

Macquarie Village

Social Impact Assessment

PREPARED FOR

Stamford Property Services Pty Limited

December 2010



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LIST OF ABBREVIATIONS

Australian Bureau of Statistics	ABS
Australian and New Zealand Standard Industrial Classification	ANZSIC
Bureau of Transport and Statistics	BTS
Census Collection District	CCD
Development Control Plan	DCP
Economic Impact Assessment	EIA
Floor space Ratio	FSR
Greater Metropolitan Area	GMA
Gross Domestic Product	GDP
Gross Floor Area	GFA
Gross Lettable Area	GLA
Local Environmental Plan	LEP
Local Government Area	LGA
NSW Bureau Transport Statistics	BTS
NSW Department of Planning	DoP
Primary Area of Influence	PAI
Secondary Area of Influence	SAI
Social Impact Assessment	SIA
Statistical Local Area	SLA
Statistical Division	SD

DEFINITION OF TERMS

Census Collection District (CCD) – the smallest geographic area defined in the Australian Standard Geographical Classification (ASGC). It can be defined as an area which one census collector can cover delivering and collecting census forms in a specified period. On average there are about 150 - 250 dwellings per CCD.

Travel Zone – a small geographic area used as the basis for Transport Data Centre (TDC) modelling and data analysis. Travel Zones provide a level of analysis between Census Collection District (CD) and Statistical Local Areas (SLA) as defined by the Australian Bureau of Statistics

Area of Influence - The area likely to experience some degree of social impact as a result of the proposed development

1. INTRODUCTION

1.1 Social Impact Assessments Purpose

The following Social Impact Assessment (SIA) has been prepared in relation to Stamford Property Services Pty Limited (Stamford) proposals to redevelop the existing Stamford Grand Hotel at 110-114 Herring Road, North Ryde (the Site) for a residential development together with a mix of ancillary uses.

Figure 1 - Site Location



Source: Alan Jack and Cottier, June 2010

Pre application discussions with the NSW Department of Planning and the City of Ryde are advanced and Stamford has received Director General Requirements (DGR's) incorporating Council comments. The DGR's, discussions with the Department and officers at the City of Ryde have confirmed the need to prepare a SIA.

Based on the DGR's, the outcome of discussions and general best practice, the SIA:

- provides a demographic profile of existing residents and the future residents;
- reviews the relevant Strategic Context including planning and social policies;
- identifies and addresses the needs of these residents and considers how these needs will be met;
- considers likely impacts of the increased residential population on local residents and current services;
- highlights the importance of creating and maintaining a balanced and cohesive community; and
- identifies other social impacts including residential amenity, access and safety.

Specifically, the aims and objectives of the SIA are to:

- identify and quantify (where possible) the likely social impacts arising from the proposed development; and
- recommend ways to enhance the positive effects and reduce or mitigate any negative impacts.

1.2 What is a Social Impact?

A social 'impact' affects the level of social or economic activity generated in a defined area either positively or negatively. The assessment of likely impacts resulting from a particular development proposal allows for the identification (and where possible) quantification of impacts as either positive, negative or neutral impacts.

Social impacts may directly affect the social well-being of an area's residents, visitors and employees by changing the social amenity and character of an area, the degree of social interaction, the availability of employment, social perceptions and opportunities. Social impacts may also alter the level of demand for services and accessibility to those services.

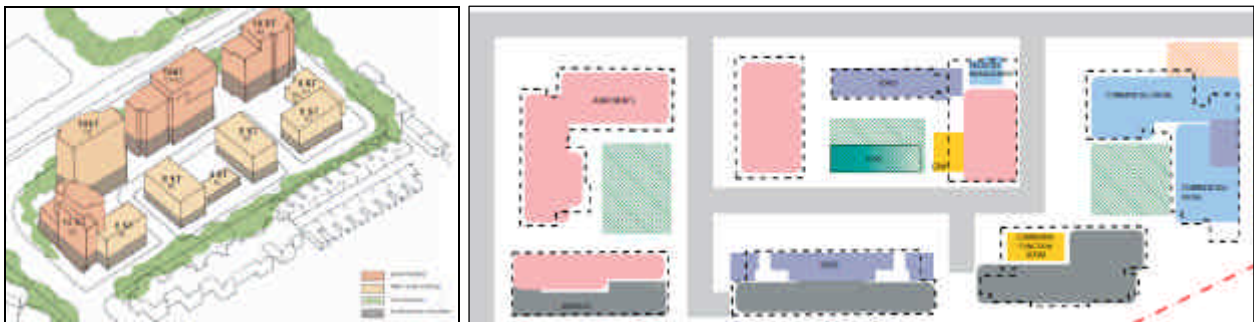
The geographic range of an impact is dependent on the nature of the proposed development and its scope of influence. The geographic influence of an impact can range from individual dwellings or streets through to suburbs, LGAs and further afield.

Analysis of likely social impacts can be compiled into a Social Impact Assessment that estimates the consequences of a particular proposal to society. In addition to identifying impacts however an impact assessment should recommend ways to enhance the positive effects and reduce or mitigate the negative ones.

1.3 Proposed Development Description

The proposed development relates to redevelopment of the existing hotel. The proposed development is predominantly residential (55,870sqm GFA or around 625 units) incorporating ancillary commercial/retail space at ground floor level, centred on a plaza with frontage to both Herring Road and the new internal road that runs along the northern boundary of the Site.

Figure 2 - Indicative Layout of Proposed Development



Source: Alan Jack and Cottier, November 2010

1.4 Defined Area of Influence

The Site lies within the administrative boundaries of the City of Ryde LGA, at the south west corner of Macquarie Park suburb. Based on the scale of the proposed development and its location we have defined the primary Area of Influence as the Macquarie Park, North Ryde and Marsfield suburbs combined.

Figure 3 - The Primary Area of Influence



Source: ABS

The Secondary Area of Influence has been defined as Ryde LGA. Where necessary to draw comparisons we make reference to the wider Sydney Metropolitan Region and Inner North sub region.

Figure 4 - The Secondary Area of Influence



Source: ABS

2. DEMOGRAPHIC PROFILE

The following chapter provides a profile of the residents of the Area of Influence. As indicated in Chapter 1 of this report, for the purposes of this assessment we will examine the Area of Influence at two spatial scales on the basis of the Primary Area of Influence (PAI), which comprises the suburbs of Macquarie Park, North Ryde and Marsfield, and the Secondary Area of Influence (SAI) which comprises the whole of Ryde LGA. This analysis enables a better understanding of the employment, socioeconomic, lifestyle and social characteristics of the suburbs located within the Area of Influence.

The main sources of data used to inform this chapter are the Australian Bureau of Statistics (ABS) Census Data (2001 and 2006), population and employment projections from the Bureau of Transport Statistics (BTS) and the 2006 Housing Kit Database provided by Housing NSW.

2.1 Existing Demographic Characteristics

At the 2006 Census, the population of the PAI was recorded at 27,691 persons and the population of the SAI was 96,948 persons. Over the period 2001 to 2006 the population of the PAI and the SAI grew by 3.11% and 2.87% respectively, which is lower than the population growth recorded in both the Sydney SD (4.34%) and NSW (3.77%). However, the rate of housing growth within the PAI over the 2001 to 2006 period was just 0.77% which compares to an average of 6.27% for Sydney SD and 6.11% for NSW. In the SAI the growth in dwellings was 2.99%, less than half that recorded for Sydney SD and NSW. This indicates that within the PAI in particular historic housing development has not kept pace with population increases and if this trend were to continue it could lead to dwelling supply problems, exacerbating housing affordability in the future.

In 2006 the average household size was 2.5 persons in the PAI and 2.6 in the SAI, which is broadly similar to the average of 2.7 recorded for both the Sydney SD and NSW areas. The slightly lower figure recorded for the areas of influence are likely to reflect the growing propensity for young professionals choosing to reside in inner city locations as well as the ageing of the resident population. Indicatively, whilst the median age of residents within the Area of Influence (36 in the PAI and 37 in the SAI) was consistent with those of the Sydney SD (36 years) and NSW (37 years), the proportion of the resident population aged in the younger age brackets (13.86% and 16.68% in the PAI and SAI respectively) was significantly lower than Sydney SD (19.54%) and NSW (19.83%). This population characteristic may be expected as families tend to predominate in more suburban locations, particularly where there is an abundance of more traditional detached dwelling types (refer to Table 1 below).

The Area of Influence accommodates a growing range of cultures with the proportion of residents born in Australia and Oceania in both the PAI (52.44%) and the SAI (57.66%) being considerably less than in the Sydney SD (63.27%) and NSW (71.34%). Indicatively, some 24% of residents in the PAI were born in Asia. Many of these residents may also be students due to the proximity to Macquarie University. The area's growing multiculturalism is exemplified by the fact that over the period 2001 to 2006 the proportion of the PAI's resident population born in Australia and Oceania decreased from some 78% to 52% whilst in the SAI the resident population born in Australia and Oceania declined from 62% to 58%. This demonstrates the increasing trend for overseas residents locating within the Area of Influence.

Table 1 - Summary of General Demographics

	Area of Influence			
	Primary	Secondary	Sydney SD	NSW
Population growth 2001-2006	3.11%	2.87%	4.34%	3.77%
No of Dwellings 2001-2006	0.77%	2.99%	6.27%	6.11%
Average household size (2006)	2.5	2.6	2.7	2.7
Median Age	36	37	36	37
% of people under 15 years	13.86%	16.68%	19.54%	19.83%
% of residents born Australia and Oceania	52.44%	57.66%	63.27%	71.34%

Source: ABS 2001 and 2006 Census Data

2.2 Population Forecasts

The most recent population forecasts by the Bureau of Transport and Statistics (BTS) are shown in Table 2 below. Please note that these are based on travel zones which do not align precisely with suburb boundaries and therefore the population of the PAI and SAI at 2006 differs slightly from that recorded in the census data and noted above. Based on recent population forecasts released by the BTS, the population within the PAI was 28,866 persons at 2006 and 98,972 persons in the SAI, increasing to 36,185 and 98,972 persons respectively at 2036.

Table 2 indicates the growth rates per annum over the 2006 to 2036 period. It indicates that per annum growth in both the PAI (0.76%) and the SAI (0.93%) is expected to be lower than the growth rate in Sydney SD (1.12%) and NSW (0.96%). We consider this to be a moderate rate of growth.

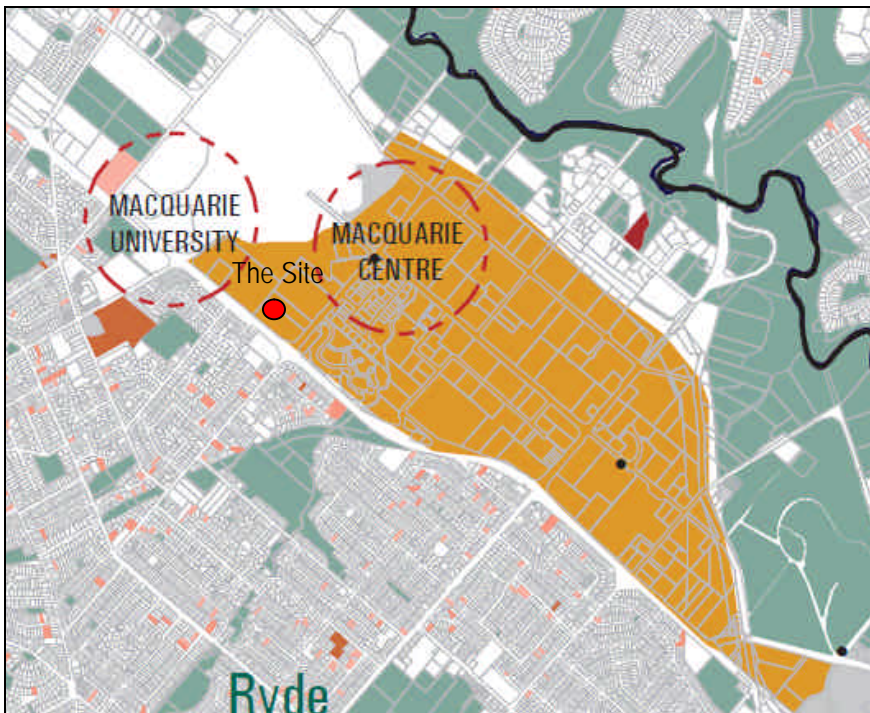
Table 2 - Summary of Population Growth

	2006	2036	Population growth 2006-2036	Per Annum Growth Rate (%)
PAI	28,866	36,185	7,319	0.76
SAI	98,972	130,523	31,551	0.93
Sydney SD	428,200	5,982,100	1,700,100	1.12
NSW	6,816,100	9,066,100	2,250,000	0.96

Source: Hill PDA, BTS (PAI/ SAI), NSW Planning (Sydney SD/ NSW)

Reviewing the technical papers that support the BTS forecasts, we have identified the Site as lying between two defined transit nodes, namely Macquarie Centre and Macquarie University, and forming part of the Major Site "Macquarie Centre". Combining, the Major Site and Transit Nodes, the forecasts provide for approximately 5,000 additional dwellings between 2007 and 2017.

Figure 5 - Macquarie Centre, Major Site



Source: NSW Department of Planning Inner North Sub Region, Metropolitan Development Program, 2007/08

It is helpful to benchmark these forecasts with those contained within the City of Ryde Section 94 Development Contributions Plan (2007) which plans for a slightly higher number of 5,200 additional dwellings (or 13,280 residents) within the Macquarie Park Corridor over the next ten to fifteen years.

2.3 Existing Household Characteristics

Household characteristics have been derived from the ABS 2006 census data. This indicates that within the PAI the proportion of homes that are owned or being purchased is comparable with the NSW average (59.7%) but over 5 percentage points below the Sydney SD average (65.0%). Home ownership in the SAI is higher than in the PAI/ NSW areas at 63.7% but is also below the Sydney SD average. There is less marked differences between the proportion of households renting properties in the PAI/ SAI compared to Sydney SD/ NSW, although for both areas of influence the proportion of households renting is above the Sydney SD average and below the NSW average.

Examination of the household structure in the PAI/ SAI aids in the interpretation of the home ownership results. It is clear that the proportion of family households in the PAI (63.8%) and the SAI (68.4%) is lower than the average for Sydney SD (72.7%) and NSW (72.1%). Conversely, the proportion of lone person households in the PAI (28.3%) and SAI (26.7%) is higher than in Sydney SD (23.1%) and NSW (24.2%). This is likely a result of the perception of the Area of Influence as an attractive residential location for younger workers and students who require more transient accommodation options. Indicatively, 7.9% of residents in the PAI live in group households which are favoured by students and young professionals and this proportion is well above the average for Sydney SD (4.2%) and NSW (3.7%).

These findings reflect the wider trend across urban areas which indicate a growing number of professionals without children living in inner city areas and also the presence of Macquarie University and the social housing estate centred at Ivanhoe Place. In addition it may be attributed to the traditional higher density inner city character of the Area of Influence and the character of existing housing stock available, which as of 2006 comprised a slightly higher proportion of flat-unit-apartment dwellings in the PAI (29.1%) and the SAI (28.5%) compared to the Sydney SD (23.9%) and NSW (17.7%).

Table 3 - 2006 ABS Household Characteristics by Suburb and Area of Influence

	Areas of Influence		Sydney SD	NSW
	Primary	Secondary		
Home Ownership				
Owned or Being Purchased	59.7%	63.7%	65.0%	59.7%
Rented	35.4%	32.7%	31.3%	35.8%
Other/ Not Stated	4.8%	3.6%	3.7%	4.6%
Total	100.0%	100.0%	100.0%	100.0%
Household Structure				
Family Households	63.8%	68.4%	72.7%	72.1%
Lone Person Households	28.3%	26.7%	23.1%	24.2%
Group Households	7.9%	4.9%	4.2%	3.7%
Total	100.0%	100.0%	100.0%	100.0%
Dwelling Type				
Separate house	45.4%	56.1%	63.6%	71.4%
Townhouse	25.4%	15.1%	11.8%	9.7%
Flat-Unit-Apartment	29.1%	28.5%	23.9%	17.7%
Other dwelling	0.1%	0.3%	0.6%	1.1%
Not stated	0.0%	0.0%	0.1%	0.1%
Total	100.0%	100.0%	100.0%	100.0%
Family Type*				
Couple family with no children	44.1%	48.4%	49.3%	46.2%
Couple family with children	39.2%	35.3%	33.2%	36.0%
One parent family	13.7%	13.7%	15.6%	16.1%
Other family	3.0%	2.6%	1.9%	1.7%
Total	100%	100%	100%	100%

* Please note these are the proportion family households only, not the proportion of households overall

A review of the occupancy of high density developments within the wider SAI provides some context against which the appropriateness of the proposed dwelling mix can be considered. Table 4 indicates high density dwellings cater predominantly for smaller households being those comprising no more than three persons. Households comprising four or more persons living in high density accommodation fell over the period 1996 to 2006 from 10% to 7%.

Table 4 - Number of Persons Occupying Flats, Units and Apartments, Ryde LGA (SAI)

No. of Persons	1996		2001		2006	
1	4,269	46%	4,814	48%	4,770	47%
2	2,984	32%	3,309	33%	3,338	33%
3	1,153	12%	1,162	11%	1,331	13%
4	683	7%	624	6%	567	6%
5	194	2%	163	2%	128	1%
6+	52	1%	35	0%	28	0%

Source: ABS Census Data 1996, 2001, 2006

2.4 Employment Profile

At 2006, the area's labour force was characterised as having lower unemployment rates (5.1% in the PAI, 4.7% in the SAI) compared to Sydney SD (5.3%) and NSW (5.9%) and a stronger representation of Professionals (27.1% and 27.9% respectively in the PAI/ SAI compared to 22.5% and 19.9% in Sydney SD/ NSW). It again affirms the attractiveness of the Area of Influence to professionals in a higher socio-economic group who choose to live in accessible locations (close to M2 and Macquarie University and Macquarie Park train stations) with a number of major employment centres within an easy commute such as North Ryde, Chatswood, North Sydney and Sydney CBD and of course Macquarie Park itself.

The proportion of Sales Workers within the Area of Influence was also higher than in Sydney SD and NSW, likely to be influenced by the presence of Macquarie Centre (the Specialised Centre).

Table 5 - Labour Force Characteristics of Area of Influence Resident Workforce 2006

Industry	Area of Influence		Sydney SD	NSW
	Primary	Secondary		
Managers	11.6%	13.1%	12.5%	12.8%
Professionals	27.1%	27.9%	22.5%	19.9%
Community & Personal Services Workers	9.5%	10.8%	12.0%	12.8%
Clerical and Administrative Workers	6.3%	6.8%	7.6%	8.1%
Sales Workers	16.0%	16.8%	15.8%	14.5%
Technicians & Trade Workers	8.6%	8.6%	9.0%	9.1%
Machinery Operators & Drivers	8.6%	3.2%	5.7%	6.1%
Labourers & Related Workers	5.6%	6.3%	7.6%	9.0%
Inadequately described or N.S.	1.7%	1.7%	2.0%	1.8%
Unemployed	5.1%	4.7%	5.3%	5.9%
Total	100%	100%	100%	100%

Source: ABS Census 2006

2.5 Income Profile

At 2006, the median weekly household income of the PAI (at \$1,244) was slightly higher than that in the SAI (\$1,158), and in turn both of the median weekly household incomes in the Area of Influence were higher than those recorded in Sydney SD (\$1,154) and NSW (\$1,035). As would be expected in light of this the proportion of residents earning \$1,500 dollars or more was higher in the PAI (26.0%) compared to the SAI (24.0%), Sydney SD (24.6%) and NSW (20.3%). This superior income profile could in part be indicative of the main industries employing the workforce in the Area of Influence and the workers ability to meet the housing costs.

Despite the relative affluence of a proportion of the resident population in the Area of Influence, there remain a large proportion of households that earn within the middle to lower income brackets, with more than 71.7% of households in the PAI and 72.9% of households in the SAI earning less than \$1,499 per week. This is not surprising given the presence of student accommodation and social housing within the PAI/SAI.

Table 6 - Weekly Household Incomes 2006

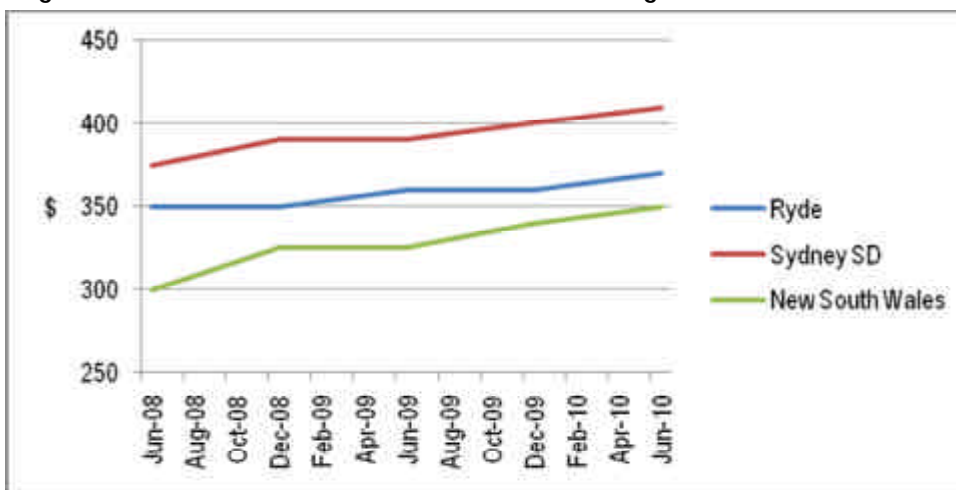
Weekly Household Income Bracket	Area of Influence		Sydney SD	NSW
	Primary	Secondary		
\$0-\$299	17.8%	14.0%	12.8%	14.9%
\$300-\$599	14.2%	17.1%	17.9%	21.2%
\$600-\$999	14.6%	20.2%	20.8%	21.5%
\$1,000-\$1,499	25.1%	21.6%	21.2%	19.1%
\$1,500-\$1,999	17.6%	17.0%	16.0%	12.0%
\$2,000+	8.4%	8.0%	8.6%	8.3%
Partial income stated	2.3%	2.1%	2.7%	2.9%
Total	100%	100%	100%	100%
Median	\$1,244	\$1,158	\$1,154	\$1,035

Source: ABS Census Data 2006

2.6 The Cost of Housing

As this is a social impact assessment the focus is not on property market trends, however it is useful to compare household incomes to property prices in order to gauge the relative affordability of a suburb for its residents. Figure 6 shows that median weekly rents have increased across NSW over the past two years and that the SAI (Ryde LGA) is slightly more affordable than Sydney SD but more expensive than the NSW average (although the gap is reducing). It appears that the rate of rental growth has increased since Macquarie University train station opened.

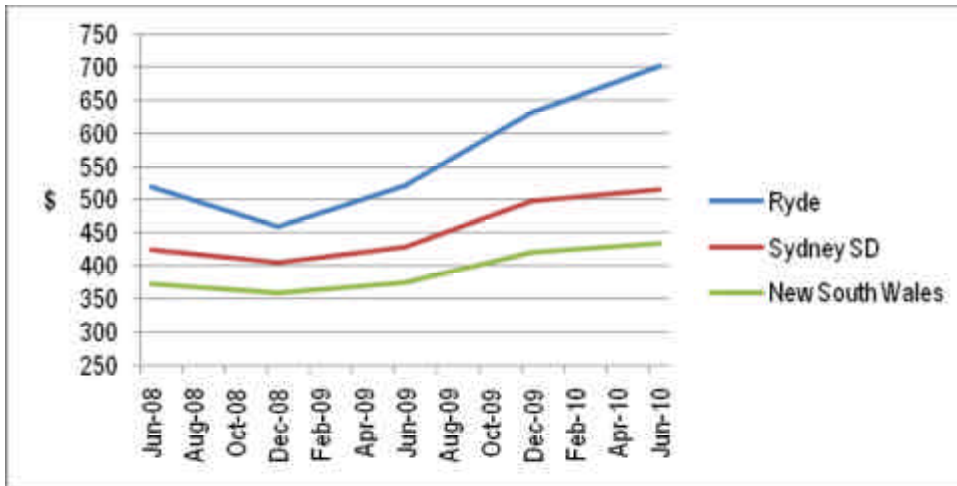
Figure 6 - Median Market Rent for 2 Bedroom Dwellings



Source: : Housing NSW, Valuers General (VG) & Rental Bond Board (RBB) Data

Noticeably, the SAI is a relatively expensive area in which to purchase property with the average price for a dwelling within the SAI increasing significantly over the period December 09 to June 10.

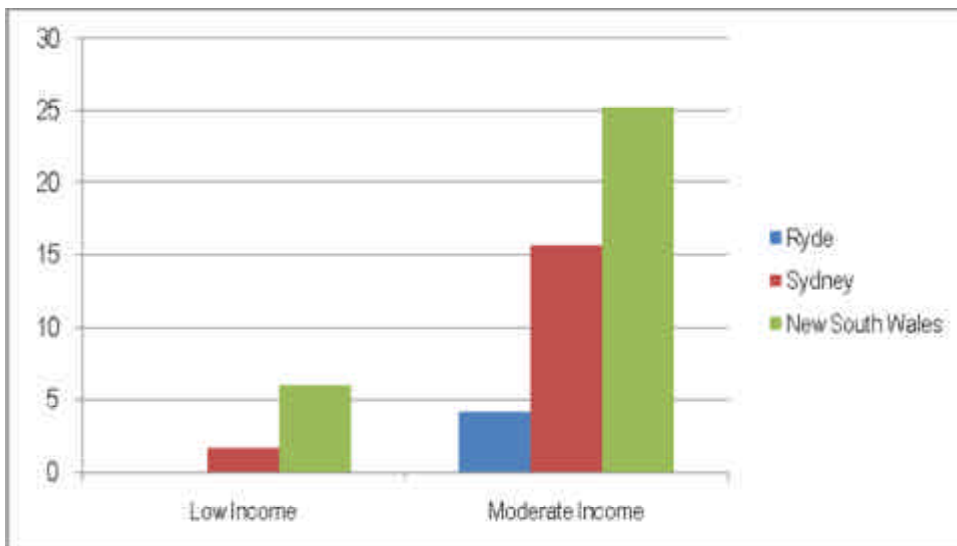
Figure 7 - Median House Price (Sales)



Source : Housing NSW, Valuers General (VG) & Rental Bond Board (RBB) Data

Looking more closely at the level of affordability, we examine the proportion of the housing stock that is "affordable". A property is generally regarded affordable for purchase if the loan repayment or rent comprises less than 30% of the household incomes. As can be seen in Figure 8 below, in September 2010 there were no properties available for purchase within the SAI for those households on low incomes and less than 5% were affordable to those on moderate incomes, compared to 16% and 25% for Sydney and NSW respectively.

Figure 8 - Proportion of Purchase Stock that is Affordable, Ryde LGA, September 2010



Source: Housing NSW, Valuers General (VG) & Rental Bond Board (RBB) Data

Increases in property prices and rents are largely driven by a shortage of supply and/ or a high level of demand, particularly in desirable areas. These trends are consistent with our earlier finding that the rate of dwelling growth has not kept pace with population growth in the Area of Influence.

2.7 Employment Growth

For the purposes of our examination of employment growth we will focus on the wider SAI only. We consider that a wider spatial area is required when considering employment because residents will be more likely to travel over larger distances for work. As such, the SAI is a more appropriate spatial level at which to consider this issue rather than the PAI. According to BTS employment forecasts it is envisaged that over the period 2006 to 2031 approximately 22,536 jobs will be generated within the SAI, largely driven by the continued growth of Macquarie Park.

Table 8 shows forecast employment growth by sector from the SAI over the 2006 to 2036 period. It is evident that the SAI will see a moderate increase in job numbers over the period (0.93% per annum) with the strongest performing sectors in terms of numbers of additional jobs created being Professional, Scientific and Technical Services, Information Media and Telecommunications, Education and Training, Health Care and Social Assistance and Retail Trade. Combined these sectors are expected to generate in excess of 17,000 jobs, or almost one quarter of all the new jobs created, over the period.

Overall the Information Media and Telecommunications sector performs the strongest with a predicted 4,221 increase in the number of workers over the 2006 to 2036 period. This represents a 145% increase in job numbers by 2036 compared to the 2006 level and equates to a per annum increase of 3.04%. The largest decline is identified in the Financial and Insurance Services sector within which a decline in 611 jobs (52%) over the 2006 to 2036 period is forecast, a -2.42% per annum decline.

Table 7 - Employment Growth by Industry 2006 – 2036, Ryde LGA (SAI)

Industry	2006	2036	Change	% Change	Annual Growth
Agriculture, Forestry and Fishing	158	248	+90	+57%	1.51%
Mining	76	58	-18	-23%	-0.88%
Manufacturing	6,037	5,874	-163	-3%	-0.09%
Electricity, Gas, Water and Waste Services	672	815	+143	+21%	0.64%
Construction	3,944	3,537	-407	-10%	-0.36%
Wholesale Trade	10,029	11,208	+1,180	+12%	0.37%
Retail Trade	6,422	8,780	+2,358	+37%	1.05%
Accommodation and Food Services	3,143	4,353	+1,210	+39%	1.09%
Transport, Postal and Warehousing	857	841	-16	-2%	-0.06%
Information Media and Telecommunications	2,906	7,127	+4,221	+145%	3.04%
Financial and Insurance Services	1,172	561	-611	-52%	-2.42%
Rental, Hiring and Real Estate Services	1,059	1,428	+369	+35%	1.00%
Professional, Scientific and Technical Services	9,507	14,435	+4,928	+52%	1.40%
Administrative and Support Services	2,106	1,615	-491	-23%	-0.88%
Public Administration and Safety	2,123	2,863	+740	+35%	1.00%
Education and Training	6,477	9,428	+2,950	+46%	1.26%
Health Care and Social Assistance	8,155	11,061	+2,906	+36%	1.02%
Arts and Recreation Services	496	523	+27	+6%	0.18%
Other Services	2,549	3,406	+858	+34%	0.97%
Unclassified	2,882	5,143	+2,261	+78%	1.95%
Total Employment	70,769	93,305	+22,536	+32%	0.92%

Source: TDC Employment Forecasts October 2009 Release – Coloured cells emphasise key growth sectors

2.8 Future Demography

The type of residential properties being proposed in this scheme will inevitably influence the demographic profile of future residents. The units are predominately one and two bedroom which are likely to meet accommodation needs of lone persons and families without children. Taking advantage of train links to the city provided at Macquarie University and proximity to commercial buildings within Macquarie Park itself we consider it likely that these would be occupied by young professional singles or couples, together with a significant proportion of older citizens with no dependent children living at home and students of Macquarie University. Whilst we see these as the dominant household types it is also likely that a proportion of the units could be attractive to families (with three or more persons) and perhaps some students living as group households.

In order to gain a more accurate insight into the likely demographic makeup of the future resident population we can examine comparable housing schemes locally.

Over the last ten years there has been significant residential development at Meadowbank in the south of the City of Ryde LGA. Waterpoint is a high rise, high density development of some 800 residential units. It is located 20 minutes from the Sydney CBD by train and 5 minutes from the M2 and M4 motorways. On this basis, in terms of the nature of development and its accessibility it is considered comparable to the proposed scheme at Herring Road and likely to attract a similar demographic.

2006 Census data attained from the collection district (CD) which includes the Waterpoint development (CD 1380509) indicates that the median income of households is \$1,704 per week. This compares to an average of \$1,244 for residents in the PAI, \$1,158 in the SAI and \$1,154 in Sydney SD. The majority of residents (57.3%) are either 'managers' or 'professionals', compared to 38.7% of the labour force in these sub-sectors in the PAI, 41% in the SAI and 35.0% in Sydney SD. Within the Waterpoint CD the median age of residents was recorded as being 31, compared to 36 in the PAI and Sydney SD and 37 in the SAI. Data relating to the Waterpoint CD also indicates that 11.0% of residents are aged below 15 years, compared to 13.9% in the PAI, 16.7% in the SAI and 19.5% in Sydney SD.

As a result of the above comparison it can be deduced that future residents of the proposed scheme are likely to be affluent with above average weekly household incomes, be predominately employed within the white collar professional sectors and be relatively young (often being first home buyers). Furthermore, they are less likely to have children than residents in the wider Ryde LGA and Sydney SD areas. We should also note that as the residential units which form the Waterpoint development were released in a number of stages some units were sold and occupied post 2006. As such the demographic trends identified above will be even more pronounced today. On this basis we can assume that affluent young professionals are likely to dominate the demographic profile of future residents. The Site differs from Waterpoint in its proximity to Macquarie University and as a result we also anticipate a number of residents being students living either alone or as group households.

2.9 Key Findings

Based on the above analysis, the following key demographic features have been identified for the areas of influence and are considered of relevance to assessing the social impacts of the proposed development:

- Between 2006 and 2036 the population of the PAI is anticipated to have grown by an additional 7,319 residents and the SAI population is expected to increase by 31,551 residents;
- Historic trends over the 2001 to 2006 period indicate that population growth in the PAI has increased at a faster rate than dwelling growth, with a population increase of 3.11% over the period compared to a 0.77% increase in dwellings numbers;
- Demographic characteristics of the Area of Influence suggest high demand for smaller dwellings with a lower average household size (2.5 persons per dwelling in the PAI and 2.6 in the SAI) compared to the Sydney SD/ NSW areas (2.7 persons per dwelling) and a higher proportion of lone person households (28% in the PAI, 27% in the SAI) compared to Sydney SD (23%) and NSW (24%). A high proportion of residents in the Area of Influence were born overseas, particularly in Asia;
- The existing nature of housing indicates a higher proportion of flats and apartments in the PAI/ SAI (29.1% and 28.5% respectively) compared to Sydney SD/ NSW (23.9%/ 17.7%). This is most likely to reflect the presence of student, public and aged care housing within the PAI;
- Within the areas of influence and the PAI in particular, the proportion of residents who own a property (59.7% in the PAI, 63.7% in the SAI) is below the average for Sydney SD (65.0%) with a higher than average proportion of residents renting;
- Whilst a proportion of residents within the Area of Influence are relatively affluent compared to Sydney SD with higher than average median weekly incomes, a significant proportion of residents earn weekly wages within the middle and lower income brackets. This feature indicates the disparity between the provision of social and student housing in the locality and the cost of market housing only being affordable for higher income households;
- Should the proposed development take place, the demography of the area is likely to change attracting a greater proportion of higher income earners and lone person/couple without children households;
- The largest growing employment sector within the Area of Influence is forecast to be in Information Media and Telecommunications supporting the above that likely residents will be employed in the professional sectors.

3. STRATEGIC CONTEXT

JBA Planning has provided a comprehensive analysis of planning policy in a separate report. This Chapter summarises and supplements those relevant to the assessment of social impacts focusing in particular on the need to increase the supply of housing in the Area of Influence, particularly in areas well served by public transport and within a short walk from existing centres.

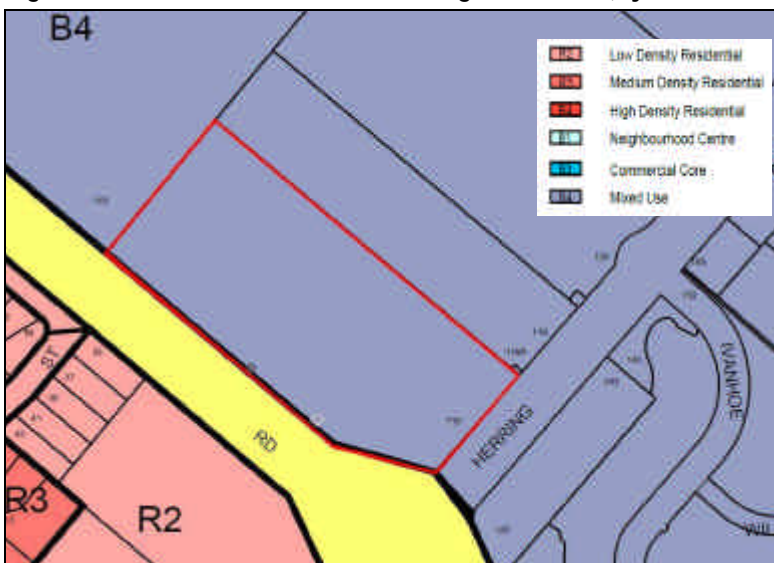
3.1 Current Zoning and Development Control Context

Under the Ryde LEP 2010 the Site is zoned B4 (Mixed Use) (Figure 9). This zoning permits 'multi dwelling housing' as an innominate use and aims to

'integrate suitable business, office, residential and other development in accessible locations so as to maximize public transport patronage and encourage walking and cycling'.

As the proposed development is located in close proximity to transport linkages and providing residential, commercial and community facilities, it is consistent with these zone objectives.

Figure 9 - Current B4 Mixed Use zoning of the Site (Ryde LEP 2010)



3.2 Social Policy Context

Metropolitan Strategy Review

The recently adopted Metropolitan Plan establishes a number of strategies to enable the Greater Metropolitan Region to respond to new challenges including revised population targets, housing affordability, the Global Financial Crisis and climate change.



The targets contained within the Metropolitan Plan and the period it covers have been realigned with those set out in the Metropolitan Transport Plan. Together these two plans will guide the Subregional Strategies which will also be progressively revised, albeit they have not yet been adopted.

The Metropolitan Plan focuses on achieving 760,000 new jobs and 770,000 more homes, together with associated improvements to transport and infrastructure. Importantly both parts of the Strategy recognise that development, or growth, should take place in the right locations and more specifically, within existing urban areas with good access to public transport. In this respect the paper identifies that:

*"From 2008-2018 more than **90,000 dwellings need to be built within walking distance of transit nodes.**"*

And that

"Rail and Strategic bus corridors will play a key role unlocking social and economic value of all the local centres (Neighborhoods, Villages and Towns)..."

The Plan sets out a number of Strategic Directions, objectives and actions. Of particular relevance are directions to improve the capacity of Sydney to accommodate:

- More jobs, with a focus on locating jobs closer to where people live and **housing closer to jobs**. By reducing the need to commute will result in *"significant lifestyle benefits"*;
- **More housing**, particularly within existing urban areas. Specific consideration is given to understanding how the planning system can support investment in new and existing centres and determining those elements that are considered essential to a vibrant centre. Centres in urban, outer suburban, new release and many rural areas will need to change and expand over coming years;
- Changing housing needs. The Plan refers to an Australian trend towards smaller average household sizes (estimating an average housing occupancy rate of 2.51 by 2031) meaning that **smaller one and two bed dwellings should be planned for**; and
- Encouraging urban renewal and building communities through redevelopment. The Plan states that urban renewal is about transforming under-used or dilapidated areas and emphasises **mixed use development as a key strategy to encourage the vitality of centres, promote social cohesion and develop sustainable living practices**. Existing centres are to be the focus for urban renewal.

Metropolitan Transport Plan (2010)

The Metropolitan Transport Plan, Connecting the City of Cities, sets out a 25 year vision for Sydney's transport planning and is supported by a 10 year funded package of transport infrastructure. The plan is intended to be read in conjunction with the Metropolitan Plan. The two documents will be integrated to provide a holistic strategy for the Sydney Metropolitan Region.

Key to this assessment is the vision that;

"Much of Sydney's growth challenge will be met by making the most of the city's existing urban areas. New housing, workplaces, public spaces and improved transport will be integrated to achieve genuine renewal."

Under the plan, the State Government will set up a Sydney Metropolitan Development Authority to coordinate future transit-oriented development and urban renewal.

The Metropolitan Transport Plan uses the NSW Department of Planning's (DoP) latest employment and dwelling targets for the Sydney Metropolitan Region over the period from 2006-2036. To accommodate the forecast population growth, Sydney is likely to require the development of 699,800 dwellings and generate an additional 713,920 jobs by 2036. It is envisaged that between 2006 and 2036 the Inner North sub region will need to plan for an additional 39,400 dwellings and 51,350 jobs.

Figure 10 - Revised Dwelling and Employment Projections 2010- 2036

SUBREGION	ADDITIONAL DWELLINGS	ADDITIONAL EMPLOYMENT CAPACITY
East	25,800	31,850
North East	20,400	23,490
Inner North	39,400	51,350
North	26,600	19,540
South	52,900	47,530
South West	179,200	105,150
North West	163,700	166,160
West Central	91,500	113,170
Inner West	37,300	25,100
City of Sydney	63,000	130,580
	699,800	713,920

Source: NSW Department of Planning

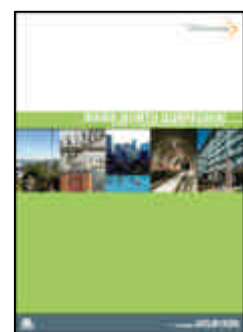
Relevant to this assessment is the commitment to fund the North West Rail Link which will connect strategic locations between the north west of Sydney, Macquarie Park to the Sydney CBD. This key project will support and encourage business and residential growth in the North West whilst also encouraging a modal shift amongst commuters located along the line from private vehicles to public transport, alleviating road congestion.

Draft Inner North Sub Regional Strategy

Under the Draft Inner North Sub Regional Strategy, the Inner North Subregion is expected to achieve the target of accommodating an additional 30,000 dwellings by 2031. Apportioning this target by LGA, 12,000 of these dwellings are to be accommodated within Ryde LGA. This increase will equate to approximately 27,600 additional residents in the LGA by 2031 (based on an average household size of 2.3).

The Strategy recognises that the Inner North currently has a greater diversity of housing compared to other subregions in Sydney. Over the last decade nearly two-thirds of residential developments were accommodated within existing centres. As such the Strategy aims to continue and further enhance this development pattern, setting the target of accommodating 60-70% of dwelling growth within existing centres.

In the urban hierarchy within the Inner North Subregion, Macquarie Park sits below North Sydney (Global City) and Chatswood (Major Centre) and alongside St Leonards as a Specialised Centre. As a Specialised Centre, Macquarie Park is expected to perform a vital economic and employment role which will generate metropolitan-wide benefits. The Strategy sets a target of over 22,500 jobs to be created within Macquarie Park by 2031, representing approximately 40% of the Subregion's entire employment target of 60,000 jobs.



However the Strategy recognizes that that this **employment growth must be reinforced with the State Plan objective of providing 'jobs closer to home'**. The Strategy also mandates that:

'Inner North Councils should ensure that 80 percent of new dwellings are located within 30 minutes by public transport of a Strategic Centre'.

In light of these objectives, the proposed development complements the significant amount of commercial development that is planned in the area, by allowing a greater number of residents to live closer to their place of work. The Site's location close to excellent public transport links also achieves the Strategy's objective of encouraging a modal shift amongst Macquarie Park workers from private vehicle use towards public transport or walking.

The increased amount of residents will thus strengthen subregional objectives to plan for a housing mix near jobs, transport and services and the objectives of the State plan to provide more jobs closer to home.

Other subregional objectives relevant to this assessment include to:

- Provide for a **mix of housing to increase choice** and suit the changing demographics of the Subregion;
- **Improve housing affordability** in order to ensure Sydney remains an accessible place for young people and for young people to live and work;
- Enable communities to **"age in place"**; and
- Provide for **urban civic space** in planning for centres.

Ryde Social Plan 2005

The Ryde Social Plan 2005 aims to guide the future development of the Ryde community. It aims to assist in the provision of appropriate and accessible services to meet the social needs of residents in a fair and equitable manner.

The Plan was developed following consultation with designated social groups within the Ryde community. The Plan sets a number of priority actions, projects and recommendations in order to deliver outcomes that will enhance the well being of the community. These include:

- **Children:** A commitment to provide for the **unmet demand for child care places** and the need to respond to the need for the ongoing delivery of quality childcare services. The coordinated delivery of **recreational services** that provide for the recreational needs of children including space and activities.
- **Older people:** the need to ensure that appropriate accommodation and **housing options** are available for the growing number of older people living in the local area. Develop a long term plan to provide a multipurpose **community facility** that meets the needs of older people.
- **Ethnic communities:** to provide equitable access to community facilities and to implement a long term plan to provide a **cultural community facility** that meets the needs of its diverse community including providing for their cultural needs. Identify ways to meet the needs for **community meeting places**. Review all proposed plans for neighbourhoods to encourage the design of urban village centres which act as effective meeting and activity places.

- Produce planning policies or other appropriate guidelines to manage affordable housing in the LGA.

Draft Environment and Open Space Strategy, City of Ryde, 2010

The Draft Environment and Open Space Strategy assesses the changing demographics of the community and considers the impact of these trends on the demand for open space and the recreational needs of various social groups within the LGA. It identifies that the population of Ryde is both ageing and becoming increasingly ethnically diverse, particularly with an increase in residents originally from China, Hong Kong and South Korea.

The Strategy notes that in achieving the LGA's dwelling target to 2031 the housing mix within the LGA will continue to shift towards a greater proportion of smaller dwellings with limited or no private open space. This will stimulate an increase in demand for public open space in all parts of the LGA, particularly in town centres.

Identifying how these issues may be addressed, based on feedback from Ryde residents surveyed as part of the Leisure and Recreation Needs Community Consultation Report (City of Ryde, April 2009), the Strategy notes the following:

- **Culturally and Linguistically Diverse (CALD)** respondents had a higher demand for halls and meeting rooms expressing a need for more community centres. CALD residents used leisure and recreation facilities/settings less than others. Based on preferences for recreational activities CALD respondents ranked dancing and 'dance socials' as their top priority and gave greater importance to indoor sports facilities, golf, social and recreation support services, and seniors' activities/centres.
- **Older residents** indicated the two key challenges they faced were access and transport constraints. They expressed a need for open space and recreational venues to be located on public transport routes with designated seniors parking. Residents aged 50+ also indicated the desire for more informal passive open space and walking and cycling trails.
- **All residents** expressed a need for more bike paths, swimming venues, parks and gardens, sportsfields/ sport facilities and libraries. The top 10 lacking or inadequate facilities, in order, nominated by all residents were bike paths, off leash dog areas, swimming venues, parks and gardens, playgrounds, walking paths, sports fields and sports facilities, improved transport/ accessibility/ parking, libraries and picnic areas.

The Strategy notes that the amount of active open space in Ryde is much lower than National Playing Fields Association Standards. The amount of passive open space is also below this accepted standard. The current supply of open space is characterised by a large number of small sites which have very limited capacity for use.

Looking forward, Ryde is identified as likely to retain the highest proportion of people aged 0-19 years indicating the likelihood of increased demand for playgrounds and junior sporting facilities. However Ryde currently lacks a variety of play spaces. Whilst residents were willing to travel to the bigger and better playgrounds such as Putney Park there is also a need for a diversity of parklands. Older residents in particular had a need for more formal gardens and smaller pockets of open space.

Draft Housing Strategy, City of Ryde, 2010

The draft Housing Strategy considers the direction of housing in the LGA and forms part of the Local Planning Strategy for the City of Ryde, taking account of the Metropolitan Strategy and Inner North Sub Regional Strategy discussed above.

The draft strategy was informed by consultation. One of the key outcomes of this consultation was the desire for new residential areas to be planned around employment centres so as to support local businesses and reduce travel times and dependency on private transport.

This theme runs through the strategy with a desire for developments to make it easier for the community to use public transport and to walk and cycle.

Another common theme was the need to maintain a diversity of housing choice and to provide housing that is affordable, particularly for young couples and families and the linguistically diverse who often find it difficult to access housing. The need to provide accommodation that is affordable for key workers was also noted as important.

In terms of location, town/large centres were seen as the most appropriate for high density housing. Providing housing for young lone persons and young couples within and around centres was seen as a way to increase opportunities for young household types to enter the Ryde housing market, or to rent if not in a position to purchase.

Providing high density, smaller housing was identified as a way to meet the needs of the increasing ageing population. Building good quality, well designed and accessible units, close to the shops and services of centres provides an alternative for older people who would then move out of more traditional family homes, making them available for families to purchase. Catering for the needs of the ageing population, facilitating “ageing in place” was seen as important, avoiding the need to move away from an area where they may have support and community connections.

The draft strategy sets a number of properties particularly relevant to this SIA including:

- **P2.** Maintain the City of Ryde’s current strategic planning direction to focus the majority of residential growth within Macquarie Park and the town centres;
- **P6.** Provide a diversity of housing types. This would ensure the needs of present and future residents are met including young families, single person households and ageing couples. It would also facilitate ‘aging in place’. In addition it is acknowledged that smaller dwellings are more affordable.

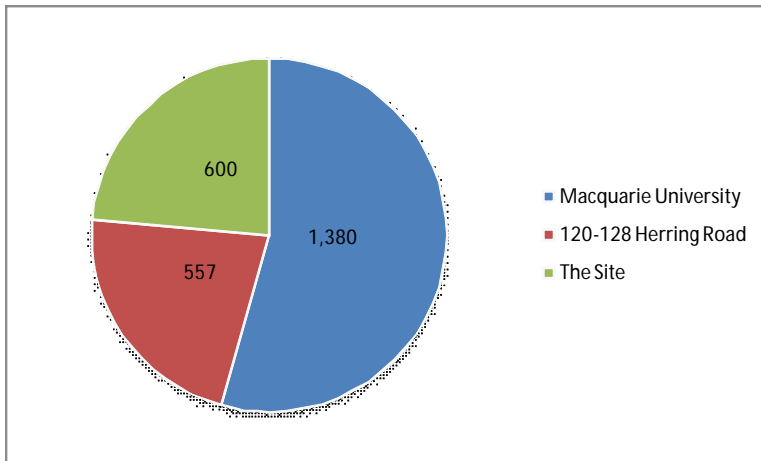
3.3 Emerging Developments

Realising population forecasts and housing targets relies heavily upon the availability of sites for redevelopment or intensification; the desirability and hence feasibility of the development; and the will of the existing landowner.

Through desk top research and discussions with Officers at Ryde City Council, Hill PDA has identified emerging developments (that we consider have some potential to be delivered) within the PAI that provide for a significant number of dwellings (more than 50).

Together these developments could deliver in the order of **2,500 additional dwellings**. This includes the additional 3,450 student units (or 1,380¹ equivalent dwellings) that are planned for within the Macquarie University Concept Plan.

Figure 11 - Number of Dwellings within Emerging Developments



Source: Cordell Connect; the Metropolitan Development Plan, Inner North 08/09; Hill PDA research; discussions with Ryde City Council

In addition to those identified above we understand that there are a number of sites in public ownership within the PAI including the Delhi Road, TICD lands, Ivanhoe Place and Herring Road precincts that have capacity to deliver approximately 4,000 further dwellings. These are public owned sites many with existing tenants and as such we consider these to be much longer term opportunities as we are not aware of any detailed concept plans or Development Applications.

3.4 Key Findings

Based on the above analysis of the development's strategic context, the following key findings are of particular relevance to assessing the social impacts of the proposed development:

- Macquarie Park is a designated Specialised Centre and is anticipated to generate an additional 22,500 jobs by 2031. To achieve the State Plan objective 'jobs closer to home' the residential component of the proposed development provides an opportunity to further broader strategic objectives to provide a mix of housing close to jobs and strategic transport links.
- Providing housing close to key transport nodes reduces car dependency and providing accessibility to other parts of Sydney.
- The proposed development strengthens subregional objectives to plan for a mix of housing near jobs, transport and services and the objectives of the State plan to provide more jobs closer to home.
- To meet the needs of the Ryde Community there is strong unmet demand for childcare and community facilities which cater towards the ethnic diversity of the community and its ageing population.

¹ Draft Housing Strategy, City of Ryde

- Older residents of Ryde expressed a need for passive open space and connected urban environments. Culturally and linguistically diverse residents had a higher demand for indoor sporting facilities and community halls and meeting spaces.

4. LIKELY FUTURE RESIDENTS NEEDS

This chapter examines the impact on social infrastructure which occur in order to meet the needs of the increasing resident population within the Area of Influence and in particular those arising from the proposed redevelopment of the Site, with consideration of surrounding existing and proposed developments.

4.1 Identifying Future Residents Needs

Unlike the transient population of a hotel (existing on the Site), local residents are likely to require access to a number of community services / facilities and open space / leisure facilities.

Taking account of our demographic analysis, the type of accommodation proposed and the accessible location of the Site we anticipate the development will be attractive to elderly or retired residents and young professionals (most likely to fall in to the categories "couple only" and "lone person households" as defined by ABS). We note that at 2006 there were 53.9% such households in the PAI and 51.4% in the SAI which is a high proportion.

The ABS Household and Family Projections 2001-2026 report supports this view suggesting there will be increased demand for smaller dwellings (one and two bedroom units) across NSW, fuelled by an ageing population. 10% of the NSW population is expected to be over 75 by 2026 and the preferred living arrangement will be either as a "couple only" or "lone person" households.

As shown in previously in this study and confirmed in discussions with local real estate agents, a small number (13%) of couples with children appear to be choosing to live in high density accommodation. This could in part be driven by the increasing cost of housing highlighted in Section 2.6.

Based on a review of relevant social policies including the City of Ryde Section 94 Developer Contribution Plan (2007) and the draft Environment and Open Space Strategy (2010) we have identified the following "human needs" (refer to Appendix 1 and 2) for the future residents most likely to comprise elderly, young professionals and families with young children:

- Childcare facilities;
- Medical Centres;
- Community Rooms / Home Care;
- Library; and
- Open Space and Recreation Facilities.

4.2 The Level and Capacity of Existing Facilities/Services

Survey of Existing Facilities/Services

To understand the social impact of the proposed development it is essential to understand the existing level of provision and capacity of existing facilities within the Area of Influence. Hill PDA undertook desktop research and

compiled a schedule of all those facilities in the PAI and SAI deemed relevant to this SIA. This is provided at Appendix 3.

In addition to identifying the local level of provision Hill PDA undertook a sample survey of the medical centres, dentists, community centres, child care centres and schools closest to the Site to gauge their capacity.

From this list there appears to be an adequate level of provision of these facilities with new residents being able to access all these services and facilities with relative ease with the exception of child care and community centres. There appears to be a significant shortfall in this area and this is discussed in more detail in Section 4.3.

Adequacy of Existing Facilities/Services

To inform our view on whether the existing level of provision is adequate to meet the needs of the future population we undertook a review of the City of Ryde Section 94 Development Contribution Plan (2007).

Using the Standard for Provision set by the City of Ryde within the Section 94 Development Contribution Plan (refer to Figure 12), the proposed development, providing approximately 625 residential units on the site, is unlikely to generate a significant requirement to for any additional facilities as the total number of residents will be the standards quoted.

However, it is reasonable to anticipate that cumulatively residential developments within the Area of Influence together with the increased working population (associated with the growth of Macquarie Park) could lead to a requirement for additional community facilities and services, including access to parks, open space and recreation facilities.

Figure 12 - Standards for Provision

Facility	Standard	Floorspace requirements ^b
Long day care	1 place per 11 children 0-4 years ^c	3000m ² site with building of 300-400m ² for 60 place facility
Youth centre	1 per 20 000 persons or 1 per 3 000 13-19 year olds	300-400m ²
Community centre	1 per 7 000-10 000 persons ^d	600-800m ²
Library ^e	District: 1 per 30 000 persons Branch: 1 per 5 000 persons Resources: 1 item per 2.5 persons ^f	1000m ² 600-700m ²
Seniors centre	1 per 30 000 persons	1000-2000m ²

Notes:

- Standards derived from Blacktown Council / Baulkham Hills Council / Campbelltown Council / Department of Planning / various other statutory authorities.
- Floorspace requirements based on modest facility only.
- Where private facilities are provided this may be relaxed to 1:20. 60 place centre required for population of 7 000.
- Current Department of Community Service standard.
- Library standards typically predicated on persons including workers.
- State Library current standard

Source: Ryde City Council, Section 94 Development Contribution Plan (2007)

A review of the Section 94 Plan has identified the need for the following facilities across the SAI:

- One multipurpose community facility (primarily to meet the needs of the ageing population by incorporating a Home and Community Care Facility);
- Two libraries (Ryde Shopping Centre and Macquarie Park (we understand the latter may not be delivered));
- Twenty three additional child care facilities (almost 2,000 places) but only two to be pursued by Council as not for profit;
- Civic Centre;
- Cultural Facility;
- Civic and Urban Improvements in line with Macquarie Park Master Plan; and
- Open space.

We acknowledge that the most recent Metropolitan Development Program published by NSW Department of Planning in 2008/2009, and our own research into emerging developments, indicates a slightly higher level of residential growth could occur within the Area of Influence than was originally forecast by the NSW Bureau of Transport and Statistics and hence planned for in the City of Ryde Section 94 Plan (albeit the Section 94 plan does make an allowance for some additional residential developments).

We also understand that Council has commenced a review of the Section 94 Plan acknowledging that not all of the facilities identified are likely or could reasonably be expected to be provided.

Therefore we have also reviewed the Draft Environment and Open Space SIA (July 2010) and held discussions with the City of Ryde's Manager of Community & Culture to identify current requirements.

4.3 Consultation

Hill PDA met with City of Ryde's Manager of Community and Culture, Senior Cultural Planner and Open Space Planner to discuss our research and interpretation of social issues within the Area of Influence and to gain a more detailed understanding of residents likely needs.

The meeting highlighted the following as key social issues to be considered:

- Open space;
- Availability of community meeting rooms/facilities;
- Design and adaptability of units; and
- Childcare facilities.

Open Space

With population growth there is increased pressure on existing open spaces which are essential not only from an aesthetical perspective but for the health and wellbeing of residents.

Although there are a number of open spaces and parks within 1km of the Site the highway network does not facilitate easy or attractive pedestrian routes. As such the SAI and in particular the PAI is considered to be underprovided for in terms of open spaces available for active uses. Facilitating active uses was deemed to deliver important health benefits for residents and also encourage social interaction, helping to foster a sense of community.

It was suggested as detailed landscape designs emerge that the design of the communal park and other open spaces be considered carefully and where possible facilitate informal activities and social interaction for residents through for example, the provision of an unstructured useable lawn area, the incorporation of distance markers on pedestrian routes through the gardens and by integrating a herb garden within the planted areas.

Pedestrian linkages to areas of open space and other community facilities (Macquarie Park train station and the Macquarie Centre) were seen as important and the need to improve the pedestrian environment, particularly along and across Herring Road was raised. The AJC plans submitted respond to this.

Community Meeting Rooms and Facilities

Community meeting rooms and facilities are considered an important element in meeting the community and cultural needs of residents. Existing facilities within the area including the Trafalgar Place Community Centre are well used. Other facilities are located some distance from the Site. Officers are aware that some community functions are being provided on an informal basis in inadequate facilities.

The incorporation of a communal facility to meet the needs of the residents in the development was deemed advantageous, reducing pressure on already stretched facilities. Furthermore the exploration of the potential for this facility to be made available to the wider community was encouraged.

Design and adaptability of units.

Taking account of Hill PDA's demographic analysis and the nature of the units meeting the needs of more elderly and sometimes less mobile residents was discussed. Facilitating "Ageing in Place" is an important policy direction across NSW and the implications of the relevant policies in terms of the design and layout of the units would need to be addressed during the detailed design stage.

Childcare Facilities

Highlighted within the City's Section 94 Plan and Hill PDA's own phone survey the meeting confirmed that there is a shortfall of childcare facilities within the Area of Influence. Providing for such a facility within the commercial element of the proposed development was deemed beneficial.

4.4 Impacts Associated with the Proposed Development

In this chapter we have considered the special needs of the residents likely to occupy the units and the existing level of provision of these facilities and services within the PAI and SAI.

By satisfying the Development Contribution requirements under the Section 94 Plan and providing the following facilities we consider the proposed development makes a significant contribution towards meeting the needs of existing and future residents.

The proposed development will include the following facilities which will directly benefit local residents of the scheme:

- Communal open space;
- Residents swimming pool;
- Residents gym; and
- Communal meeting room.

In addition the inclusion of a commercial/retail area provides the opportunity for a range of shops and services to meet local needs. This could include the likes of a child care facility, restaurant/café and convenience store. This is an important element as the private sector plays an essential role in meeting local needs of residents by providing services where there is a sufficient level of demand.



5. INCREASING THE SUPPLY OF HOUSING

The proposed development replaces an existing hotel to provide around 625 residential units together with ancillary open space, leisure and commercial/retail spaces.

It is appropriate to discuss the social impacts associated with this change of use and in particular given the high cost of housing in the Area of Influence (refer to Section 2.6) its contribution to housing supply and the associated impact on the level of affordability. As it is widely recognised that a lack of diversity in the housing market, both in terms of price and dwelling type, presents a number of social challenges we consider how the proposed mix of units aligns with the changing demography of the area.

We also discuss whether the Site is an appropriate location to increase the supply of housing, from a social perspective.

5.1 Ensuring an Adequate Supply of Housing

The primary driver of demand for residential dwellings is population growth. The most recent population forecasts for Sydney have increased growth expectations anticipating an additional 1.7 million people will be living in Sydney by 2036. In addition to population growth, other drivers of housing demand relate to lifestyle trends including the ageing of the population, declining family sizes and fertility rates. Combined these factors are reducing household occupancy rates and in turn increasing demand for housing in Sydney (particularly smaller housing types) above the demand generated by population growth alone. In fact, the implications of these trends are such that even if Sydney did not experience any population growth, more dwellings would be needed over time².

As highlighted in Chapter 3 the NSW Government's review of the Metropolitan Strategy acknowledges the implications of this growth as the need to *"ensure an adequate supply of land and a mix of housing that meets housing demand"*.

On the basis of forecast population growth, the Department of Planning (DoP) has identified the need for an additional 777,000 dwellings in Sydney by 2036³ and 39,400 for the Inner North sub region. This is slightly higher than the 30,000 target set for the previous plan period of 2001-2031. If apportioned to the LGA's in the same way as the existing draft sub regional strategies this would equate to a target of 15,760 additional dwellings (or 525 per annum) for the SAI.

Despite the rapidly growing demand for housing across NSW, the provision of housing in recent years has been low with the NSW Government recognising that the housing market hit a downturn in 2009⁴. Some sources report that Sydney is experiencing its lowest rate of housing growth in 50 years⁵ with the gap between housing demand

² Metropolitan Strategy Review, Sydney Towards 2036, NSW Government 2010

³ Metropolitan Strategy Review, Sydney Towards 2036, NSW Government 2010

⁴ Minister Keneally, NSW Government Press Release April 2009

⁵ Rents to soar as housing crisis worsens, Daily Telegraph March 25, 2009

and supply becoming ever worse. In fact Access Economics states that NSW has slumped from contributing more than an third of new houses in Australia to less than a fifth in a single decade, with little indication that this will change in the short term. To exemplify this point, between 2007 and 2008 only 15,000 additional dwellings were built in the Sydney SD in comparison to 32,000 between 1999 and 2000⁶.

A report by the federal government's National Housing Supply Council found that as Australia's strong population growth continues to accelerate, the combined housing shortfall could nationally reach 500,000 homes and apartments by 2029. Meanwhile research by the Chief Economist for ANZ, Saul Eslake has revealed that in 2009 there were just 333 dwellings completed across Australia for every 1,000 increase in population – less than half the rate of ten years ago. Furthermore despite Sydney having the greatest share of Australia's population, housing starts in Sydney have been outstripped by Adelaide and Melbourne.

The impact of low housing supply in comparison to high demand will be to drive the cost of housing upwards, exacerbating concerns regarding housing affordability which are discussed in more detail below.

In this context the proposed development of around 625 units would make a significant contribution to meeting the LGA's housing target by providing approximately 85% of the likely annual target. This is particularly important as our demographic analysis, desk top research and site visit has shown that few dwellings have recently been built within the PAI. This is noted in Section 2.1 and summarised in Table 8 below which identifies the rate of housing growth has not kept pace with population growth within the PAI.

Table 8 - Comparison of Housing and Population Growth, 2001-2006

	PAI		SAI		Sydney SD		NSW	
	Housing	Pop	Housing	Pop	Housing	Pop	Housing	Pop
2001-2006	0.77%	3.11%	2.99%	2.87%	6.27%	4.34%	6.11%	3.77%

Source: ABS Census 2001 and 2006

Looking forward we have identified in the order of 2,500 residential units in the development pipeline within the PAI. This includes the development proposal and 3,450 student beds (1,380 equivalent units). Together with the 4,000 dwellings that could be provided in the longer term within the PAI this equates to just over 40% of the target for the plan period (2006-2036). The development of this level of housing, close to the transit nodes of Macquarie Park and Macquarie University is considered entirely appropriate to meet targets and help to mitigate a worsening housing affordability crisis. This is discussed in more detail below.

5.2 Improving the Level of Affordability

As identified in Chapter 2 the Area of Influence is characterised by a broad mix of social, economic and cultural residents. Both the PAI and SAI comprise a large proportion (72-73%) of low and moderate income households. Most notably, in September 2010 fewer than 5% of these households could afford to purchase a dwelling in the SAI. If rents and house prices continue to rise, the housing market will become increasingly unaffordable and residents on low and moderate incomes are likely to be forced to relocate to more affordable areas increasingly threatening the existing socio-economic profile and cohesion of the community.

⁶ Metropolitan Strategy Review, Sydney Towards 2036

To mitigate this impact the supply of housing generally should be increased and in particular the supply of smaller one and two bedroom units which are likely to be available at a lower price point (unit mix is discussed in more detail below).

When compared to Sydney SD and NSW, the statistics show that the PAI and SAI appear well provided for in terms of units. However, looking more closely at the PAI, a large proportion of these units are either social or student housing. Hill PDA's desktop research and site visit confirms that there are few units available on the open market, with perhaps the nearest being those built approximately ten years ago by Meriton at the intersection of the M2 and Lane Cove Road.

The positive social benefits of improving housing affordability are well summarised by the Australian Productivity Commission:

*"Access to affordable and quality housing is central to community wellbeing. Apart from meeting the basic needs for shelter, it provides a foundation for family and social stability, and contributes to improved health and educational outcomes and a productive workforce. Thus it enhances both economic performance and 'social capital'."*⁷

Research shows that this trend contributes to increased inequity amongst local communities and in the longer term leads to socially stratified cities. In this regard, the Australian Housing and Urban Research Institute (AHURI) states that,

*"Increasingly polarised cities foster defensive behaviours, not just by those in areas of deprivation, but also by more affluent citizens...this in turn can undermine a sense of wider citizenship as people retreat to, and structure a life around, their own small, gated world and ignore their broader social obligations."*⁸

Another key issue linked to housing affordability is retaining the supply of key or essential workers, while also ensuring these workers have access to accommodation options closer to their employment (in line with strategic policies).

Whilst a significant proportion of jobs within the Area of Influence relate to managers and professionals likely to be associated with the Global companies and institutions based in and around Macquarie Park and also the other commercial centres that are within an easy commute (for example Sydney CBD and North Sydney) there is still (and will continue to be) a need for services that support the operation of these businesses. The workers employed in service industries (such as sales assistants, cleaners, administrators) cannot command the salary expectations of some professions however they are equally required to access jobs and housing within the Area of Influence. This is an issue when housing prices in inner city areas significantly exceed the affordability of low to moderate income households as discussed in Chapter 2.

A SIA by AHURI into the connection between housing affordability and labour shortages across Australia found that the incidence of housing affordability problems amongst working households was highest for those working in Sydney and particularly inner Sydney. Prior to 2001, the AHURI SIA found that the mismatch between housing

⁷ Productivity Commission, 2004, *First Home Ownership*, Productivity Commission Inquiry Report no.28 March

⁸ Conceptualising and measuring the housing affordability problem, AHURI, May 2005

costs and staff wages in inner city areas of Sydney was addressed through a range of methods including commuting from more affordable areas (this was the case for the majority of workers); reliance on a higher income partner to afford to live in inner/ central Sydney and finally the relocation of lower income households to more affordable areas.

However, post the 2001 housing boom, even these methods of overcoming the issue have become increasingly difficult as property values continue to grow across the whole of Metropolitan Sydney. The issue is exacerbated for industries that depend on shift workers who need to locate in close proximity to their work as they cannot rely on public transport because it does not correlate with the hours of their work.

Housing NSW's Centre for Affordable Housing identifies that the issue is prominent amongst key workers, stating that:

"Individuals working in key services on low-to-moderate incomes such as those working in childcare and aged care, police, ambulance personnel, nurses, community development workers and transport workers, are finding it increasingly difficult to find affordable housing close to their work places. Over time, we risk these individuals choosing not to work in high cost areas that are too far from their accommodation".⁹

In light of the above it is apparent that the pressures on low to moderate income households would worsen if the current supply of affordable housing is not addressed. This is an issue that will particularly affect the SAI as some of the strongest employment growth to 2036 is anticipated to be in Retail Trade (+2,358), Education and Training (+2,950) and Health Care and Social Assistance (+2,906 jobs) industries which traditionally have a large proportion of workers within the lower to middle income brackets.

If workers have to move significant distances to access more affordable housing options, making a daily commute costly and unrealistic, there is a real risk that major employers and providers of key services may struggle to find suitable staff to meet operational needs or alternatively provide higher wages thereby increasing costs. In this respect a SIA by economists Bruno S. Frey and Alois Stutzer found,

"that commuters who live an hour away from work would need to earn 40% more money than they currently do to be as satisfied with their lives as non-commuters"¹⁰

Based on the above analysis it is clear that an increase in open market units is needed in the Area of Influence and in particular the PAI given its accessible location and proximity to the key employment and service centres within Macquarie Park, if a balanced and cohesive community is to be achieved.

5.3 Providing For Changing Demographic Needs

Maintaining a diverse mix of housing types was identified within Ryde Council's draft Housing Strategy as essential if the needs of existing and future residents are to be met particularly the increasing proportion of elderly residents, lone person households and couples without children. To achieve this objective it is considered

⁹ <http://www.housing.nsw.gov.au/Centre+For+Affordable+Housing/About+Affordable+Housing> , November 24, 2010

¹⁰ Back to the City, Ania Wieckowski, Harvard Business Review, May 2010

appropriate to support the development of well designed, high density residential developments in locations within or close to centres.

With regards the type of units to be provided it is helpful to note the NSW Department of Planning states that to meet changing demography and to help address issues of housing affordability,

“smaller housing – for example 1 and 2 bedroom dwellings – must be planned for”¹¹.

The proposed development targets the following unit split:

- 50% one bedroom;
- 40% two bedroom; and
- 10% three bedroom.

The proposed mix aligns well with our analysis which has found that existing units are predominantly occupied by households comprising less than three persons (refer to Table 4). At 2006 almost half the units (47%) within the SAI were occupied by lone person households and just 13% by three or more persons.

5.4 Providing Homes Close to Jobs and Services

As Sydney’s population is anticipated to reach approximately 6 million people by 2036 there is a recognised need to both increase the supply of housing in the Greater Metropolitan Region and promote the integration of mechanisms to enhance the sustainability of our lifestyles. Consistent with local and state planning objectives, the creation of sustainable lifestyles relates to the creation of additional jobs, services and facilities closer to the homes of the growing population, whilst also encouraging people to change their travel behaviour in order to reduce traffic congestion.

Accordingly the DoP is targeting 80% of all infill development in Sydney to occur within walking distance of a transport hub, such as a rail station. The review of the Metropolitan Strategy states that:

“Housing must be provided in the right location, to reduce the environmental impacts of travel, increase affordability, reduce congestion and improve quality of life. Housing must also be to the standard the community expects.”¹²

Similarly Ryde Council indicates in their draft Housing Strategy that *‘new residential areas should be planned around employment centres so as to support local businesses and reduce travel times and dependency on private transport’*.

Achieving these objectives provides social, environmental and economic benefits. Studies indicate that providing jobs and services close to home has a positive influence on mental health whereby benefits may be achieved by reducing the stress associated with traffic congestion¹³. Reduced traffic congestion and the need to travel in turn

¹¹ Page 21, Metropolitan Strategy Review, Sydney Towards 2036, NSW Government 2010

¹² Page 21, Metropolitan Strategy Review, Sydney Towards 2036, NSW Government 2010

¹³ Woodcock, J, Edwards P, Tonne C et al. Public Health Benefits of Strategies to Reduce Greenhouse Gas Emissions: Urban Land Transport. Lancet 2009.

reduces travel times, thereby allowing for additional personal recreational time or leisure time with families and friends. Incidental exercise and physical activity such as walking to jobs, shops and other services also improves psychological well being and reduces the risk of anxiety and depression¹⁴.

As noted above, the Site is located within close proximity to a number of schools, health services, leisure facilities and existing community facilities. Although these services are close the NSW Premier's Council for Active Living indicates that over 55 percent of car trips are less than five kilometres and 33 percent are less than three kilometres. However, the proposed development provides active travel alternatives promoting public transport use, cycling and walking stimulating a reduction in car dependency. Moreover by providing residential accommodation together with open pedestrian pathways, communal facilities and open space the proposed development achieves the recommendation set by the Heart Foundation that

'high quality local aesthetics, facilities, parks and local road networks may enhance the walkability of local neighbourhoods and contribute to social capital and community cohesion....increasing land use mix would considerably improve the walkability of an existing area by improving the proximity of facilities.

Importantly, the proposed development provides commercial space that could accommodate local shops and services close to home in line with the needs expressed by City of Ryde residents. Not only does this provide significant convenience benefits for local residents in particular it enhances access to services for less mobile and elderly residents. This is discussed in detail within Hill PDA's Economic Impact Assessment.

As a predominantly residential development, the redevelopment of the Site would help to create a vibrant mixed use precinct hence providing an opportunity for residents to use active transport means such as walking, cycling and public transport to access local jobs and services. It thus has the potential to contribute to reducing the amount of carbon emissions and the significant of health costs (estimated at \$600 million to \$1.5 billion) associated with vehicle emissions incurred every year¹⁵.

5.5 Impacts Associated with the Proposed Development

The proposed development of around 625 residential units together with ancillary commercial and open space has a number of positive impacts more specifically it:

- Makes a substantial contribution towards meeting Ryde's annual target of approximately 525 additional dwellings per annum in an area that has been experiencing a very low level of residential development in recent years and that provides a very low level of affordable housing;
- Introduces homes close to the major employment hub of Macquarie Park and close to the transit node at the Macquarie Centre in line with strategic guidance helping to achieve a balanced and sustainable community; and
- Contribute towards creating a vibrant mixed use precinct where residents can easily access jobs, shops, services, open space and leisure facilities without undue reliance on trips made in a private car.

¹⁴ Billie Giles Cortini, Sarah Foster, Trevor Shilton and Ryan Falconer. 'The co-benefits for health of investing in active transportation', NSW Public Health Bulletin, Vol 21 (5-6), 2010.

¹⁵ Premier's Council for Active Living

6. PROMOTING SOCIAL COHESION

Closely linked to the issues outlined in Chapter 5 of housing affordability and the need for a range of housing types within an area is the ability to create and maintain a socially cohesive community.

6.1 Defining Social Cohesion

Social cohesion is a broad term used by social planners to describe the sensitive balance needed to provide the right environment to encourage and foster a strong sense of community. Without social cohesion, areas facing hardships such as low levels of employment, increased debt or declining living conditions (linked to housing affordability) can result in social unrest.

6.2 Impacts Associated with the Proposed Development

The nature of the population within the Area of Influence (comprising 27,691 permanent residents) reflects the accommodation types available. There is currently a large supply (more than 50%) of medium to high density dwellings occupied by students or provided as aged care and social housing, contributing to the higher proportion of households earning less than \$299 per week within the PAI (17.8% compared to 12.5% for Sydney SD) and a higher proportion of lone person and group households.

Replacing hotel accommodation with more permanent accommodation offers a number of benefits to the existing community in terms of social cohesion:

- Permanent residents have a vested interest in maintaining and caring for both their environment and other residents within their community;
- With the cost of housing and living increasing, provision of additional dwellings and a wider range of housing options in the Area of Influence should help to reduce the high levels of financial stress experienced by households (discussed in Chapter 5) and importantly help to maintain a broad mix of socio economic groups creating a more balanced and stable community; and
- The new residents will spend a significant proportion of their salary close to home, supporting local businesses, leisure facilities and services. This is discussed in detail within Hill PDA's Economic Impact Assessment which accompanies this Concept Plan and Stage 1 Project Application.

The development itself incorporates a local scale commercial plaza providing convenient shops and services complementing the existing facilities provided within the Macquarie Centre at a more local scale. More varied commercial and retail uses will help to make the area more attractive for its residents fostering a sense of pride in the community.

It also provides for the social interaction of residents through the design of the open spaces, recreation facilities and the communal hall which together will help to foster a strong sense of community.

7. Other Social Impacts

The preceding chapters have discussed in detail those social impact identified which are most critical however, there are other social issues related to, for example, the level of amenity for existing residents during construction that should also be addressed within this SIA. We anticipate the construction period for a development of this scale would be in the order of 18 months to 2 years.

7.1 Residential Amenity

During Construction

During the construction process the proposed development has the potential to negatively affect the amenity of sensitive receivers within the PAI and in particular those residents in dwellings and aged care facilities immediately adjacent to the Site. Whilst the impacts are likely to be greatest for those closest to the Site residents slightly further away from the Site close to Herring Road may also experience some loss of amenity.

Negative impacts may include construction noise and increased air and noise pollution associated with construction traffic. The attractiveness of the area for residents and their visitors will also be impacted as the hotel and landscaped gardens are demolished and replaced with a construction site.

To ensure that such impacts on residential amenity are minimised, most contractors implement a Construction Management Plan. Such plans tend to focus on issues such as demolition and construction staging, noise, air and water quality, construction traffic management, pedestrian safety and site management. Simple measures included in these plans such as avoiding noisy or disruptive construction activities during the hours when residents are likely to want to enjoy their gardens or rest, for example on evenings and weekends can be extremely effective. A further example of effective mitigation is providing residents with a phone number to call if they have concerns regarding construction activities.

Operational

For residents of neighbouring residential buildings, amenity impacts may include issues of acoustic and visual privacy, solar access and views. It is noted that the orientation of the Site means the majority of overshadowing will fall across Epping Road providing marginal impacts to neighbouring residential uses. Also given that the majority of the development is residential, operational noise is not likely to be a significant issue for surrounding areas. However, future residents may be affected by noise generated by Epping Road, located adjacent to the Site. The level of impact has been assessed within the acoustic report prepared by Acoustic Logic Consultancy.

Future residents are likely to appreciate high levels of residential amenity provided by well located and designed open spaces and attractive walkways. Moreover amenity is enhanced by the Site's close proximity to services, communal facilities catering towards the needs of particular social groups, jobs and transport. In particular the open space provides areas for residents to meet, play and relax. This is particularly important given the undersupply of passive recreational space within the PAI and the amount of private open space associated with apartment living. These public spaces are also consistent with the demand for more passive open space expressed by older residents. Given the ageing of the population these areas will become increasingly important.

7.2 Accessibility

During Construction

The construction process may disturb pedestrian and traffic flows, particularly along Herring Road which provides the only existing vehicle access to the Site, and as a result could result in increasing travel times to places of work and other destinations. These issues could be addressed in more detail in a Construction Management Plan. By employing appropriate mitigation measures it is anticipated that traffic and accessibility impacts will be relatively contained. It is worth noting that Officers and Hill PDA's own observations confirm that Herring Road is not a particularly pedestrian friendly environment at present and does not experience high levels of pedestrian flows.

Operational

Current access to the Site is restricted to hotel guests and workers and members of the gym provided on site. The Site's location, proposed mix of uses and concept design provides a number of vehicle and pedestrian linkages through the Site enabling existing and future residents to more easily access jobs, services, communal facilities and open space.

Enhanced accessibility, pedestrian activity and integration would be created through the provision of clear and appealing pedestrian paths to major public transport nodes including bus stops on Epping Road. To ensure the level of accessibility is maximised paving surfaces and level changes are being considered carefully by Oculus, the landscape consultants, and in the access statement prepared by Accessible Building Services to ensure the links created are suitable for older, disabled residents and parents with prams.

In relation to vehicle accessibility it is anticipated that traffic would be increased as a result of the additional number of residents and commercial uses proposed. These issues are considered by the report prepared by Traffix and will focus specifically on how the impacts can be appropriately mitigated.

7.3 Safety, Security and Activity

Discussions with Officers at the City of Ryde identified Macquarie University as a local hotspot for theft from persons and cars, albeit the level of crime across the wider SAI is relatively low.

Construction

During construction the Site will be fenced and there will be a reduced level of passive surveillance in this part of Herring Road, already identified as a relatively hostile pedestrian environment. The introduction of on site security may need to be considered to overcome this and to act as a deterrent to opportunistic thieves looking to access materials and equipment stored on Site.

Operational

The proposed development incorporates a mix of uses that would ensure activity at varying times of the day and on different days of the week. This allows for activity in local spaces and streets thereby enhancing the perception of safety. The proposed development also encourages passive surveillance with open spaces overlooking these areas.

To further alleviate the potential social perception of crime it would be appropriate for design mechanisms (such as the Safer by Design protocols developed by the NSW Police) to be integrated in the detailed design and layout of the development. By way of example, design mechanisms that have been found to reduce the perception of fear and the propensity for vandalism and crime in comparable developments include: the use of anti graffiti paint; CCTV cameras; good lighting; publicity campaigns to promote good behaviour; neighbourhood policing; and the quality and design of landscaping and signage. Crime Prevention Through Environment Design (CPTED) principles are addressed by JBA in the Environmental Assessment Report.

8. SIGNIFICANCE OF SOCIAL IMPACTS

8.1 Method Used to Rate the Significance

This Chapter describes the methodology used to rate the significance of the social impacts identified. When assessing the social impacts, the impacts have been described as either:

1. Positive or negative;
2. Significant, moderate, slight or neutral; and
3. During construction and/or upon operation.

Table 9 below provides a definition of these terms which have been adapted from the rating levels recommended by the Strategic Merit Test which forms part of the National Guidelines for Transport System Management in Australia (2nd Edition). The definitions have however been amended so that they are suitable for a social impact assessment of this nature.

Table 9 - Assessment Rating Levels

Rating Level	Description
Significant Negative	Impacts with serious, long term and possibly irreversible effects leading to serious damage, degradation or deterioration of the environment. Requires a major re-scope of concept, design, location, justification, or requires major commitment to extensive management strategies to mitigate the effect.
Moderate Negative	Impacts may be short, medium or long term in duration and most likely to respond to management actions.
Slight Negative	Impacts have minimal effect, could be short term, can be mitigated and would not cause substantial detrimental effects. May be confined to a small area.
Neutral	No discernable or predictable positive or negative impact.
Slight Positive	Impacts have minimal effect, could be short term. May be confined to a small area.
Moderate Positive	Impacts may be short, medium or long term in duration. Positive outcome may be in terms of new opportunities and outcomes of enhancement or improvement.
Significant Positive	Impacts resulting in substantial and long term improvements or enhancements to the existing environment.

Source: Adapted from the Strategic Merit Test, National Guidelines for Transport System Management in Australia (2nd Edition)

It is widely recognised practice for Social Impact Assessments to not only identify the impacts of a proposed development, but to provide recommendations as to appropriate methods of minimising or mitigating negative impacts. The U.S Inter-organizational Committee on Guidelines and Principles for Social Impact Assessment defines mitigation as a means of,

“avoiding the impact by not taking or modifying an action; minimising, rectifying or reducing the impacts through the design or operation of the project or policy or compensating for the impact by providing substitute facilities, resources or opportunities (1994:15).”

In light of this practice, we rate the social impacts identified both with and without appropriate management and mitigation measures.

8.2 Assessment of Significance

This section provides a summary of the likely social impacts of the proposed development and highlights the mitigation measures that have already been or could be incorporated.

Table 10 - Social Impacts (With and Without Mitigation)

Potential Impact and Stage	Impact Without Mitigation	Impact With Mitigation
Meeting Residents Needs (Operational)	Moderate Positive The proposed development, although at an early concept stage, caters for the needs of its residents by providing a communal meeting room, a range of open spaces and recreational facilities together with convenient access to local shops, services and transport nodes. The layout of the development and inclusion of local scale commercial uses encourages the wider community to make use of the improved pedestrian linkages and facilities provided.	Significant Positive Further research into the feasibility of a childcare centre in this location could help to meet an identified local need. Subject to the results of further investigation into the management and viability, allowing the wider community limited access the communal room could provide further social benefits.
Ensuring an adequate supply of housing (Operational)	Significant Positive The proposed development makes a significant contribution towards ensuring there is an adequate supply of housing within the Area of Influence to meet the needs of the growing population.	No mitigation identified/required
Improving Housing Affordability (Operational)	Moderate Positive Addressing the current underprovision of housing in the Area of Influence will help to manage the cost of housing which is not accessible to a large proportion of the community. Furthermore, the inclusion of a large number of one and two bedroom apartments introduces a more affordable housing option into the Area which is currently dominated by expensive detached housing.	No mitigation identified/required
Providing for Changing Demographic Needs (Operational)	Moderate Positive The proposed housing mix aligns well with almost half the households occupying units within the SAI comprising lone person households and just over 10% comprising three or more persons. Furthermore the mix of units, predominantly one and two beds is in direct accordance with strategic guidance the object of which is to meet the need of the increasing proportion of smaller households driven in part by the ageing population.	No mitigation identified/required
Homes close to Jobs and Services (Operational)	Significant Positive The proposed development would introduce housing close to the major employment and service hubs of Macquarie Park, University and Centre helping to create a more vibrant mix of uses by reducing the need for residents to make journeys by private car benefiting the environment and the health and well being of existing and future residents.	No mitigation identified/required

Potential Impact and Stage	Impact Without Mitigation	Impact With Mitigation
Promoting Social Cohesion (Operational)	<p>Slight Positive</p> <p>Replaces the transient hotel residents with a stable community which will contribute to and invest in their community and surrounds.</p> <p>Introduces open market housing in an area with a substantial amount of public and student housing helping to create a more balanced community.</p> <p>The concept plan introduces important road and pedestrian linkages integrating the development with its surroundings and avoiding the sense of a private/exclusive community.</p>	<p>Moderate Positive</p> <p>Subject to the results of further investigation into the management and viability, allowing the wider community limited access the communal room could promote further social cohesion.</p>
Amenity (Construction)	<p>Significant Negative</p> <p>Local residents ability to enjoy the amenity of their homes is likely to be impacted during the construction phase due primarily to increased noise and air pollution. The aesthetic appearance of the area will also be reduced as the hotel is demolished and replaced in the short term with a construction site.</p>	<p>Slight Negative</p> <p>Through the more detailed stages mitigation strategies can be put in place and coordinated through a Construction Management Plan or through the use of conditions attached to the consent. This could include incorporating view holes in the fences to improve resident engagement and interest.</p>
Amenity (Operational)	<p>Slight Positive</p> <p>Once constructed, technical studies have demonstrated an acceptable level of amenity can be provided for the new residents and existing residents close to the Site. Furthermore the proposed development replaces a dated building with a quality development that provides gardens and linkages for the wider community.</p>	No mitigation identified/required
Accessibility (Construction)	<p>Slight Negative</p> <p>For a short time during construction pedestrian and vehicular access around the Site will be impacted due to construction traffic.</p>	<p>Neutral</p> <p>The implementation of a Construction Management Plan including measures such as controlling times of the most disruptive activities and providing a contact number for local residents to call if they have concerns will go some way to managing the significance of this impact.</p>
Accessibility (Operational)	<p>Slight Positive</p> <p>Upon completion the proposed development would significantly enhance accessibility through the Site providing attractive linkages to public transport provided along Epping Road.</p> <p>There would be increased traffic from the new residents and users of the commercial space. However, the traffic study has found this impact to be within acceptable boundaries.</p>	<p>Moderate Positive</p> <p>Further investigation at the detailed stage in to the provision of cycle parking facilities and enhancements to the pedestrian environment along Herring Road could result in more comprehensive social benefits through encouraging more active forms of transport.</p>
Safety Security and Activity (Construction)	<p>Slight Negative</p> <p>When construction activity is not taking place, such as evenings and weekends, the Site will be quiet with limited passive surveillance, providing an environment for opportunistic crime and an increasing the feeling of an unsafe environment.</p>	<p>Neutral</p> <p>By considering this issue within the Construction Management Plan many of these impacts can be mitigated to an acceptable level through for example maintaining secure boundaries and providing on site security.</p>
Safety Security and Activity (Operational)	<p>Moderate Positive</p> <p>Increasing the level of activity and providing</p>	No mitigation identified/required

Potential Impact and Stage	Impact Without Mitigation	Impact With Mitigation
	<p>animated and active spaces will help to create a sense of safety and provide a secure environment. Stage 1 safety and security in accordance with CPTED principles have been addressed by JBA.</p> <p>The more detailed designs will take in to account all relevant guidelines and good practice including for example Secure by Design.</p>	

8.3 Overview of Social Impacts

As a result of the research and consultation that has informed the design and mix of uses provided within the proposed development, the social impacts are overwhelmingly positive. Many of these social impacts could be further enhanced as the detailed designs are worked through. The only negative social impacts are short term and associated with construction activities. These are to a large degree unavoidable if the longer term social benefits are to be achieved and can be managed through an effective construction management plan.

On balance Hill PDA's view is the proposed development should be considered acceptable from a social impact perspective.

9. CONCLUSION

Overall this SIA has found that the proposed development would result in a range of positive and negative social impacts. The impacts vary in their significance and on balance are considered to be overwhelmingly positive delivering a number of key social benefits.

Key social benefits associated with the proposed development include:

- It supports the continued growth of the City of Ryde by providing residential accommodation that meets local housing needs and improves the range of housing available;
- It contributes to the supply of housing in line with projected population growth to avoid exacerbating issues around housing affordability linked to a tight supply of accommodation that meets local needs;
- It replaces the transient hotel residents with a more stable residential community helping to foster a strong sense of community;
- The integrated design concept and non residential uses ensures the development will promote social cohesion;
- The proposed development opens up the Site to the wider community and enhances the appearance of this prominent Site which currently makes little contribution to the community surrounding it;
- The provision of a communal hall, gym, swimming pool and open spaces ensures undue pressure on existing community facilities does not result; and
- The inclusion of commercial space provides the opportunity for conveniently located shops and services for example a café, convenience store and/or childcare centre satisfying local needs.

In summary, the redevelopment of the existing hotel to provide residential units together with ancillary commercial floorspace, a communal meeting room and leisure/open space facilities would combine to create a proposed development that positively supports many of the social objectives of Ryde LGA and the wider Metropolitan Area.

DISCLAIMER

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This report and its attached appendices are based on estimates, assumptions and information sourced and referenced by Hill PDA and its sub consultants. We present these estimates and assumptions as a basis for the reader's interpretation and analysis. With respect to forecasts we do not present them as results that will actually be achieved. We rely upon the interpretation of the reader to judge for themselves the likelihood of whether these projections can be achieved or not.

As is customary, in a report of this nature, while all possible care has been taken by the authors to prepare the attached financial models from the best information available at the time of writing, no responsibility can be undertaken for errors or inaccuracies that may have occurred both with the programming or the financial projections and their assumptions.

This report does not constitute a valuation of any property or interest in property. In preparing this report we have relied upon information concerning the subject property and/or proposed development provided by the client and we have not independently verified this information excepted where noted in this report.

APPENDIX 1 TYPICAL HUMAN SERVICES REQUIRED

CHILDRENS SERVICES	YOUTH SERVICES	MIGRANT SERVICES
Long Day Care	Youth worker	Migrant worker
Preschool	Youth centre	Multicultural information and services
Occasional Care	Targeted programs	Translator service
Family Day Care	AGED/DISABLED SERVICES	HEALTH
GENERAL COMMUNITY	Specific worker and programs	Early Childhood service
Neighbourhood centres	Accommodation eg aged units	Community Health Centre
Civic auditorium	Meals on Wheels	Doctor
Meeting rooms/offices for community groups	Home Care	Community nurse
Special facilities eg youth	Special transport	Medical specialists eg dentists
Arts and crafts centre	EDUCATION	Day care centre for aged etc.
Arts programs/workers	Primary – private and public	Hospital – public and private
Theatre	Secondary – private and public	Medical centre – private
Cinema	TAFE	WELFARE SERVICES
Club – licensed and unlicensed	Adult education	Refuges
Library	University outreach	Youth
Information services	Special eg migrant	Family support-community aid
Community workers	RELIGIOUS	agencies & counselling
Community development programs	Churches	Legal aid services
	Associated services	

Source: Ryde City Council, Section 94 Development Contribution Plan (2007)

APPENDIX 2 OPEN SPACE AND RECREATION NEEDS

Group	Major needs	Typical facilities	Leisure activities
Children (0-12 years)	Small parks within walking distance of home with play equipment Formal playing fields Areas for informal sporting activities Corridors linking open spaces Large natural and parkland areas	Parks/playgrounds Cricket/football ground Tennis Bicycle paths Swimming facilities	Walking for pleasure Visiting friends Going to movies Going to beach
Youth (13-19 years)	Formal playing fields Areas for informal sporting and leisure activities Large natural and parkland areas	Cricket/football Tennis Swimming facilities Skateboard park Indoor facilities	Walking for pleasure Jogging Visiting friends Going to beach Going to clubs/movies
Adults (20-60 years)	Formal playing fields Areas for informal sporting activities Large natural and parkland areas	Cricket/football Tennis Swimming facilities Indoor facilities Golf facilities	Walking for pleasure Playing active sports Jogging Going to gym
Seniors (60+)	Walking paths Areas for informal sporting activities Large natural and parkland areas	Tennis Swimming facilities Bowling greens Golf facilities	Walking for pleasure Playing tennis/golf
Other groups	Walking paths Areas for informal sporting activities Large natural and parkland areas	Range of facilities	Range of activities

Source: Ryde City Council, Section 94 Development Contribution Plan (2007)

APPENDIX 3 DESK TOP REVIEW FACILITIES IN SAI

Doctors		
Name of Facility	Address	Distance from Site
Macquarie Medical Centre	Shop 456 "The Loft" Macquarie Shopping Centre, 197 Herring Road, North Ryde NSW 2113	650m
North Ryde Skin Cancer Clinic	124a Epping Rd, North Ryde NSW 2113	1.3km
Blenheim Road Medical Practice	3 Blenheim Rd, North Ryde NSW 2113	3.4km
East Ryde Family Medical Practice	3 Sager Pl, East Ryde NSW 2113	4.6km
Macquarie University Medical Service	University Counselling & Health, Macquarie University, North Ryde NSW 2113	1.0km
Cutcliffe D A	1 Spooner Pl, North Ryde NSW 2113	2.0km
DIER-3 After Hours Medical Service	Suite 103/Level 1/ 13-15 Lyon Park Rd, North Ryde NSW 2113	1.1km
North Ryde Family Medical Practice	136 Coxs Rd, North Ryde NSW 2113	2.3km
Dentists		
Name of Facility	Address	Distance from Site
North Ryde Dental Practice	285- 297 Lane Cove Rd, North Ryde NSW 2113	2.3km
Macquarie Dentists	Shop 2, Byfield St, Corner 78 Waterloo Rd, Macquarie Park NSW 2113	1.1km
Macquarie Dental Centre	Shop 455 Macquarie Shopping Cntr, North Ryde NSW 2113	650m
Complete Dental Care (Dr E Nazha)	30 Blenheim Rd, North Ryde NSW 2113	3.3km
Netto Philip H & Associates	107 Wicks Rd, North Ryde NSW 2113	2.0km
Ryde Dental Surgery	117 North Rd, North Ryde NSW 2113	2.0km
North Ryde Dentists	Cnr Epping & Lane Cove Rd 124a Epping Rd, North Ryde NSW 2113	1.3km
Dr Richard S Vici	Ground Floor 134 Coxs Rd, North Ryde NSW 2113	2.3km
Retail/ Service facilities		
Name of Facility	Address	Distance from Site
Macquarie Shopping Centre	Herring Road	650m
Trafalgar Place Shopping	Trafalgar Place, Marsfield NSW	2.1km
Cox's Road Shops	Cox's Road, North Ryde	2.2km
Midway Shops	Off Quarry Road towards Lane Cove Road	2.0km
5 Ways Shops	Located at the intersection of Balaclava and North Road north-east of the Eastwood centre.	1.9km
Cutler Parade Shops	Intersection of Badajoz Road and Coxs Road	3.2km
Eastwood Shopping Centre	Rowe Street and Rutledge Street, Eastwood	4.2km
Top Ryde City Shopping Centre	Blaxland Road, Ryde	4.2km
West Ryde Shopping Centre	Anthony Road, West Ryde	4.4km
Meadowbank Shopping Centre	Underground in new residential development near the foreshore also near the train station as strip retail shopping	5.4km
Putney Shops	Corner of Morrison Road and Charles Street, Putney	5.7km
Gladesville Shopping Centre	Cowell Street, Gladesville	7.3km

Child Care Facilities Located within 2km of Macquarie Park		
Name of Facility	Address	Distance from Site
Nought to Five Early Childhood Centre	16 Waterloo Rd, Macquarie Park NSW 2113	
Gumnut Cottage Early Childhood Centre	University Ave, Macquarie University NSW 2109	
Banksia Cottage Early Childhood Centre	Building X6A, Macquarie University NSW 2109	
Early Childhood Health Centre - Marsfield	Shop 1, Trafalgar Shopping Centre, Trafalgar Place Marsfield 2122	
Macquarie Long Day and Early Learning Centre	Building B, 11 Talavera Rd, North Ryde NSW 2113	
Mia Mia. Child & Family Study Centre	Institution of Early Childhood, Building X5b, Macquarie University NSW 2109	
Future Kids Preschool and Long Day Care Centre	16 Cam St North Ryde, NSW 2113	
CSIROcare Child Care Centre	Riverside Corporate Park, Julius Ave, North Ryde NSW 2113	
Marsfield Trafalgar Playgroup	Community Centre, Trafalgar Place, Marsfield NSW 2122	
Marsfield Little Treasures Playgroup	Marsfield Community Church Hall, 58-60 Agincourt Rd, Marsfield, NSW 2122	
STaR Association	Suite 2-5, Level 2, 56 Delhi Rd, North Ryde NSW 2113	
North Ryde Cutler Parade Playgroups	North Ryde Community Church, 2 Cutler Parade, North Ryde NSW 2113	
Schools		Distance from Site
North Ryde Public School	Cox's Road North Ryde 2113	2.0km
Ryde East Primary School	12 Twin Rd, North Ryde NSW 2113	3.0km
Truscott Street (N Ryde) Public School	Truscott St, North Ryde NSW 2113	2.6km
Holy Cross College	517 Victoria Road, Ryde, NSW, AUSTRALIA, 2112	4.1km
Holy Spirit Primary School	195 Coxs Rd, NORTH RYDE, NSW, 2113	3.4km
St Anthony's School	Cnr Agincourt & Balaclava Rd, Marsfield	

APPENDIX 4 DESK TOP REVIEW FACILITIES IN PAI

Schools			
Type	Name of Facility	Address	Distance from Site
Primary School	Meadowbank Public School	Thistle St Ryde NSW 2112	5.0km
Primary School	Putney Public School	Morrison Rd Ryde NSW 2112	5.3km
Primary School	Ryde Public School	Pope St Ryde NSW 2112	4.0km
High School	Ryde Secondary College	Malvina St Ryde NSW 2112	4.6km
Primary School	North Ryde Public School	Cox's Road North Ryde 2113	2.0km
Primary School	Ryde East Primary School	12 Twin Rd, North Ryde NSW 2113	3.0km
Primary School	Truscott Street (N Ryde) Public School	Truscott St, North Ryde NSW 2113	2.6km
High School	Holy Cross College	517 Victoria Road, Ryde, NSW, AUSTRALIA, 2112	4.1km
Primary School	Holy Spirit Primary School	195 Coxs Rd, NORTH RYDE, NSW, 2113	3.4km
Primary School	St Anthony's School	Cnr Agincourt & Balaclava Rd, Marsfield	
Hospital			
Name of Facility	Address		Distance from Site
Macquarie University Hospital	3 Technology Place, NSW 2109		1.2km
Ryde Hospital	Denistone Road, Denistone 2114		3.3km
Libraries			
Name of Facility	Address		Distance from Site
Ryde Library	1 Devlin Street, Ryde 2112		4.1km
North Ryde Branch Library	201 Coxs Road, North Ryde NSW 2113		2.1km
West Ryde Branch Library	2 Graf Avenue, West Ryde NSW 2114		4.3km
Eastwood Branch Library	Cnr Hillview Road and West Parade, Eastwood 2122		4.1km
Gladsville Branch Library	6 Pittwater Road, Gladsville 2111		7.0km
Higher Education			
Name of Facility	Address		Distance from Site
Ryde TAFE	250 Blaxland Road, Ryde, 2114		3.4km
Meadowbank TAFE	See Street, Meadowbank, 2114		5.0km
Macquarie University	Balaclava Road, North Ryde, NSW 2109		1.5km
Recreational/ open space			
Name of Facility			Distance from Site
Waterloo Park			1.8km
Marsfield Park			1.4km
Elouera Park			650m
Quandong Reserve			700m

Wilga Park		750m
Dunbar Park		700m
Chrstie Park		850m
Stewart Park		2.0km
Fontenoy Park		2.2km
Lane Cove National Park		2.2km
Greenwood Park		1.3km
Kotara Park		1.0km
Els Hall Park		1.0km
Santa Rosa Park		2.6km
Blenheim Park		2.1km
Yamble Reserve		3.2km
Community halls		
Name of Facility	Address	Distance from Site
Ryde Civic Hall	1 Devlin St, Ryde	4.1km
North Ryde School of Arts Community Centre	201 Cox's Rd, North Ryde	2.1km
Trafalgar Place Community Centre	1A Trafalgar Place, Marsfield	2.1km
West Ryde Hall	1A Station St, West Ryde	4.6km
Argyle Centre Hall	33 Blaxland Rd, Ryde	4.4km
Lions Park Hall	2 Shaftsbury Rd, West Ryde	5.2km
Shepherd's Bay Community Centre	3A Bowden Street, Meadowbank	4.2km
Ryde Aquatic Leisure Centre Hall	504 Victoria Road, Ryde	5.8km
Facilities for Seniors		
Name of Facility	Address	Distance from Site
Eastwood Senior Citizens Centre	161 Shaftsbury Rd, Eastwood	4.4km
Eastwood Woman's Rest Centre		
Facilities for Young People		
Name of Facility	Address	Distance from Site
Eastwood RSL Youth Club	Eastwood	
North Ryde RSL Youth Club	North Ryde	3.4km
Gladesville RSL Youth Club	Gladesville	7.2km
1st Brush Park Scout Hall	Eastwood	
YAFA Youth Group Eastwood	(St Annes Church)	
Lambert Park Guide hall	West Ryde	
Pryor Park Scout Hall	East Ryde	
Santa Rosa Park Scout Hall	North Ryde	
Tyrell Park Scout Hall	Ryde	
Westminster Park Scout Hall	Gladesville	
Cleves Park Scout hall	Putney	
St Chad's Anglican Youth Group	Putney	

Ryde Uniting Youth Group	Ryde		
St Andrews Youth Group	Gladesville		
Young Life Christian Outreach	West Ryde		
Leisure Facilities			
Name of Facility	Amount	Ratio facilities:residents	Distance from Site
Rugby fields	4	1:24 788 people	N/A
Junior soccer fields	10	1:9 915 people	N/A
Senior soccer fields	28	1:3 541 people	N/A
AFL field	1	1:99 150 people	N/A
Grass hockey fields	4	1:24 788 people	N/A
Synthetic cricket wickets	24	1:4 131 people	N/A
Turf cricket wickets	4	1:24 788 people	N/A
Bitumen netball courts	26	1:3 813 people	N/A
Grass netball courts	19	1:5 218 people	N/A
Basketball courts	3	1:33 050 people	N/A
Baseball diamonds	15	1:6 610 people	N/A
Croquet lawn	1	1:99 150 people	N/A
Volleyball courts	3	1:33 050 people	N/A
Total sports facilities	142	1:698 people	N/A