrastructure and collaborating with the NSW Government on state infrastructure.

Liveability

4. A creative and social connected city – taking a people-focused approach to planning and place making and creating inclusive and accessible spaces.
5. Creating great places – delivering design excellence and high amenity in the built environment.
6. New homes for a diverse community – implement Housing for All, the City draft housing strategy and providing a range of housing types and tenures to support a diverse and growing population.

Housing for All: Draft Local Housing Strategy, City of Sydney 2019

Housing for All: City of Sydney's Local Housing Strategy (the Draft Housing Strategy) outlines how the City will meet housing related priorities in the Eastern City District Plan and establishes the City's priorities, objectives and actions for future housing delivery.

The District Plan requires Councils to develop housing targets to guide short term (0-5 year), medium term (6-10 year) and long term (11-20 year) housing growth. Between 2016 and 2036, an additional 56,00 dwellings are expected in the City of Sydney.

A breakdown of the City's housing targets to 2036 is contained in **Table 2** below.

Table 2 – City of Sydney housing provision to 2036

Housing	Total 2016	2016-2021 (0-5 year) target	2022-2026 (6-10 year) target	2027-2036 (11-20 year) contribution	Total 2036
Total private dwellings:	110,138	+18,300	+14,000	+17,700	160,138
- Private market	99,587	+14,933	+10,633	+10,965	136,118
- Affordable	835	+2,794	+2,794	+5,588	12,010
- Social	9,716	+574	+574	+1,147	12,010
Non-private dwellings*	15,682	+2,575	+3,033	+392	21,682
Total dwellings	125,820	+ 20,875	+ 17,033	+ 18,092	181,820

* Examples if 'non-private' dwellings include student housing, boarding houses, group homes and seniors housing)

In addition to the housing targets, the following priorities and objectives outlined in the Draft Housing Strategy are relevant to the proposal and site and will be considered as part of this assessment:

H1: Facilitating more homes in the right locations

- The demand for more homes is balanced with the need for more jobs, sustainable economic growth and the creation of great places.
- Homes are located close to infrastructure, jobs, services and reliable public transport.

H2: Coordinating housing growth with the delivery of infrastructure

- Homes are located close to infrastructure, jobs, services and reliable public transport.

H3: Increasing diversity and choice in housing

- There is a mix of dwelling types, tenures and sizes to support a diverse community.

H6: Improving NSW Government controlled site outcomes

- NSW Government projects create great places for existing and future communities.

H7: Increasing liveability, sustainability and accessibility through high-quality residential design

- Housing contributes to beautiful and active neighbourhoods.
- Housing promotes resilience and meets high sustainability performance targets.
- Housing has a high level of amenity and supports people's health and wellbeing.

The Strategy also identifies the need for a range of rental accommodation in the City and acknowledges that build-to-rent developments could address this challenge.

4.1. IMPLICATIONS FOR THE PROPOSAL

Key objectives of state and local strategic policies relevant to this proposal include:

- increase rental accommodation supply in the City of Sydney
- support the visitor economy in Sydney
- deliver transit-oriented development which encourages walking and active transport usage
- deliver design excellence and high amenity in the built environment.

5. SOCIAL BASELINE

A social baseline identifies the demographic and social characteristics of the existing community. It is an important tool in understanding how a community currently lives and that community's potential capacity to adapt to changes arising from a proposal.

5.1. COMMUNITY PROFILE

The following community profile includes a demographic analysis of Sydney (suburb), based on 2016 ABS and NSW DPIE data. The complete demographic data set is contained in **Appendix A** and population projections are contained in **Appendix B**.

Young adults with no children



- In 2016, Sydney (suburb) had a population of 17,252 people.
- The median age in Sydney is 30 years and two-thirds of the population are aged between 20-39 years. Most families (66%) do not have children.

High density, rental living



- Almost all dwellings (99%) are flats or apartments.
- Rentals account for two-thirds of dwelling tenure while 16% of dwellings are owned outright and 13% are owned with a mortgage.

Culturally + linguistically diverse



- 83% of residents were born overseas and three quarters of the population speak a language other than English at home.

Well-educated population



- The majority of the population (53%) are tertiary educated (diploma degree or higher). Professionals were identified as the most common occupation.
- The median household income for Sydney is \$1,949 per week. Socio-Economic Indexes for Areas (SEIFA) data indicates Sydney is in the top 10% of NSW suburbs in relation to relative advantage and disadvantage.

High active and public transport usage



- The most common methods of travel to work are walking (44%) and take public transport (33%).
- More than half (56%) of households don't own a motor vehicle.

Population growth



- The City of Sydney LGA's population is expected to grow by 29% between 2016 and 2041.
- Increases in the 0-14 years age group and decreases in the 15-24 years age group are also expected, however the LGA will continue to have a predominantly young adult population.

5.2. CRIME AND SAFETY

Crime data from the BOCSAR indicates that:

- The site is a hotspot for 'non-domestic assault', 'malicious damage to property', 'steal from dwelling' and 'steal from person'. These crimes may present a risk to the proposal.
- According to crime rates per 100,000 persons, Sydney (suburb) has significantly higher rates of 'non-domestic assault', 'malicious damage to property', 'steal from motor vehicle' and 'steal from retail store' offences compared to Sydney LGA and NSW.
- Over the past two years in Sydney (suburb) 'break and enter (non-dwelling)' and 'steal from person' offences have declined (-38.7% and -18.7% respectively) while 'liquor offences' and 'malicious damage to property' have increased (+24.5% and +18.9% respectively). All other relevant crime types have remained stable.

The full crime profile is contained in **Appendix C**.

5.3. IMPLICATIONS FOR THE PROPOSAL

The community profile indicates that Sydney (suburb) has a relatively young, professional worker population who live in a highly dense environment. The crime profile indicates that the proposal may be susceptible to opportunistic crimes such as assault, theft and property damage which are common throughout Sydney and Sydney LGA due to the highly dense CBD environment. Other factors such as the high concentration of licensed venues and alcohol consumption may also be a contributing factor to these offences.

This information will be incorporated into the assessment of the proposal in **Section 7**.

6. IMPACT SCOPING

A proposal may cause a range of direct and indirect impacts which can have a positive, negative or neutral impact on the existing environment and community. The assessment process used to determine the impacts is contained in **Appendix D**.

6.1. IMPACTED STAKEHOLDER GROUPS

The following individuals and communities have been identified as potentially impacted by the proposal and were identified through a site visit and desktop analysis:

- existing Sydney CBD community (residents, workers and visitors)
- residents in neighbouring developments including, but not limited to:
 - Euro Tower
 - Princeton Apartments
- local businesses
- renters in Greater Sydney
- business travellers.

6.2. PRELIMINARY ASSESSMENT

Table 3 outlines the potential impacts and impacted stakeholder groups. Potential impacts are listed as either 'neutral' or 'significant'. Potential significant impacts assessed in further detail in **Section 7**.

Table 3 – Preliminary assessment table

Potential impacts	Potentially impacted stakeholder groups	Preliminary assessment
Neutral impacts: not included for further assessment		
Traffic and parking	<ul style="list-style-type: none"> • Existing Sydney CBD community 	<p>As the proposal is in the Sydney CBD and within walking distance (400m) of public transport services, no on-site car parking is proposed.</p> <p>A Transport and Accessibility Impact Assessment (TAIA) has been prepared by Aurecon (May 2020) to understand the transport-related impacts associated with the proposal. Key findings from the TAIA are provided below.</p> <p>Mode share</p> <p>The proposal's central CBD location and exclusion of on-site car parking means that a substantial portion of trips generated by the residential tenants and retail users will be via public and active transport.</p> <p>Traffic generation and road network impacts</p>

Potential impacts	Potentially impacted stakeholder groups	Preliminary assessment
		<p>The proposal is estimated to generate approximately 16-24 vehicle trips on the road network during peak periods which is unlikely to have a significant impact.</p> <p>As such, traffic and parking is considered to have a neutral impact and is not included for further assessment.</p>
Construction impacts	<ul style="list-style-type: none"> Existing Sydney CBD community Local businesses 	<p>A CMP has been prepared by CPB Contractors (April 2020). The CMP outlines the construction methodology for the proposal. Key findings from the report are provided below.</p> <p>Construction works will be carried out over a duration of approximately 25 months with a planned start date of August 2021. Construction hours are expected to be as follows:</p> <ul style="list-style-type: none"> Monday to Friday: 7am – 6pm Saturday: 8am-1pm Sunday/Public Holidays: No work. <p>There may be short-term negative impact to office workers, residents, visitors and neighbouring businesses in the Sydney CBD due to construction noise and changes to pedestrian paths. However, it's recognised that construction is common throughout the CBD due to its highly dense environment and continuous growth.</p> <p>As a result, construction impacts are considered to be neutral and are not included for further assessment.</p>
Change in Sydney CBD visual character	<ul style="list-style-type: none"> Existing Sydney CBD community Local businesses 	<p>The proposal is for a 39-level (165.15m) tower which is well below the current maximum building height for Central Sydney (235 metres) and the proposed new limit of 330 metres as identified in the Central Sydney Planning Strategy.</p> <p>The proposal has been designed in accordance with Sydney Metro's Design Quality Guidelines for the Pitt Street South OSD to ensure all aspects of the proposal (including the tower and public domain and station interfaces) delivers a high standard of design.</p> <p>A VIA has been prepared by Urbis (May 2020). The VIA assesses the visual and view sharing impacts that would occur as a result of the detailed SSD DA and Stage 2 modification for the Pitt Street OSD.</p>

Potential impacts	Potentially impacted stakeholder groups	Preliminary assessment
		<p>This is compared with the Concept Approval envelope that have been accepted as being reasonable by NSW DPIE.</p> <p>The VIA assessment found that in all 11 public domain views assessed, the additional extent of the proposal which slightly extends beyond the Concept Approval due to façade treatments could not be easily discerned. The visual effects of the proposal for all public domain views were found to have low levels of visual effects and high compatibility with the Concept Approval and high absorption capacity. Overall, the VIA concludes that the visual effects and potential visual impacts of the proposed development on the public and private domain is reasonable and acceptable.</p> <p>As a result, change in Sydney CBD visual character is considered to have a neutral impact and not included for further assessment.</p>
Impacts on local services	<ul style="list-style-type: none"> Existing Sydney CBD community Local businesses 	<p>The proposal will have several tenant amenity areas such as a pool, gym, co-working area and restaurant. These are for resident use only, except for the restaurant which is open to the public.</p> <p>It is expected that residents will prefer to use the pool, gym and co-working facilities provided in the building rather than other facilities in the CBD. However, residents may choose to eat at local restaurants and cafes.</p> <p>Overall, due to the proposal's relatively small incoming population (approximately 509 persons), impacts on local services are considered neutral and are not included for further assessment.</p>
Potential significant impacts: included for further assessment in Section 7		
Access to high-quality, diverse housing	<ul style="list-style-type: none"> Renters in Greater Sydney Business travellers 	<p>The City of Sydney is expected to experience significant population growth over the next 20 years. There is also an upward trend of people choosing to rent in both the City of Sydney and Greater Sydney.</p> <p>The proposal contributes to diversity in the City of Sydney's housing supply and the emergence of the build-to-rent sector in Australia.</p> <p>Research based on the build-to-rent sector in the United Kingdom and United States suggests that this model has several advantages over the typical</p>

Potential impacts	Potentially impacted stakeholder groups	Preliminary assessment
		<p>investor landlord system, including enhanced building quality and more professional and customer-oriented property management.</p> <p>This impact has been included for further assessment in Section 7.</p>
Amenity impacts on neighbouring developments	<ul style="list-style-type: none"> Residents in neighbouring developments 	<p>Developments adjacent to the site include Euro Tower (a 14-level mixed use tower) to the east and Princeton Apartments (a 41-level residential tower) to the south.</p> <p>Potential sensitive areas include the outdoor terrace/exercise area on level 6 which shares an interface with the northern façade of Princeton Apartments and two apartments (7.06 and 8.06) that have private open spaces diagonally opposite two balconies from Euro Tower. Management measures have been provided for these areas to minimise potential noise and privacy impacts.</p> <p>This impact has been included for further assessment in Section 7.</p>
Employment opportunities	<ul style="list-style-type: none"> Existing Sydney CBD community Local businesses 	<p>The proposal will generate both short and long-term employment opportunities. During the construction phase, this is likely to include engineers, construction managers, builders and machinery operators. During the operational phase, this is likely to include security personnel, concierge staff, building managers, hospitality workers and maintenance staff.</p> <p>This impact has been included for further assessment in Section 7.</p>
Community safety	<ul style="list-style-type: none"> Existing Sydney CBD community Renters in Greater Sydney Business travellers 	<p>Data from the BOCSAR indicates that the proposal is in a hotspot for several crime offences including 'non-domestic assault', 'malicious damage to property', 'steal from dwelling' and 'steal from person'. 'Malicious damage to property' offences in Sydney (suburb) have increased over the last two years.</p> <p>A CPTED report has been prepared by Integral (May 2020). The report identifies priority areas of the development which may present a crime risk and assesses each area against CPTED principles. These areas include territoriality, natural surveillance, natural access control, site planning</p>

Potential impacts	Potentially impacted stakeholder groups	Preliminary assessment
		<p>and design, vehicular movement, pedestrian movement, site furnishings, signage and wayfinding, space planning and design, building criteria and urban design.</p> <p>This impact has been included for further assessment in Section 7.</p>

7. ASSESSMENT OF SIGNIFICANT IMPACTS

The following section provides a detailed assessment of the significant impacts to the proposal, as identified in **Section 6**. The significant impacts are assessed with any planned mitigation measures to determine the residual impact level. A copy of the assessment process used to determine each impact level (low – very high) is contained in **Appendix D**.

7.1. ACCESS TO HIGH-QUALITY, DIVERSE HOUSING

Description of impact	Impacted groups
Increased supply of high-quality housing and housing diversity.	<ul style="list-style-type: none"> • Renters in Greater Sydney • Business travellers
Current environment	
<p>The City of Sydney is expected to experience significant population growth over the next 20 years. Population projections from the NSW DPIE predicts that the City's population will increase by almost 30% between 2016 and 2041. ABS Census data indicates that renting is the dominant tenure type in Sydney (suburb), with rentals accounting for two-thirds of dwellings. There is also an upward trend of people choosing to rent in both the City of Sydney and Greater Sydney.</p> <p><i>Housing for All: City of Sydney's Local Housing Strategy</i> (The Draft Housing Strategy) states that the LGA will require an additional 56,000 dwellings between 2016 and 2036 to accommodate this population growth. The Draft Housing Strategy also identifies the need for a range of rental accommodation in the City and acknowledges that build-to-rent developments could address this challenge.</p> <p>According to <i>Build-to-Rent in Australia</i> (UNSW City Futures Research Centre, Macquarie University 2019), the build-to-rent model has several advantages over the typical investor landlord system, including enhanced building quality and more professional and customer-oriented property management.</p>	
Impact of the proposal	
<p>The proposal includes the provision of 234 apartments with 110 one-bedroom, 118 two-bedroom and 6 three-bedroom apartments. Based on the average number of persons per bedroom for Sydney (suburb) (1.4 persons), the proposal will have an approximate incoming population of 509 persons. As stated in the Build to Rent (BTR) Overview (Version A; 7 April 2020) prepared by Oxford Properties, BTR generally offers longer and more flexible tenancies, higher customer service, private onsite tenant amenities and good transport links for easy commuting. The BTR Overview includes tenant types that the proposal is likely to attract. These include:</p> <ul style="list-style-type: none"> • Power commuters - highly mobile employees who travel extensively for work • Experience collectors – people with a preference for customised rental and leasing arrangements over home ownership in highly accessible locations • Neo families – families looking for apartment living with access to public amenity outside their living arrangements • Downsizers – people nearing retirement or in retirement who are seeking smaller living arrangements in more urban locations. <p>The proposal will cater for these tenant types described above by increasing the supply of rental accommodation in the City of Sydney. The building will provide ancillary facilities including co-working spaces, retail tenancies, a gym, swimming pool, resident lounges, spaces for kids play, outdoor</p>	

courtyards and an entertainment lounge. This will cater for its future occupants looking for these types of additional health, workspaces and entertainment facilities as part of their living arrangements. The proposal also includes flexible leasing arrangements associated with the build-to-rent model.

The proposal will contribute to diversity in the City of Sydney's housing supply by providing a different housing model that also draws on international experience. If approved, it will be the first build-to-rent development in the Sydney CBD. As such, it is expected that the proposal will play a significant role in the emergence of this sector in Australia.

Management measures	SIA recommendations
<ul style="list-style-type: none"> • Provision of a mix of one, two and three-bedroom apartments which provide renters with a range of options and price points. • Incorporation of tenant amenity areas such as co-working spaces, health and wellbeing and entertainment facilities providing an integrated service offering that provides convenience and cost benefits to residents. 	<ul style="list-style-type: none"> • Prepare a Plan of Management (POM) prior to the issuing of the occupation certificate. The POM should outline security protocols, maintenance and management procedures for communal areas, operation hours for retail tenancies and communal areas and access control measures.
Residual impact (considering management measures)	
Consequence level: Major	Likelihood: Likely
Based on the implementation of the above management measures, it is expected that access to high-quality diverse housing will have a likely positive impact on renters, downsizers and business travellers.	

7.2. AMENITY IMPACTS ON NEIGHBOURING DEVELOPMENTS

Description of impact	Impacted groups
Potential noise and privacy impacts on neighbouring developments.	<ul style="list-style-type: none"> Residents in neighbouring developments, particularly Euro Tower and Princeton Apartments.
Current environment	
<p>Demolition of the existing buildings and structures on the subject site was part of the CSSI application which was approved in January 2017. The site is currently vacant.</p> <p>Developments adjacent to the site include Euro Tower (a 14-level mixed use tower) to the east and Princeton Apartments (a 41-level residential tower) to the south. Greenland Tower to the west, which is under construction.</p>	
Impact of the proposal	
<p>Levels 0-6 (the podium) of the proposal are located directly adjacent to the northern façade of Princeton Apartments. It is unlikely activities on levels 0-5 will have any significant amenity impacts on residents in Princeton Apartments as these levels are fully enclosed.</p> <p>Level 6 includes an outdoor terrace/exercise area which shares an interface with the northern façade of Princeton Apartments.</p> <p>Levels 6-39 (the tower) have a 12-metre setback from Princeton Apartments which is compliant with Apartment Design Guide requirements. This setback will minimise noise and privacy impacts on residents in both buildings. Two apartments (7.06 and 8.06) have private open spaces facing east and are diagonally opposite two balconies from Euro Tower.</p>	
Management measures	SIA recommendations
<ul style="list-style-type: none"> Provision of a 12-metre setback between the tower component of the proposal and Princeton Apartments. This is expected to minimise potential noise and privacy impacts on residents in both buildings. The proposal also minimises privacy impacts on Princeton Apartments by orienting all apartments to the east, west and north. Provision of privacy screens for residents in apartments 7.06 and 8.06 to protect the privacy and amenity of these residents as well as the residents in the two apartments within Euro Tower. Provision of planting along the boundary of the outdoor terrace on level 6 provides visual screening to and from residences in Princeton Apartments. This is shown in the landscape report by Sue Barnsley Design (February 2020). 	<ul style="list-style-type: none"> The POM should address the operating hours of the outdoor terrace to minimise noise and privacy impacts to residents in Princeton Apartments. As stated in the acoustic assessment report by Renzo Tonin & Associates (February 2020), undertake a secondary assessment during the detailed design phase and equipment selection stages to ensure that plant and equipment is designed in accordance with the relevant acoustic criteria.

Residual impact (considering management measures)	
Consequence level: Moderate	Likelihood: Possible
Based on the implementation of the above management measures, it is unlikely that the proposal will have negative amenity impacts on neighbouring developments. A further acoustic assessment during the detailed design phase and ongoing monitoring of this issue during the operation phase is recommended to minimise noise impacts.	

7.3. EMPLOYMENT OPPORTUNITIES

Description of impact	Impacted groups
Increased employment opportunities.	<ul style="list-style-type: none"> Existing Sydney CBD community Local businesses.
Current environment <p>The City of Sydney's Economic Development Strategy: <i>Sydney's economy: global city, local action</i> (the Strategy) provides a 10-year vision for the local economy. The Strategy sets a target of at least 465,000 jobs in the City by 2036, which includes an additional 97,000 jobs from the 2006 base. It also identifies tourism and hospitality as priority industry sectors. These sectors currently account for approximately 18% of all jobs in the City.</p> <p>According to ABS Census data, in Sydney (suburb), almost a quarter of residents are employed in construction and trade roles (these include technicians, trades workers, labourers and machinery operators and drivers) and 16% are employed in community and personal service roles (these includes hospitality jobs).</p>	
Impact of the proposal <p>The proposal will generate approximately 200-250 jobs throughout the construction phase. Roles will likely include engineers, project managers, construction and fit-out staff and other technicians. During its operation, the proposal will also generate a range of long-term jobs. This will likely include restaurant, concierge, security, maintenance staff and facility managers.</p> <p>The proposal will assist with meeting the City of Sydney's employment targets. The employment opportunities generated by the proposal also align with the targeted sectors as identified in the City's Economic Development Strategy, as well as the capabilities of the local population.</p>	
Management measures	SIA recommendations
<p>A Workforce Commitment has been prepared by PDA Australia which includes the following requirements for the contractor's construction workforce:</p> <ul style="list-style-type: none"> overall 10% female participation 2% to 5% female participation in non-traditional trades 2% to 5% Aboriginal people 8% young persons under the age of 25 20% apprentices (including workers on traineeships). 	<ul style="list-style-type: none"> Consider creating an employment plan for the workforce associated with the operation phase. This may include gender and inclusion targets and/or partnerships with apprentices and students at nearby universities, colleges and TAFEs.
Residual impact (considering management measures)	
Consequence level: Moderate	Likelihood: Very likely

Based on the implementation of the above management measures, it is very likely that the proposal will have a positive impact on employment generation in the Sydney CBD.

7.4. COMMUNITY SAFETY

Description of impact	Impacted groups
Potential impacts on community safety.	<ul style="list-style-type: none"> Existing Sydney CBD community Renters in Greater Sydney Business travellers.
Current environment <p>Data from BOCSAR indicates that the proposal is located in a hotspot for several crime offences including 'non-domestic assault', 'malicious damage to property', 'steal from dwelling' and 'steal from person'. Sydney (suburb) also has significantly higher rates of 'non-domestic assault', 'malicious damage to property', 'steal from motor vehicle' and 'steal from retail store' offences per 100,000 persons compared to Sydney LGA and NSW. 'Malicious damage to property' offences in Sydney (suburb) have increased by 19% over the last two years.</p> <p>It should be noted that crime rates in Sydney (suburb) are typically high due to the dense CBD environment.</p> <p>The site is surrounded by multiple uses including mixed-use buildings, residential apartments, hotels, food and beverage venues and privately-owned underground car parks. During the site visit, pedestrian activity on Bathurst and Pitt Streets was particularly high. The closest major transport interchange is Town Hall station which is approximately 200 metres from the site.</p>	
Impact of the proposal <p>The dual use of the site, as residential and a major transport interchange, could mean increased security risks and potential for opportunistic crime. This is simply due to the increased pedestrian activity along the surrounding streets. It is important to consider potential conflict areas which may arise as a result of the proposal. These may include the interface between the proposed entries on Pitt Street and Bathurst Street and the Edinburgh Hotel. This is considered a potential conflict as the Edinburgh Hotel is a licensed venue and therefore liquor-related offences are more susceptible to this location.</p> <p>The proposal includes medium to long-term leasing arrangements which are likely to attract a range of tenants with different lifestyle choices.</p>	
Management measures	SIA recommendations
<p>The proposal incorporates the following design elements which satisfy CPTED principles:</p> <ul style="list-style-type: none"> Maximising passive surveillance for residence and visitors Safe and secure service access An integrated building frontage that forms part of the overall OSD looking over the station precinct and public domain 	<ul style="list-style-type: none"> Consider the recommendations contained in the CPTED report prepared by Integral (May 2020). These include implementation of lighting, landscaping, signage and CCTV. Ongoing monitoring of the public domain and interface between potential conflict areas during the operational phase.

<ul style="list-style-type: none"> • No secondary station entries • Bollards and vehicle protection measures integrated with seating and landscaping including trees. 	
Residual impact (considering management measures)	
Consequence level: Minor	Likelihood: Unlikely
Based on the implementation of the above management measures, it is unlikely that the proposal will have a negative impact on community safety.	

8. CONCLUSION

This SIA has been prepared to address the SEARs requirements for the Sydney Metro Pitt Street South OSD Stage 2 (SSD-10376). The proposal includes the construction of a 39-level build-to-rent residential tower comprising 234 apartments, communal areas for residents, a retail tenancy, bicycle parking and landscaping works. Based on the assessment in this report, the significant social impacts of the proposal are:

- Access to high-quality, diverse housing: the proposal includes a mix of one, two and three-bedroom apartments which provides renters with a range of options and price points. The inclusion of ancillary facilities and build-to-rent component offers greater convenience and flexibility compared to typical rental developments.
- Amenity impacts on neighbouring developments: the proposal is adjacent to Euro Tower to the east and Princeton Apartments to the south. Noise and privacy impacts are minimised by orienting all apartments to the east, west and north, providing a 12-metre setback from Princeton Apartments and providing planting along the boundary of the outdoor terrace on level 6 which shares a direct interface with Princeton Apartments.
- Employment opportunities: the proposal generate a very likely positive impact through the creation of jobs during the construction operational phases. This will assist the City of Sydney with reaching their employment targets and jobs are suited to the capabilities of the local population. A Workforce Commitment by PDA Australia for the construction phase outlines contractor workforce requirements, including gender and inclusion targets.
- Community safety: the dual use of the site, as residential and a major transport interchange, could mean increased security risks and potential for opportunistic crime due to increased pedestrian activity. Potential conflict areas such as the interface between the proposed building entries and the Edinburgh Hotel may result in increased liquor-offences occurring at this location. However, these impacts are hypothetical, and it is impossible to predict exact odds of such crimes occurring. With the incorporation of the recommendations below, it is unlikely that the proposal will have any significant negative impacts on community safety.

Subject to the implementation of the recommendations below, it is considered that the proposal will deliver long-term positive social impacts.

8.1. RECOMMENDATIONS

The following recommendations are provided to further manage the potential impacts from the proposal:

- Prepare a POM prior to the issuing of the occupation certificate. The POM should outline security protocols, maintenance and management procedures for communal areas, operation hours for the restaurant and communal areas and access control measures.
- The POM should address the operating hours of the outdoor terrace to minimise noise and privacy impacts to residents in Princeton Apartments.
- As stated in the acoustic assessment report by Renzo Tonin & Associates (February 2020), undertake a secondary assessment during the detailed design phase to further minimise potential noise impacts.
- Create an employment plan for the workforce associated with the operation phase. This may include gender and inclusion targets and/or partnerships with apprentices and students at nearby universities, colleges and TAFEs.
- Consider the recommendations contained in the CPTED report prepared by Integral (May 2020). These include implementation of implementation of lighting, landscaping, signage and CCTV.
- Ongoing monitoring of the public domain and interface between potential conflict areas during the operational phase.

DISCLAIMER

This report is dated 19 May 2020 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Pitt Street Developer South Pty Ltd (**Instructing Party**) for the purpose of Social Impact Assessment (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

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

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s or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

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

APPENDIX A DEMOGRAPHIC PROFILE

Data item	Sydney (suburb)	City of Sydney (LGA)	Greater Sydney (GCCSA)
Population	17,252	208,374	4,823,991
Median age	30	32	36
Average people per household	2.4%	2	2.8
Age distribution (%)			
Aged 0-4	2.7%	3.3%	6.4%
Aged 5-9	1.1%	1.9%	6.4%
Aged 10-14	0.8%	1.5%	5.8%
Aged 15-19	3.5%	4.0%	6.0%
Aged 20-24	16.0%	13.7%	7.1%
Aged 25-29	23.2%	17.9%	7.9%
Aged 30-34	18.5%	15.1%	8.1%
Aged 35-39	10.1%	9.6%	7.4%
Aged 40-44	5.2%	6.7%	7.1%
Aged 45-49	4.0%	5.5%	6.7%
Aged 50-54	3.7%	4.8%	6.3%
Aged 55-59	3.0%	4.2%	5.8%
Aged 60-64	2.6%	3.5%	5.0%
Aged 65-69	2.2%	3.0%	4.4%
Aged 70-74	1.4%	2.0%	3.3%
Aged 75-79	0.9%	1.4%	2.4%
Aged 80-84	0.6%	0.9%	1.8%
Aged 85+	0.6%	0.9%	2.0%
Country of birth and Indigenous identification (%)			
Australia	17.0%	39.4%	57.1%
Born overseas country #1	Thailand: 13.3%	China: 9.7%	China: 4.7%
Born overseas country #2	China: 11.7%	England: 4.5%	England: 3.1%

Data item	Sydney (suburb)	City of Sydney (LGA)	Greater Sydney (GCCSA)
Born overseas country #3	Indonesia: 10.7%	Thailand: 3.3%	India: 2.7%
Aboriginal or Torres Strait Islander	0.2%	1.2%	1.5%
Language spoken at home (%)			
English only	25.3%	51.5%	58.4%
Language other than English #1	Mandarin: 14.6%	Mandarin: 9.9%	Mandarin: 4.7%
Language other than English #2	Thai: 13.0%	Thai: 3.2%	Arabic: 4.0%
Language other than English #3	Indonesian: 9.1%	Cantonese: 2.9%	Cantonese: 2.9%
Family composition (%)			
Couple family without children	65.6%	63.1%	33.4%
Couple family with children	18.2%	22.9%	49.5%
One parent family	8.5%	10.0%	15.2%
Other family	7.6%	4.1%	1.8%
Household composition (%)			
Family households	49.3%	47.2%	73.6%
Lone person households	31.8%	37.3%	21.6%
Group households	18.9%	15.5%	4.7%
Dwelling structure (%)			
Separate house	0.2%	2.0%	56.9%
Semi-detached	0.0%	19.7%	14.0%
Flat or apartment	98.9%	77.1%	28.1%
Other dwelling	0.6%	0.5%	0.6%
Tenure (%)			
Owned outright	15.7%	14.0%	29.1%
Owned with a mortgage	13.4%	19.9%	33.2%

Data item	Sydney (suburb)	City of Sydney (LGA)	Greater Sydney (GCCSA)
Rented	65.7%	62.2%	34.1%
Other tenure type	1.0%	0.7%	0.9%
Employment (%)			
Worked full-time	51.2%	65.3%	61.2%
Worked part-time	38.6%	24.6%	28.2%
Unemployed	5.9%	6.0%	6.0%
Occupation (%)			
Professionals	27.1%	37.7%	26.3%
Technicians and Trades Workers	10.8%	7.9%	11.7%
Clerical and Administrative Workers	8.9%	11.1%	14.6%
Managers	14.4%	17.0%	13.7%
Sales Workers	7.9%	7.6%	9.0%
Labourers	11.1%	5.1%	7.5%
Community and Personal Service Workers	15.9%	10.2%	9.6%
Machinery Operators and Drivers	1.3%	1.5%	5.6%
Income (\$)			
Median personal weekly income	\$681	\$953	\$719
Median family weekly income	\$1,973	\$2,524	\$1,988
Median household weekly income	\$1,949	\$1,926	\$1,750
Level of highest educational attainment (%)			
Year 9 or below	1.6%	2.4%	7.1%
Year 10	1.7%	2.9%	9.4%
Year 11	1.1%	1.5%	3.1%
Year 12	20.1%	17.9%	17.3%

Data item	Sydney (suburb)	City of Sydney (LGA)	Greater Sydney (GCCSA)
Certificate level I-IV	3.6%	5.6%	12.2%
Advanced Diploma and Diploma level	11.3%	8.4%	9.3%
Bachelor Degree level and above	41.8%	44.0%	28.3%
Motor vehicles (%)			
None	55.8%	39.0%	11.1%
1 motor vehicle	32.3%	43.2%	37.1%
2 motor vehicle	5.6%	11.5%	32.8%
3 or more vehicles	0.7%	2.0%	15.7%
Travel to work (%)			
Walk	44.3%	24.0%	4.0%
Public transport	32.9%	35.6%	22.8%
Car	10.2%	23.2%	59.8%

Source: ABS 2016

Socio Economic Indexes for Areas (SEIFA)

The Socio-Economic Indexes for Areas (SEIFA) has been developed by the Australian Bureau of Statistics (ABS) to provide an overview of social and economic wellbeing and welfare of communities across a range of spatial scales. Four indices have been developed:

- Index of Relative Socio-Economic Disadvantage: focuses primarily on disadvantage, and is derived from Census variables like low income, low educational attainment, unemployment, and dwellings without motor vehicles.
- Index of Relative Socio-Economic Advantage and Disadvantage: is a continuum of advantage (high values) to disadvantage (low values), and is derived from Census variables related to both advantage and disadvantage.
- Index of Economic Resources: focuses on financial aspects of advantage and disadvantage, using Census variables relating to residents' incomes, housing expenditure and assets.
- Index of Education and Occupation: includes census variables relating to the educational attainment, employment and vocational skills.

Scores: A lower score indicates that an area is relatively disadvantaged compared to an area with a higher score. The area with the lowest score is given a decile of 1, the area with the second lowest score is given a decile of 2 and so on, up to the area with the highest score is given the highest decile.

	Advantage and Disadvantage	
	Score	Decile
City of Sydney (LGA)	1095	9

	Advantage and Disadvantage	
Sydney (suburb)	1072	9

Source: ABS 2016

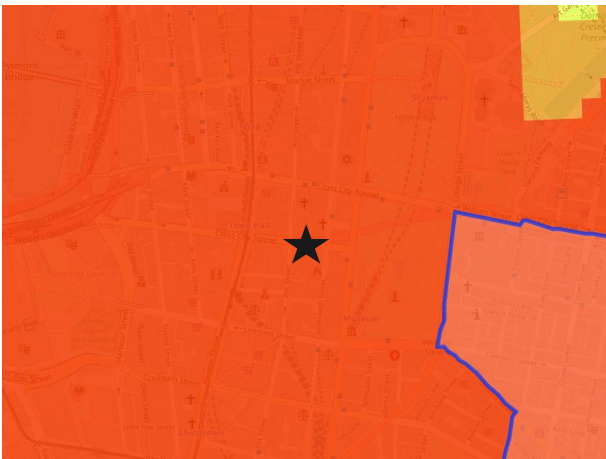
APPENDIX B POPULATION PROJECTIONS

City of Sydney LGA	Year							
	2016	2021	2026	2031	2036	2041	% of 2041 population	% change 2016 - 2041
Aged 0 to 4	7,775	10,787	12,048	12,888	13,693	13,734	4.7%	+52.0%
Aged 5 to 9	4,392	4,680	6,359	7,583	7,917	8,064	2.8%	+83.6%
Aged 10 to 14	3,262	3,664	3,933	5,313	6,121	6,252	2.1%	+90.7%
Aged 15 to 19	9,247	8,113	7,728	8,339	8,901	9,055	3.1%	-2.3%
Aged 20 to 24	31,023	28,711	25,296	27,520	27,715	27,528	9.5%	-11.2%
Aged 25 to 29	40,312	42,100	38,379	39,854	41,253	40,584	14.1%	-0.6%
Aged 30 to 34	32,985	35,799	35,889	37,155	37,047	36,834	12.8%	+11.7%
Aged 35 to 39	20,542	23,252	25,068	27,541	27,479	26,394	9.2%	+28.5%
Aged 40 to 44	14,596	15,471	17,569	20,128	21,393	20,686	7.2%	+41.7%
Aged 45 to 49	11,948	12,624	13,432	15,862	17,716	18,330	6.4%	+53.4%
Aged 50 to 54	10,670	11,125	11,841	13,005	15,065	16,425	5.7%	+54.0%
Aged 55 to 59	9,481	9,991	10,523	11,561	12,479	14,174	4.9%	+49.5%
Aged 60 to 64	7,904	8,652	9,222	10,028	10,871	11,519	4.0%	+45.7%
Aged 65 to 69	6,915	7,173	7,976	8,742	9,428	10,096	3.5%	+46.0%
Aged 70 to 74	4,606	6,096	6,454	7,371	8,047	8,609	2.3%	+87.0%
Aged 75 to 79	3,114	4,022	5,379	5,855	6,703	7,299	2.5%	+134.4%
Aged 80 to 84	2,053	2,486	3,268	4,485	4,933	5,676	2.0%	+176.5%
Aged 85+	1,892	2,142	2,615	3,525	4,844	5,832	2.0%	+208.2%
Total persons	222,717	236,888	242,979	266,755	281,605	287,091	-	+28.9%
Change	-	14,171	6,091	23,776	14,850	5,486	-	-
Growth rate (%)	-	6.3%	2.6%	9.8%	5.6%	1.9%	-	-

Source: Department of Planning, Industry and Environment 2016. Accessed 17 December 20

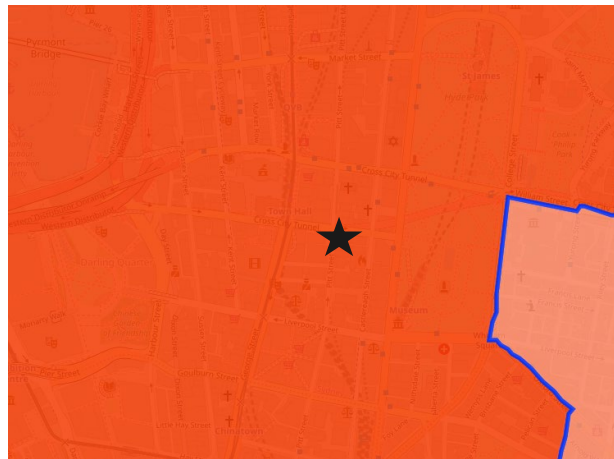
APPENDIX C CRIME DATA

Figure 10 – Hotspot maps (site indicated by star)



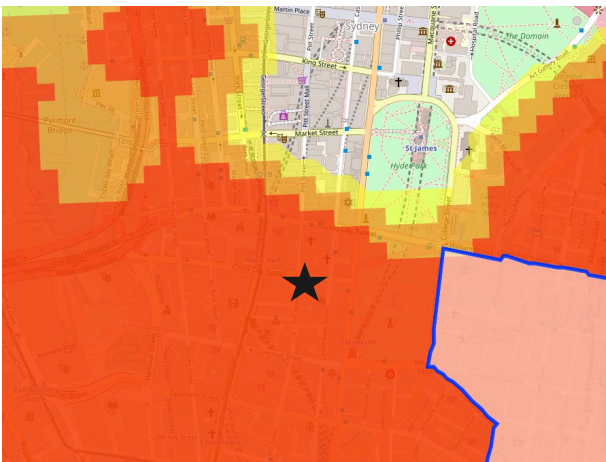
Picture 7 – Non-domestic assault

Source: BOCSAR



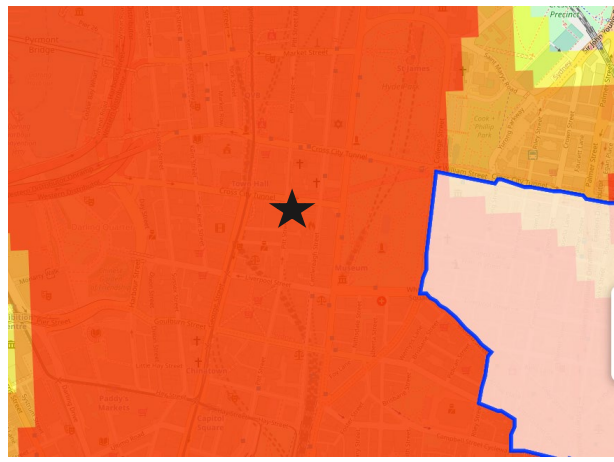
Picture 8 – Malicious damage to property

Source: BOCSAR



Picture 9 – Steal from dwelling

Source: BOCSAR



Picture 10 – Steal from person

Source: BOCSAR

Table 4 – Crime rates per 100,000 people, October 2018 – September 2019

Crime type	Sydney	Sydney LGA	NSW
Non-domestic assault	4857.9	1403.9	406.3
Break and enter (non-dwelling)	389.9	215.5	128.5
Break and enter (dwelling)	35.9	317.7	325.1
Liquor offences	5817.2	1340.8	149.4
Malicious damage to property	2190.4	1120.1	727.9
Steal from dwelling	189.8	458.1	239.9

Steal from retail store	6956.0	1232.2	340.7
Steal from persons	1892.9	434.9	50.6

Source: BOCSAR

NB: Rows outlined in red show indicate where crime rates per 100,000 people for Sydney are greater compared to City of Sydney LGA.

The following table contains the two-year crime trends for Sydney, City of Sydney LGA and NSW. Some crime trends for Sydney are not calculated (n.c.) because rate calculations for these areas are very sensitive to small changes in population sizes and the number of incidents recorded.

Table 5 – Two-year crime trends, October 2018 – September 2019

Crime type	Sydney	Sydney LGA	NSW
Non-domestic assault	Stable	Stable	Stable
Break and enter (non-dwelling)	-38.7%	Stable	Stable
Break and enter (dwelling)	n.c	Stable	-6.1%
Liquor offences	+24.5%	Stable	Stable
Malicious damage to property	+18.9%	Stable	-3.7%
Steal from dwelling	Stable	Stable	-2.8%
Steal from retail store	Stable	Stable	+ 8.8%
Steal from persons	-18.7%	-13.9%	-5.8%

Source: BOCSAR

N.c.: not calculated

APPENDIX D ASSESSMENT OF IMPACTS

ASSESSMENT METHODOLOGY

SIA is the process of analysing, monitoring and managing the intended and unintended social consequences, both positive and negative, of planned interventions which may include policies, programs, plans and projects.²

The significance of potential impacts is assessed by comparing the consequence level of impact against the likelihood of the impact occurring.

			Consequence level				
			1	2	3	4	5
			Minimal	Minor	Moderate	Major	Extreme
Likelihood	A	Very likely	A1	A2	A3	A4	A5
	B	Likely	B1	B2	B3	B4	B5
	C	Possible	C1	C2	C3	C4	C5
	D	Unlikely	D1	D2	D3	D4	D5
	E	Rare	E1	E2	E3	E4	E5

Low		Moderate		High		Very high	
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CONSEQUENCE

The following criteria are used to assess the consequence level of a potential social impact:

- Duration – The timeframe over which the impact occurs or the frequency of potential impacts.
- Extent – The geographical area or the number of people affected.
- Severity – Scale or degree of change from the existing condition as a result of an impact.
- Sensitivity – The extent to which people or an environment can adapt to or mitigate the impact.

LIKELIHOOD

The following scale outlines the likelihood of a potential impact occurring throughout the project lifecycle, without mitigation.

- Rare – Extremely unlikely that the impact will occur, at any stage throughout the project lifecycle.
- Unlikely – Unlikely that the impact will occur, at any stage throughout the project lifecycle.
- Possible – Possible that the impact will occur, at any stage throughout the project lifecycle.
- Likely – Likely that the impact will occur, at any stage throughout the project lifecycle.
- Very likely – Very likely that the impact will occur, at any stage throughout the project lifecycle.

² International Association for Impact Assessment

