

Social Impact Assessment

Proposed Mixed-Use Development including Hotel Premises

1 Veno Street, Heathcote

Prepared for:
Duffy Kennedy Constructions

JULY 2024

Sarah George Consulting
Social Planning Consultants

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1.0 INTRODUCTION

Sarah George Consulting has been engaged by Duffy Kennedy Constructions to prepare a Social Impact Assessment of the potential impacts of the proposed redevelopment of the *Heathcote Hotel* site at 1 Veno Street, Heathcote. This Social Impact Assessment has been prepared to accompany a Development Application to Sutherland Shire Council.

The proposed development includes the redevelopment of the existing hotel premises to include a new hotel premises and residential accommodation, including affordable housing.

Sutherland Shire Council has specific guidelines on Social Impact Assessments, namely *Chapter 41 – Social Impact* of the *Sutherland Shire Development Control Plan 2015* (DCP), which notes that residential flat buildings of more than 50 dwellings, as well as Registered Club developments, require the preparation of a Social Impact Assessment (SIA) to accompany a development application. DCP notes the following *Heads of Consideration* to be considered in the SIA:

Type of development	Areas of impact
Residential flat buildings of more than 50 dwellings Affordable housing	<ul style="list-style-type: none"> • anti-social behaviour and crime prevention • access and mobility • housing mix • participation and inclusion • quality of life • contribution to the existing environment • safety and security • transportation • community risk perception
Licensed premises including pubs	<ul style="list-style-type: none"> • anti-social behaviour and crime prevention • access and mobility • contribution to the existing environment • Health and amenity • Transportation • Economic disadvantage

	<ul style="list-style-type: none">• Safety and security• Community risk perception.
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The SIA is also to include:

- the social impact assessment scope;
- community engagement
- social baseline study (social profiling);
- development options including identification of issues (both positive and negative);
- proposed monitoring framework.

This SIA includes a description of the proposed development, a demographic profile of the area surrounding the proposed development compared to the Sutherland LGA and other parts of the State, considers the potential impacts of the increased population in the area; and assesses the potential positive and negative social impacts that may arise as a result of the development.

A site and area inspection were carried out as part of the preparation for this report.

Plans of the proposed development prepared by Dickson Rothschild, and additional details of the proposed development, accompany the DA.

2.0 SITE AND PROPOSED DEVELOPMENT

2.1 Subject site

The subject site is located on the northern side of Veno Street, to the immediate west of the Princes Highway and has the street address of 1 Veno Street, Heathcote. The subject site has frontages to Veno Street, Princes Highway and Strickland Avenue.

The site is known as Lot & DP as per Survey, is irregular in shape and has an area of 7,245m². The site is zoned *E1-Local Centre* under Sutherland Local Environmental Plan 2015.

The site is currently occupied by a single storey hotel premises and bottle shop, and associated on-site parking accessed via separate ingress and egress driveways off Strickland Avenue.

The *Heathcote Hotel* currently operates the following hours:

Monday – Saturday: 10.00am – Midnight

Sunday: 10.00am – 10.00pm

Figure 1 Subject site:



Development immediately surrounding the subject site includes:

- 2-4 Strickland Avenue – two storey terrace development with 10 units

- 10-12 Strickland Avenue – 14 unit development
- Single storey residential dwellings at 3,5,7,9 Strickland Street
- Multi-storey residential flat building development at 1317-1321 Princes Highway
- Two storey mixed use development at 5 Veno Street
- Single residential dwelling at 7 Veno Street
- Native Plant Nursery at 9 Veno Street

There is one sensitive facility in the vicinity of the subject site, that being Heathcote Public School, located diagonally from the subject site on Veno Street, approximately 170m from the subject site.

The site is within walking distance to Heathcote Train Station, via a pedestrian bridge over the Princes Highway which provides services on the Illawarra Line to and from Waterfall, Cronulla, Bondi, Port Kembla, Bomaderry, Sydenham and Central. The site is also within walking distance to buses, with the nearest bus stop being 270m to the south of the site on Princes Highway providing access to Routes 49SC & 91T4.

2.2 Proposed development

The *Heathcote Hotel* has a hotelier's licence associated with the site and currently offers food, beverage, accommodation, functions and a bottle shop service.

The proposed development seeks to meet a need to renew and revitalise the premises to meet current community demands and standards and to maximise the site's potential through the provision of housing, including affordable housing, to meet the housing needs of the existing and future population in the area.

The subject application seeks development consent the staged development of the site for:

- the demolition of all buildings on the land;
- removal of 15 trees
- site excavation for basement car parking

- the construction of three residential flat buildings (Building A, B & C) over basement car parking with communal open space on the ground floor level
- new hotel premises on the ground floor of one of the residential buildings, fronting Veno Street and Pacific Highway. The new hotel premises will have a licensed area of approx. 1330m²
- site landscaping.

A total of 34 accessible/adaptable units are proposed.

25 one and two-bedroom affordable housing units are also proposed within the development.

The proposed development is illustrated on the plans prepared by Dickson Rothschild accompanying the application.

Stage 1 proposes the development of the norther part of the site fronting Strickland Street (Building A). Stage 2 comprises the development of the remaining part of the site (Buildings B & C).

The proposed development has the following characteristics:

Building A, fronting Strickland Street:

Basement Level 1:

- 40 car parking spaces (including 3 accessible spaces)
- Lift and stair access
- Resident storage areas

Ground level:

- 5 units (2 x 1-bedroom unit; 1 x 2-bedroom unit & 2 x 3-bedroom units)
- Pedestrian entrance
- Vehicular entrance
- 11 car parking spaces

- Resident storage areas
- Garbage room
- Loading bay
- Site landscaping

Levels 2-4:

- 12 units on each level (5 x 1-bedroom units; 5 x 2-bedroom units & 2 x 3-bedroom units)

Level 5:

- 7 units (1 x 1-bedroom, 4 x 2-bedroom & 2 x 3-bedroom)
- Communal open space

Building B fronting Pacific Highway & Veno Street:

Basement level 1 (shared with Building C):

- 78 car spaces, including 2 accessible and 1 small car space
- Storage areas

Lower Ground Floor (Shared with Building C):

- Residential car parking for 27 vehicles including two accessible spaces (separated from commercial spaces by a panel lift door)
- Commercial car parking for 44 vehicles
- Two lift bays and two stairwells
- Commercial waste room
- Communal open space

Ground Floor:

- 7 units (3 x 1-bedroom, 2 x 2-bedroom & 2 x 3 bedroom units)
- Resident lobby
- Pedestrian access off Veno Street

Level 1:

- 11 units (1 x 1-bedroom, 9 x 2 bedroom & 6 x 3-bedroom units, including 3 accessible/adaptable units)

Levels 2-3:

- 12 units on each level (2 x 1 bedroom, 6 x 2 bedroom & 4 x 3 bedroom)

Level 4:

- 11 units (1 x 1-bedroom, 8 x 2-bedroom (including 4 accessible/adaptable units) & 2 x 3-bedroom units)

Level 5:

- 11 units (1 x 1-bedroom, 8 x 2-bedroom (including 2 accessible/adaptable units) & 2 x 3-bedroom units)

Building C:

Basement level 2:

- 26 resident car spaces
- Storage areas

Basement level 1 (shared with Building B):

- 78 car spaces, including 2 accessible and 1 small car space
- Storage areas

Lower Ground Floor (shared with Building B):

- Residential car parking for 27 vehicles including two accessible spaces (separated from commercial spaces by a panel lift door)
- Commercial car parking for 44 vehicles
- Two lift bays and two stairwells
- Commercial waste room
- Communal open space

Ground level:

- Hotel premises fronting Princes Highway and Veno Street and including:
 - Dining area
 - Bar area
 - Gaming room
 - Outdoor dining
 - Pedestrian access off Veno street
 - Kitchen
 - Storage
 - bathrooms
 - Retail space
 - Waste room
 - Loading area (accessed from Veno Street)
 - Lift and stair access

Level 1:

- 10 units (4 x one-bedroom, 3 x two-bedroom & 2 x 3-bedroom units)

Levels 2-3:

- 10 units (5 x 1-bedroom units, 3 x 2-bedroom units & 2 x 3-bedroom units)

Level 4:

- 7 units (3 x 1-bedroom, 2 x 2-bedroom & 2 x 3-bedroom units)

Level 5:

- 7 units (3 x 1-bedroom, 2 x 2-bedroom & 2 x 3-bedroom units)

Lift and stair access is provided to each level.

No changes to the approved hours of operation of the hotel premises are proposed.

3.0 POLICY CONTEXT

3.1 NSW Housing Crisis

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

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

3.2 Housing SEPP

Amendments to the Housing SEPP approved in December provides an uplift in floor space ratio and height if a development includes a proportion of the overall housing (15%) as dedicated affordable housing for a minimum of 15 years.

Affordable housing should be located in an area close to public transport and shops.

3.3 Affordable Housing

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

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

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

² <https://www.nsw.gov.au/housing-and-construction/renting-a-place-to-live/renting-a-property-nsw/low-cost-housing-options#toc-affordable-housing>

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

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

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

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

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

Data from the *NSW Government Local Housing Kit* based on data from the 2021 Census identifies that Sutherland Council area had a total of 560 affordable rental properties.

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

Sutherland Council	% of affordable rental stock
Very low incomes	3.77%

Low incomes	35.81%
Moderate incomes	76.15%








The data highlights that of the 2,185 renters on very low incomes, 2,110 (96.5%) are experiencing rental stress. For the 2,489 renters on low incomes, 1,968 (79.0%) report rental stress.

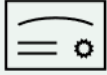

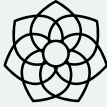




4.0 SOCIAL PROFILE

4.1 Socio-economic and demographic characteristics

A demographic profile of the Statistical Area Level 1 (SAL1)(1153315 (2016) / 12802153315 (2021)) in which the subject site is located, compared to the suburb of Heathcote, Greater Sydney and NSW based on comparative data from the 2016 & 2021 Census is included at Appendix A to this report.

The socio-economic and demographic profile reveals:

	An increase in the population of the SAL1 (25.3%) between 2016 & 2021, greater than that in the suburb of Heathcote (2.2%).
	A less culturally and linguistically diverse population with: <ul style="list-style-type: none"> a smaller proportion of residents who identify as Aboriginal and/or Torres Strait Islander in the SAL1 (1.6%), the suburb of Heathcote (1.5%) and in the Sutherland LGA (1.4%) compared to Greater Sydney (2.8%) and (3.4%) a smaller proportion of people born overseas in a non-English speaking country in the SAL1 (11.6%), the suburb of Heathcote (9.3%) and in the Sutherland LGA (17.0%) compared to Greater Sydney (32.6%) and NSW (30.3%) (a smaller proportion of the population who speak a language other than English at home in the SAL1 (8.6%), the suburb of Heathcote (9.4%) and in the Sutherland LGA (17.1%) compared to Greater Sydney (37.4%) and NSW (26.5%).
	A slightly younger median age of residents in the SAL1 (36), compared to the suburb of Heathcote (43), the Sutherland LGA (41), Greater Sydney (37) and NSW (39).
	A wealthier population with higher median weekly household income in the suburb of Heathcote (\$2,240), and in the Sutherland LGA (\$2,288) compared to the SAL1 (\$2,072), Greater Sydney (\$2,077) and NSW (\$1,829)
	A higher median weekly rent in the SAL1 (\$500), the suburb of Heathcote (\$520) and in the Sutherland LGA (\$500) compared to Greater Sydney (\$470) and NSW (\$420)
	Lower rate of unemployment in the SAL1 (1.4), the suburb of Heathcote (2.6), compared to the Sutherland LGA (3.1) Greater Sydney (5.1) and NSW (4.9)
	Residents are more likely to be married in the suburb of Heathcote (53.4%), the Sutherland LGA (53.7%), (Greater Sydney (49.3%) and in NSW (47.3%), compared to residents of the SAL1 (46.9%).

	Slightly lower proportions of people with a Bachelors degree, or above in the SAL1 (24.6%) and in the suburb of Heathcote (21.7%) compared to the Sutherland LGA (28.1%), Greater Sydney (33.3%) and NSW (27.8%)
	A greater proportion of the population studying at university or another tertiary facility in the SAL1 (25.9%), and in Greater Sydney (26.2%) compared to the suburb of Heathcote (20.4%), the Sutherland LGA (23.7%) and NSW (23.8%)
	The majority of residents report following no religion in the SAL1 (41.8%), the suburb of Heathcote (36.8%), the Sutherland LGA (33.5%), Greater Sydney (30.3%) and NSW (32.8%)
	More likely to be a couple family with no dependent children in the SAL1 (51.9%), compared to the suburb of Heathcote (36.7%), the Sutherland LGA (36.7%), Greater Sydney (34.8%) and NSW (44.7%)
	The majority of households report owning one car in the SAL1 (48.6%), compared to the suburb of Heathcote (30.8%), the Sutherland LGA (33.7%).
	<p>Units are the most common form of dwelling in the SAL1 (49.1%), compared to the suburb of Heathcote (12.7%), and the Sutherland LGA (24.8%). Separate houses are the most common form of dwelling in the suburb of Heathcote (74.3%) and the Sutherland LGA (60/8%)</p> <p>The majority of dwellings are being purchased in the SAL1 (45.4%) and in the suburb of Heathcote (38.7%).</p> <p>The majority of dwellings are two-bedroom in the SAL1 (52.8%) compared to the suburb of Heathcote (12.4%) and the Sutherland (21.9%)</p>
	<p>The greatest proportion of residents work in professional occupations in the SAL1 (26.1%), the suburb of Heathcote, the Sutherland LGA (26.3%), Greater Sydney (29.3%) and NSW (25.8%)</p> <p>A smaller proportion of the population who work in lower paying labouring and related occupations in the SAL1 (3.5%), compared to the suburb of Heathcote (6.8%), the Sutherland LGA (5.1%), Greater Sydney (6.7%) and NSW (8.1%)</p>

As can be observed, the residents of the SAL1 and the suburb of Heathcote are generally younger couples, earning good incomes and residing in two-bedroom dwellings. The SAL1 and the suburb of Heathcote do not display overrepresentations of groups that may be typically considered to be at risk of social harm as a result of their socio-economic or demographic characteristics.

4.2 SEIFA Index

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

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

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

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

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

	Heathcote – Waterfall 2021	Sutherland LGA 2021	Greater Sydney 2021	NSW 2021
SEIFA Score	1,073.6	1,078.8	1,010.0	1,000.0
Percentile	87	90	48	42

Source: profile.id.com.au

Data from the 2021 Census shows that the Heathcote-Waterfall area is less advantaged than the wider Sutherland LGA, but more advantaged than Greater Sydney and NSW.

There is nothing about the proposed development that is likely to generate any negative social outcomes for people with specific socio-economic or demographic characteristics as it is a mixed-use development located in an area earmarked for high density residential development, close to public transport and that will include a proportion of affordable housing which ensures Community Housing-managed accommodation for those on very low, low and moderate incomes.

The subject application does not alter the outlet density in the area, or increase access to alcohol as the proposed hotel premises replaces the existing hotel use on the site.

4.3 Crime Data

The NSW Bureau of Crime Statistics and Research (BOCSAR) prepares crime *rate maps* and *hotspot maps* which identify densities of crimes in an area. The crime maps for the suburb of Heathcote indicate that the suburb generally has lower rates of crime per 100,000 population compared to the Sutherland LGA and NSW.

Table: Crime rate table:

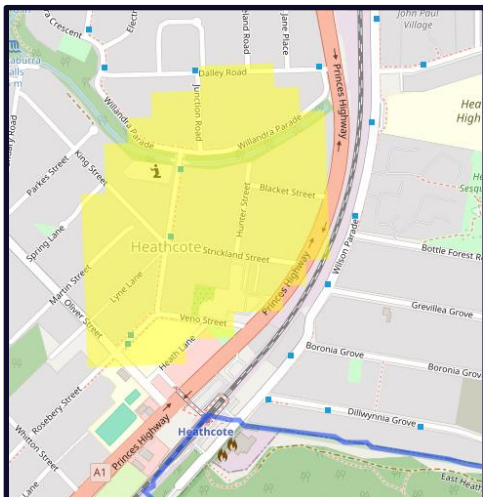
Crime	Heathcote suburb (per 100,000 population)	Sutherland LGA (per 100,000 population)	NSW (per 100,000 population)
Assault	274.7	460.7	901.4
Domestic Assault	193.9	247.6	447.1
Non-domestic assault	80.8	197.6	423.0
Assault Police	0.0	15.5	31.3
Alcohol related assault	64.6	119.9	220.0
Alcohol-related domestic assault	32.3	66.4	116.2
Alcohol related non-domestic assault	32.3	49.2	91.7
Alcohol related assault police	0.0	4.3	12.1
Weekend alcohol related assault	48.5	75.9	131.3
Weekend alcohol related domestic assault	16.2	36.7	63.6
Weekend alcohol-related non-domestic assault	32.3	36.7	60.8
Weekend alcohol-related assault Police	0.0	2.6	7.0
Robbery	0.0	12.1	23.8
Theft	1211.8	1114.1	2359.7

Malicious damage to property	210.1	334.7	605.3
Weekend malicious damage to property	96.9	129.8	239.7
Sexual offences	80.8	118.2	210.1

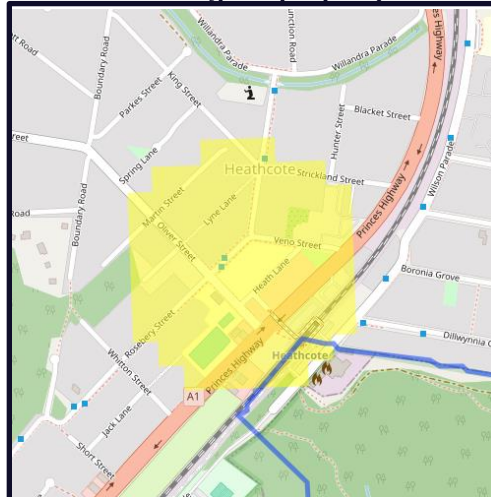
April 2023 – March 2024 - <http://crimetool.bocsar.nsw.gov.au/bocsar/> (accessed 20/06/24)

In terms of hotspots, based on data from the 2023 calendar year (updated hotspot maps not available at the time this report was prepared) the subject site is within a low-density hotspot for domestic related assault and a low-density hotspot for malicious damage to property.

Domestic-related assault:



Malicious damage to property:



There is nothing about the subject application that is likely to result in any significant changes to crime in the area. The proposal provides a new building for the Heathcote Hotel and the proposal does not result in any increased access to alcohol in the area.

4.4 Outlet density

There is currently only one hotel premises within the suburb of Heathcote, that being the *Heathcote Hotel* on the subject site. The Hotelier's licence for the *Heathcote Hotel* will remain associated with the site and be attached to the new hotel premises proposed as part of the subject application. As such, there is no change to the outlet density within the suburb of Heathcote or the Sutherland LGA.

4.5 Alcohol-related health data

Data compiled by NSW Health and presented in their *HealthStats NSW* database indicates that for the period between 2020-2021, the Sutherland Shire LGA recorded lower alcohol attributable death rates (7.6 per 100,000 population) compared to NSW (18.8 per 100,000 population).

In respect of alcohol-related hospitalisations, the Sutherland Shire LGA recorded higher rates per 100,000 population for the 20/21 – 21/22 period (589) compared to NSW (528).

4.6 Population Projections

Data compiled by Profile ID for Sutherland Shire Council suggests the LGA is anticipated to experience modest growth of 8.09% to 2036. Profile ID notes that the Heathcote-Waterfall area is likely to experience a population growth of around 5.4% to 2036³. The subject proposal contributes to the housing needs of the anticipated growing population in the suburb of Heathcote.

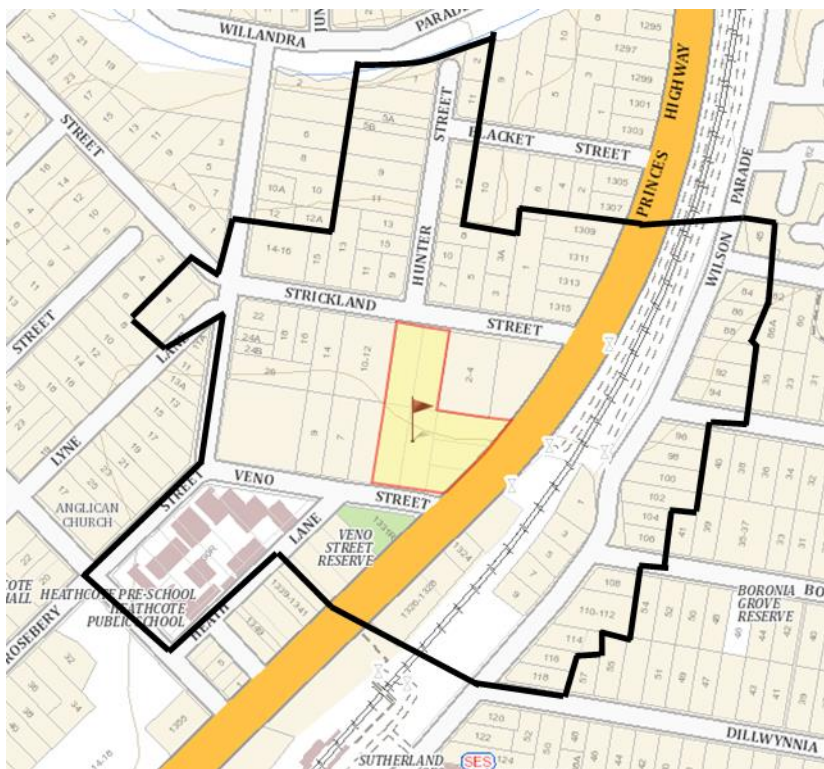
³ <https://forecast.id.com.au/sutherland>

5.0 COMMUNITY AND STAKEHOLDER CONSULTATION

As required by Council as detailed in the DCP, community consultation was undertaken as part of the preparation of this report.

Community consultation took the form of a notice distributed to properties in close proximity to the subject site. The notice (included at Appendix B) was delivered to letterboxes on the 7th of June 2024. Those who received the notice were requested to respond within 21 days. The notice included an overview of the proposal. The extent of the notification area is illustrated on Figure 2 below.

Figure 2: Notification area



As can be seen, properties that may see, hear or otherwise be impacted were notified. While properties to the east of the Pacific Highway and Rail line are unlikely to experience impacts associated with the proposal, as they can see the subject site, they were provided with a notice.

No letterbox was visible at Heathcote Public School, and a copy of the notice was emailed to the school.

Letters inviting comment were also sent to:

- Sutherland Police Area Command
- Metropolitan Local Aboriginal Land Council
- NSW Health
- Transport for NSW

At the date this report was finalised, ?? days after the end of the consultation period, a total of 21 (??to be updated on finalising of report) responses from residents and other community members had been received. Copies of the written responses to the notice are included at Appendix B.

The key comments and issues raised, included:

- exacerbation of traffic issues including traffic safety and congestion
- exacerbation of demand for on-street car parking, particularly associated with school pick-up and drop-off times
- height
- overshadowing/overlooking/loss of sunlight/loss of privacy
- population density & overcrowding
- lack of services and infrastructure at local shops, train services, schools, parks
- noise impacts during construction
- construction impacts (noise and dust)
- impact on property values
- proposal not in line with zoning
- view impacts
- safety concerns
- drainage impacts
- objection to affordable housing
- damage to properties associated with excavation
- environmental health and safety impacts

- Out of character with the area/suburb
- Loss of access to Veno Street

Comments received from the Principal of Heathcote Public School, Damien Field noted:

- impacts on parking as the school does not have a staff car park and increased residents may result in increased demands for on-street car parking.
- Noise impacts during excavation and construction impacting on the operation of the school and impact on the wellbeing and learning of students.
- Dust impacts for students.

No response from government or other organisations was received.

Issues raised during the consultation process are addressed in Chapter 6.12.

6.0 SOCIAL IMPACT ASSESSMENT

As detailed in Chapter 1.0, Council's DCP notes that a Social Impact Assessment considering a proposal that relates to a residential flat building and a licensed hotel premises, the following areas of impact are to be addressed:

Type of development	Areas of impact
Residential flat buildings of more than 50 dwellings Affordable housing	<ul style="list-style-type: none"> • anti-social behaviour and crime prevention • access and mobility • housing mix • participation and inclusion • quality of life • contribution to the existing environment • safety and security • transportation • community risk perception
Licensed premises including pubs	<ul style="list-style-type: none"> • anti-social behaviour and crime prevention • access and mobility • contribution to the existing environment • Health and amenity • Transportation • Economic disadvantage • Safety and security • Community risk perception.

The areas noted above, as well as matters raised during the consultation process, and public interest benefits, are addressed in the following.

6.1 Anti-social behaviour and crime prevention

There is nothing about the proposed mixed-use development that is likely to result in any changes in respect of anti-social behaviour. The proposal replaces the existing hotel, with a new hotel premises, with the addition of residential accommodation.

As part of its regular operating procedures, as outlined in the Hotel's *Operation Plan of Management* that accompanies the application, the Hotel will utilise both electronic security and surveillance in the form of CCTV, as well as contracted security guards. In addition, the *Plan of Management* outlines the expectations around behaviour of hotel patrons, and the steps the Hotel will take to ensure patrons do not cause a disturbance when on or leaving the premises.

Signage will be provided at exits reminding patrons to leave quietly.

As is typically required with licenced premises, the hotel premises will include security features including natural and electronic surveillance of entrances, exits and car parking areas which can act as a deterrent for anti-social behaviour.

There is nothing about the proposed residential accommodation that is likely to result in any increases in anti-social behaviour in the area.

The proposed development is unlikely to generate any negative impacts on crime and public safety in the area.

The proposed development has been designed cognisant of the *Crime Prevention Through Environmental Design* principles of surveillance, access control, territorial reinforcement and space management. The following comments relate to the CPTED principles of surveillance, access control, territorial reinforcement and space management and include recommendations as to how the design of the proposed development can respond to crime reduction and prevention issues through the application of the principles for CPTED.

Surveillance

Effective surveillance, both natural and technical, can reduce the attractiveness of crime targets. Good surveillance ensures that people can see what others are doing. In design terms, good surveillance includes:

- clear sightlines between public and private places;
- effective lighting of public places

- landscaping that makes places attractive but does not provide potential offenders with a place to hide or entrap victims.

The proposed development should ensure effective surveillance through the provision of clear sightlines throughout the internal areas of the residential and commercial spaces, as well as through lobbies and communal areas. This includes clear delineation, through access control and signage, denoting which spaces are public, and which are resident only/private and commercial uses.

The detailed design of the internal hotel spaces should ensure that there is visibility from inside the hotel to the outside, and from the outside, in.

The communal open space provided centrally within the site, as well as surrounding streets will benefit from natural, casual surveillance from upper levels of the development, as well as from passing pedestrian and vehicle traffic on Veno & Strickland Streets.

The proposed residential accommodation uses on the site, essentially providing access 24 hours a day, 7 days a week, will result in increased activity on the site later in the evening, which increases surveillance of both internal and external areas such as in the communal open spaces, and surrounding streets. This increased activity and surveillance provides a further deterrent to potential crime on the site.

Recommendations:

- Lighting: Hotel and residential entrances, communal open spaces, car parking areas including entrances and perimeters should be well lit at night. Sufficient lighting should be included through the communal open space and entrance to Building B to ensure walkways are well lit at night, and to minimise areas of darkness where people may attempt to hide;
- Natural Surveillance: Promote natural surveillance via balconies overlooking building entries;
- Landscaping: Maintain sight lines to entry points via effective landscaping techniques using CPTED principles;

- CCTV: Ensure building and vehicle entries are monitored via CCTV. Signage should be present to identify permanent surveillance of these areas.
- Concealment: Reduce the opportunity for hiding in bushes and landscaping in secluded areas via low planting or taller trees and canopies.

Access Control

Access control refers to the physical and symbolic barriers that can be included in a development to attract, channel or restrict the movement of people. Access controls can minimise the opportunities of crime and increase the effort required to commit crime.⁴

Development design can make it clear where people are permitted to go or where they are not permitted. By clearly identifying areas, it can become difficult for potential offenders to reach and victimise people or their property.

Access control features such as clear and legible boundary markers, and clearly defined spaces make it clear when someone is in a space they are not supposed to be in.

Effective access control can be achieved by creating:

- landscapes and physical locations that channel and group pedestrians into target areas;
- public spaces that attract, rather than discourage people from gathering
- restricted access to internal areas or high-risk areas such as car parks or other rarely visited areas.

Access control is often achieved through physical barriers such as fences, doors and cages as well as through signage, colour and textural changes denoting different areas.

The proposed development includes a number of access control features to clearly delineate resident and non-resident spaces within the development, including:

⁴ https://www.police.nsw.gov.au/data/assets/pdf_file/0003/9390/duapguide_s79c.pdf

- Access to resident parking and loading bay areas clearly signed to prevent Hotel/non-resident patron access, and with the inclusion of clear signing to delineate resident only areas from hotel areas. In addition, as detailed on the plans, a physical barrier in the form of a screen roller door is proposed to separate resident from non-resident parking in the basement level of Building C;
- Landscaping in the form of well-maintained trees in the Residential and Hotel space and around building entrances.

Access to the Hotel will be restricted after hours by locked security doors. The Hotel use will also include a back to base alarm systems and will be monitored by CCTV and well-lit entrances and exits.

The access control measures included in the proposed development will reduce the potential for crime on the site, including malicious damage to property.

Recommendations:

In addition to the design inclusions preventing access to resident areas by non-residents, the following recommendations should be included in respect of access:

- Designated Key Card Access: Key/swipe card access should enforce restricted access to residential lobbies and lifts, residential premises, resident car park and loading areas;
- Landscaping: Large trees should not be planted immediately adjacent to balconies to prevent the vegetation being used as a “ladder”;
- Communal Open Space Area: This area should be clearly designated with signage to identify who should be using communal spaces and when the spaces are accessible;
- Signage: Provide signage identifying restricted and monitored areas, including the car park; and
- Security: Ensure use of high-quality locking systems, reinforced glass, signage and stickers.

Territorial Reinforcement

Territorial reinforcement includes physical cues indicating the different uses of space, but also relates to a sense of use and ownership of a space.

Territorial reinforcement can be achieved through:

- design that encourages people to gather in public space and feel some responsibility for its use and condition
- design with clear transitions and boundaries between public and private space
- clear design cues on who is to use space and what it is to be used for.

The proposed development includes clearly identified and separate entrances for residential and non-residential uses. These will be reinforced by appropriate directional signage and commercial/retail branding.

Recommendations:

- Landscaping: Engage a landscape contractor to maintain hotel and residential entry and communal areas.
- Fencing: Ensure fencing identifies a clear distinction of areas;
- Car Park: Clearly delineate spaces through signage, boom gates, physical separation and other security measures;
- Signage: Provide signage to any visitors to the site which outline access control measures, emergency evacuation measures and procedures.

Space Management

Space management is linked to territorial reinforcement and ensures that space is appropriately utilised and well cared for.

Space management strategies include activity coordination, site cleanliness, rapid repair of vandalism and graffiti, the replacement of burned out pedestrian and car parking lighting and the removal or refurbishment of decayed physical environments.

A *Waste Management Plan* accompanies the application detailing the waste removal and management of residential and commercial waste from the premises.

Recommendations:

- Implementation of an on-going maintenance plan for waste, vandalism, toilets, community facilities, landscaping, fencing and lighting.

The security features included in the new Hotel building, and in the residential development, including both natural and electronic surveillance to surrounding streets, and technical surveillance in and around the hotel premises results in improved safety and security in and around the site.

In addition, resident letter boxes should be of a type and quality that make it difficult for them to be tampered with.

6.2 Access and Mobility

The proposed development represents an improvement on the existing situation in respect of access and mobility.

The proposed mixed-use development provides lift access from all levels, accessible parking spaces and a total of 34 accessible/adaptable dwellings. The proposal includes smooth paths of travel throughout the ground and lower ground floor levels.

The proposed hotel similarly includes accessible access to all areas and includes an accessible bathroom.

An *Access Report*, prepared BIA accompanies the application.

Public submissions noted that the site was currently utilised by residents to travel quickly between Veno Street and Strickland Street. While this may be the current practice, there is currently no public access through the private property and there is no obligation of the site owner to facilitate public access through a private property.

6.3 Housing Mix

The proposal seeks to introduce a total of 168 units with a mix of one-, two-, and three-bedroom units with the following mix:

- 50 x one-bedroom units
- 77 x two-bedroom units
- 41 x three-bedroom units

The proposed development represents a positive contribution to the type and diversity of housing in the area. In particular, within the suburb of Heathcote where larger, separate houses are predominant.

The proposal includes 34 accessible/adaptable dwellings, and 24 affordable housing units, ensuring the accommodation is available to a diverse range of residents.

The proposal represents a positive impact in respect of housing mix and diversity.

6.4 Participation and inclusion

The proposed residential component provides opportunities for residents to meet on site in the form of communal open space. Communal open space is provided centrally within the proposed development and includes a barbeque, seating, landscaping & amenities

The site is located within close proximity to local shops and public transport providing opportunities for new residents to meet and mix with existing residents. In addition, the Hotel premises will continue to provide opportunities for socialising for the community, in an updated and modern hotel environment.

Future residents of the development will have the same opportunities to participate in local community events as existing residents, if they choose to.

6.5 Quality of Life

A number of community members raised concerns around potential impacts on quality of life associated with:

- Noise and dust associated with construction
- Noise from the hotel
- Impacts on privacy/overlooking from upper levels of the proposed residential blocks
- Impacts on views.

Impacts associated with construction are short term in nature and can be managed through best-practice construction and construction traffic management practices and conditions of consent.

It is unlikely that the new hotel premises would generate significantly greater noise emissions than the existing hotel premises.

Noise emissions from the hotel use and construction, and noise intrusions into the proposed residential accommodation have been considered in the *Acoustic DA Assessment* prepared by Acouras accompanying the application. That report includes recommendations to minimise noise emissions from the hotel premises, over and above the measures detailed in the POM, including the use of acoustic walls and specific construction materials.

The Acoustic Assessment concludes:

An acoustic assessment of the proposed development has been carried out in accordance with the requirements of Sutherland Shire DCP, Department of Planning (SEPP) and the BCA Part F7.

An environmental noise survey of the site has been conducted and the noise limiting criteria for mechanical plant/equipment noise emission has been determined based on the EPA noise guidelines. The limits are presented in Table 4.

Construction for glazing, external walls and the roof/ceiling systems have been provided to achieve the internal noise criteria and are detailed in Section 3.1 and Section 3.2 based on the impact of road and railway noise.

Providing the recommendations in this report are implemented, the noise from the proposed development is predicted to comply with acoustic requirements of the Sutherland Shire Council DCP, Department of Planning (SEPP)EPA guidelines, BCA Part F7 and relevant Australian Standards.

Privacy to properties adjoining the subject site, and overlooking from the subject site have been considered in the design of the proposed residential units and the following design features have been included to minimise loss of privacy and overlooking:

- Privacy screens on balconies and windows on the western side of the buildings
- Minimisation of windows on the western side

While it is acknowledged that the proposal will result in changes to the visual presentation of the site, there is nothing about this changed visual impact that is considered to generate negative impacts. The exiting hotel premises is an older style building with under utilised space surrounding it. The subject application improves the visual presentation of the site from surrounding streets through the provision of modern residential accommodation. No views of significance are lost as a result of the proposal.

6.6 Contribution to the existing environment

The proposed development ensures the continuation of the *Heathcote Hotel* on the site, but in a modern hotel space providing an updated environment for hotel patrons and the community. As such, the proposal contributes to the existing social environment.

The provision of residential accommodation on the site, including accessible/adaptable and affordable accommodation will contribute to the existing environment through additional residents, and potentially more diverse residents.

Substantial site landscaping is proposed for the site, including:

- See Landscape plans

Landscaping plans prepared by Habit 8 accompany the application.

6.7 Health and safety

Health and safety of future residents on the site has been considered in the design of the accommodation and the overall site.

Each unit has private open space in the form of a balcony or terrace. In addition, a large area of communal open space is also proposed.

As noted in Chapter 4.5, the Sutherland Shire recorded higher rates of alcohol-related hospitalisations per 100,000 population, but lower rates of alcohol-related deaths compared to NSW. There is nothing about the subject application that is likely to generate any negative impacts in respect of alcohol-related health in the area as the proposal does not introduce any new outlets for the consumption or purchase of alcohol.

Landscaping is proposed around the site perimeter, throughout the communal open space, and in the outdoor dining area of the hotel.

Safety for future residents, hotel patrons and the community has generally been considered in the design of the proposed development, as detailed in Chapter 6.1 where discussion of how CPTED principles have been applied in the design, and recommendations for further enhancement have been made.

The buildings have been designed to minimise overshadowing to adjoining properties through the inclusion of screening on balconies.

6.8 Safety and Security

As discussed in Chapter 6.1, the proposal has been designed cognisant of CPTED principles including surveillance, access control, territorial reinforcement and space management.

The proposed hotel premises will include CCTV monitoring of entrances, exits, bar areas, outdoor dining, lift lobbies and car parking areas (including entrance). In addition, licensed security personnel will be present at the hotel premises from 8.00pm until half an hour after hotel closing on Friday and Saturday nights

The residential lobbies will also be monitored by CCTV surveillance.

Each residential building has a separate entrance and access to residential areas will be controlled by a swipe card or dongle.

6.9 Transportation

The subject site is located within walking distance to Heathcote Railway Station.

While a community member noted the insufficient frequency of trains at the Station, increased population in the area may result in increased demand for rail services, which provides an argument for maintenance of existing levels of services and potential evidence for increased services.

The proposal will not result in any negative impacts in respect of public transport.

A number of submissions noted existing issues with traffic congestion and safety and expressed concern that any increased volume of traffic associated with the subject application, would exacerbate these issues.

A Traffic and Parking Impact Assessment prepared by McLaren Traffic Engineering & Road Safety Consultants accompanies the application. That Assessment notes:

“...the intersections of Princes Highway / Oliver Street, Princes Highway / Strickland Street, Princes Highway / Veno Street and Rosebery Street / Veno Street all retain the same overall level of service under future conditions with minimal delays and additional capacity, indicating that there will be no adverse impact on the existing road network as a result of the proposed development.

6.10 Community risk perception

The subject application replaces an existing hotel use, with a new hotel premises and residential accommodation. The application of CPTED principles in the design and layout of the proposal, and the inclusion of the recommendations noted in Chapter 6.1 will ensure the proposal reduces the perception of risk in the community.

The continuation of night time activity on the site through the operation of the hotel premises, and the casual surveillance provided across the site and to surrounding streets from upper levels also contributes to reduced sense of risk.

6.11 Economic advantage

The proposed affordable accommodation proposed for the site ensures a diversity of residents and accessible accommodation for a range of residents. This contributes to equitable access to modern accommodation in a location close to shops and public transport.

Increased population generated by the residential component of the development will result in increased patronage at local shops representing a positive economic impact for local businesses.

6.12 Issues raised during the consultation process

As detailed in Chapter 5.0, a number of comments from the local community were received as part of the community consultation process. The comments from the community noted in the following:

- exacerbation of traffic issues including traffic safety and congestion

- exacerbation of demand for on-street car parking, particularly associated with school pick-up and drop-off times
- height
- overshadowing/overlooking/loss of sunlight
- population density & overcrowding
- lack of services and infrastructure at local shops, train services, schools, parks
- noise impacts during construction
- construction impacts (noise and dust)
- impact on property values
- proposal not in line with zoning
- view impacts
- safety concerns
- drainage impacts
- objection to affordable housing
- damage to properties associated with excavation
- environmental health and safety impacts
- Out of character with the area/suburb
- Loss of access through site to Veno Street

Comments received from the Principal of Heathcote Public School, Damien Field noted:

- impacts on parking as the school does not have a staff car park and increased residents may result in increased demands for on-street car parking.
- Noise impacts during excavation and construction impacting on the operation of the school and impact on the wellbeing and learning of students.
- Dust impacts for students.

The issues raised by the community are addressed in the following:

6.12.1 Traffic and parking

Traffic congestion and exacerbation of this associated with increased population on the site was raised as a concern by a number of residents. In addition, the existing lack of on-street parking and the potential for increased demand for on street parking was also noted by many

submissions. Some residents noted that the existing hotel car park was often used by local residents, including those dropping off or collecting children from school. Of particular concern was whether the proposal will include sufficient parking for the proposed residential population and hotel use.

Traffic and parking issues have been considered, in detail, in the *Traffic and Parking Impact Assessment* prepared by McLaren Traffic Engineering that accompanies the application.

That *Assessment* considers the impact of the proposal in respect of increased population on the site and associated traffic and parking impacts.

The Traffic and Parking Impact Assessment concludes:

The following outcomes of this traffic and parking impact assessment are relevant to note:

- a) The proposal includes the provision of 249 car parking spaces within a proposed car park, comprised of 160 for residential use and 89 for commercial/tavern use, satisfying the relevant controls applicable to the development, including the SEPP (Housing) 2021 and Council's DCP requirements, where applicable.*
- b) Council's DCP does not provide a parking rate for taverns, and therefore a parking rate of 6.9 parking spaces per 100m² of tavern GFA has been adopted, which represents the 85th percentile parking demand of the tavern. This parking rate is considered most appropriate based on numerous surveys of operating pubs and taverns within NSW.*
- c) Council's DCP requires the provision of 23 bicycle parking spaces and four (4) motorcycle parking spaces to be provided onsite. While the total number of spaces provided on-site is compliant with motorcycle and bicycle parking, the proposed motorcycle parking spaces shall be located within the commercial parking area rather than the residential parking area.*
- d) The parking areas of the site have been assessed against the relevant sections of the AS2890.1:2004, AS2890.2:2018 and AS2890.6:2022 and have been found to satisfy the objectives of each standard. Swept path testing has been undertaken and the results are reproduced within Annexure F.*

- e) *The traffic generation of the existing site has been estimated at some 4 vehicle trips in the AM peak hour period (2 in, 2 out) and 34 vehicle trips in the PM peak hour period (17 in, 17 out).*
- f) *The traffic generation of the proposed future development has been estimated to be some 43 vehicle trips in the AM peak hour period (12in, 131 out) and 86 vehicle trips in the PM peak hour period (50 in, 36 out).*
- g) *The net traffic generation of the proposed development has been estimated to be some +39 trips in the AM peak period (+10 in, and +29 out) and +52 trips in the PM peak period (+33in, +19 out).*
- h) *The impacts of the traffic generation have been assessed using the total future traffic generation (43 trips in the AM peak hour and 86 vehicle trips in the PM peak hour). Modelling of this scenario has been undertaken using SIDRA INTERSECTION 9.1, indicating that there will be no adverse impact to the performance of the intersections as a result of the generated traffic.*
- i) *Access to the proposed site is not located on the classified road, and the design of the access will not adversely affect the safety, efficiency, or ongoing operation of the Princes Highway, satisfying the requirements of Clause 2.119 of SEPP (Transport and Infrastructure) 2021.*

6.12.2 Height

Concerns were expressed by residents that the proposed height was above that permitted under Council regulations for the zoning, and that the proposed height was not in keeping with the existing character of the area.

As detailed in Chapter 3.2, the changes to the Housing SEPP permit an uplift in height and floor space ratio if dedicated affordable housing is provided within a proposal (at a rate of a minimum of 15% and for a minimum of 15 years).

The proposal utilises this permitted uplift and provides 25 affordable housing units which will be managed by a registered community housing provider.

6.12.3 Overshadowing/overlooking/loss of privacy

Concerns about overlooking, overshadowing and loss of privacy were raised by immediate neighbours to the subject site.

As discussed in Chapter 6.5, to minimise overlooking and impacts on privacy to surrounding properties, screening treatments are proposed for balconies .

The upper levels of the proposed buildings are stepped back from lower levels to reduce bulk, and also to minimise overshadowing. The extent of the shadows of the proposed buildings are illustrated on the plans accompanying the application.

6.12.4 Population density and overcrowding

The proposed development includes a total of 169 apartments, with the following mix:

- 50 x one-bedroom units
- 77 x two-bedroom units
- 41 x three-bedroom units

Based on the average number of people per bedroom as at the 2021 Census for the suburb of Heathcote (0.8), the estimated resident population on the site will be approximately 262 people, representing a 12.1% increase in the population of the suburb of Heathcote.

While the resident population will increase as a result of the proposal, it is not considered that the increase will result in overcrowding on the site or in the area more broadly.

Public transport has been discussed in Chapter 6.9.

6.12.5 Impact on services and infrastructure

Concerns were raised regarding the capacity of existing services and infrastructure to accommodate additional demand, including:

- Schools
- Public transport
- Parks

There are 3 schools in the suburb of Heathcote:

- Heathcote Public School, 30R Rosebery Street
- Heathcote East Public School, Mimosa Street
- Heathcote High School 32-78 Wilson Parade

Increased patronage at local schools may result in increased funding for teaching and support staff at these schools.

It is noted that the Principal of Heathcote Public School did not raise concerns about increased student numbers in the feedback provided.

As previously discussed, increased demand for public transport can lead to increased services to an area.

The subject proposal includes communal open space for the use of residents.

There is a small children's playground located on Veno Street, opposite the subject site. The suburb of Heathcote is surrounded on three sides but the Royal National Park, providing opportunities for recreation.

A number of respondents noted that there were currently no footpaths on Strickland Avenue, making pedestrian access challenging. It is noted that as part of the subject application, a footpath is proposed

6.12.6 Construction impacts (noise and dust)

Impacts associated with construction and in particular noise and dust were raised by residents, and the Principal of Heathcote Public School.

Impacts associated with construction are temporary in nature and will only be present during construction periods.

A Construction Management Plan will be prepared prior to any works commencing on the site. Best practice construction management practices aim to reduce dust and noise, and outline strategies for how this will be done.

Conditions of development consent can be applied to minimise hours of construction and truck movements to and from the site.

6.12.7 Impact on property values

There is no evidence to suggest the proposal will impact on property values in the area.

The proposal retains the existing hotel premises on the site, while providing a range of housing for the existing and future population, including affordable housing in a location close to shops and transport.

6.12.8 Not in keeping with zoning

As discussed previously in this report, the subject application is utilising the permitted uplift in height provided under the Housing SEPP by including dedicated affordable housing.

The proposal results in a 30% increase in the permissible height limits for the Zone.

6.12.9 View impacts

View impacts have been discussed

6.12.10 Safety concerns

Crime and safety have been addressed in Chapters 6.1 & 6.8.

6.12.11 Drainage impacts

- TBC

6.12.13 Objection to affordable housing

One resident expressed an objection to the inclusion of affordable housing on the basis that it would result in a negative demographic shift and lead to increased crime and anti-social behaviour.

As discussed in Chapter 3.3, affordable housing is housing that is rented out a proportion of the tenants income and is different to public or social housing.

There is nothing about the inclusion of the proposed 25 dedicated affordable housing units that is likely to result in any significant changes to the socio-economic or demographic characteristics of the area.

The inclusion of affordable housing in a location close to public transport and shops represents a positive social impact in providing affordable and accessible housing.

6.12.14 Damage to properties associated with excavation

– TBC in future Engineers report

6.12.15 Environmental health and safety impacts

A concern was raised regarding the potential for increased pests and rodents associated with the proposal, and a request for the implementation of effective pest and rodent control.

As the hotel provides food, effective pest and rodent control will be implemented in the storage and waste areas of the hotel premises. Similarly, the waste areas servicing the residential dwellings will include appropriate pest control measures.

6.12.16 Out of character/Community identity

A number of residents expressed concern that the proposal was out of character with the village feel of Heathcote.

The proposed development does represent a departure from the existing appearance of the site to surrounding streets, however, it is not considered that the proposal is out of keeping with other development in the area, particularly in the context of recently constructed residential flat buildings such as the 'Horizon' apartments on the corner of Veno Street & Rosebery Street.

6.12.17 Loss of access to Veno Street

A number of residents noted they would lose access to Veno Street noting that they currently walked through the site to access Veno Street.

It's noted that the subject site is a private property and there is no obligation to maintain access through the site to Veno Street as is currently possible.

6.13 Public Interest

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

- Construction of a mixed-use development on a site that is close to public transport and shops;
- Retention of the established hotel use with an upgraded hotel premises to provide food and beverage services to the community;
- Provision of affordable housing for those on very low, low to moderate incomes in a location that is close to public transport, employment, shops and services;
- Employment generation in the planning, implementation, and construction of the proposed development, and in the operation of the retail and commercial spaces.

7.0 MONITORING AND MANAGEMENT

The operation of the hotel premises will be subject to a comprehensive *Plan of Management* detailing the operational and management practices to be implemented to ensure the premises is run with minimal disturbance to surrounding properties.

A copy of the *Plan of Management* accompanies the application.

The affordable housing component of the residential accommodation will be managed by a registered community housing provider, the contact details of whom will be on display in the building lobby should there be any need for them to be contacted.

Council will be notified of any change in Community Housing Provider within 1 month of any change occurring.

While it is not anticipated that the residential accommodation will require any ongoing monitoring or management, details of the strata company engaged to represent owners and tenants will be on display in the building lobbies.

8.0 CONCLUSION

The proposed development for the proposed new Hotel premises for the existing *Heathcote Hotel* and a new residential flat building development, including affordable housing, is unlikely to generate any significant adverse social impacts to neighbouring properties, or the suburb of Heathcote.

There are some potential amenity impacts in terms of noise during construction and operation. Impacts associated with construction are temporary in nature and able to be managed through best practice construction management practices.

The inclusion of the noise attenuation measures suggested in the *Acoustic Assessment*, and operational practices of the hotel will minimise the extent of any noise from the Hotel and into the residential dwellings.

Residents are likely to notice an increase in traffic around the subject site. The *Traffic Impact Assessment* concluded that this increase is not unreasonable.

This *Social Impact Assessment* that the proposed redevelopment of the site at 1 Veno Street, Heathcote will not result in any significant adverse social impacts to neighbouring properties or in the suburb of Heathcote, rather it has the potential to result in a number of positive social impacts.

There is nothing about the proposed development that suggests the application not be approved on social impact grounds.

APPENDIX A

DEMOGRAPHIC PROFILE TABLE

Demographic Profile Table

Demographic Characteristic	SAL1 - 1153315	SAL1 - 12802153 315	Heathcote Suburb 2016	Heathcote Suburb 2021	Sutherland LGA 2016	Sutherland LGA 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
Total Persons	337	491	6,013	6,149	218 464	230,211	4 823 991	5, 231,147	7 480 228	8,072,163
Aboriginal and/or Torres Strait Islander peoples	5 (1.5%)	8 (1.6%)	77 (1.3%)	90 (1.5%)	2 435 (1.1%)	3,273 (1.4%)	70 135 (1.4%)	90,939 (1.7%)	216 176 (2.8%)	278,043 (3.4%)
CALD Persons										
(i) No. born overseas in non-English speaking country.	43 (12.7%)	57 (11.6%)	524 (8.7%)	573 (9.3%)	25,3131 (11.5%)	39,362 (17.0%)	1 474 715 (30.5%)	1,706,348 (32.6%)	1 646 057 (22.0%)	2,444,754 (30.3%)
(ii) No. speaking lang. other than English at home	42 (12.5%)	39 (8.6%)	402 (6.7%)	578 (9.4%)	28 410 (13.0%)	39,468 (17.1%)	1 727 574 (35.8%)	1,957,409 (37.4%)	1 882 015 (25.1%)	2,146,080 (26.5%)
In need of assistance					9,352 (4.3%)		236 139 (4.9%)	270,665 (5.1%)	402 048 (5.3%)	464,712 (5.7%)
Age range:										
0-4 years	23 (7.0%)	29 (6.1%)	364 (6.1%)	344 (5.6%)	13,624 (6.2%)	13,312 (5.8%)	310,173 (6.4%)	312,364 (6.0%)	465,135 (6.2%)	468,056 (5.8%)
5-14 years	31 (9.5%)	50 (10.6%)	793 (13.3%)	801 (13.0%)	28,029 (12.8%)	29,213 (12.7%)	590,126 (12.2%)	650,843 (12.5%)	921,195 (12.3%)	1,001,950 (12.4%)
15-19 years	16 (4.9%)	14 (2.9%)	371 (6.2%)	362 (5.9%)	28,029 (12.8%)	29,213 (12.7%)	590,126 (12.2%)	650,843 (12.5%)	921,195 (12.3%)	457,896 (5.6%)
20-24 years	15 (4.6%)	27 (5.7%)	354 (5.9%)	328 (5.3%)	13,129 (6.0%)	14,027 (6.1%)	288,362 (5.9%)	294,764 (5.6%)	448,425 (5.9%)	496,185 (6.1%)
25-34 years	64 (19.5%)	106 (22.3%)	576 (9.6%)	599 (9.8%)	12,714 (5.8%)	12,947 (5.6%)	340,737 (7.0%)	343,064 (6.6%)	489,673 (6.5%)	1,142,026 (14.1%)
35-44 years	51 (15.5%)	80 (16.9%)	780 (13.1%)	787 (12.9%)	26,241 (12.0%)	26,420 (11.5%)	774,405 (16.0%)	811,314 (15.5%)	1,067,524 (14.2%)	1,103,170 (13.6%)
45-54 years	51 (15.5%)	80 (16.9%)	780 (13.1%)	787 (12.9%)	26,241 (12.0%)	26,420 (11.5%)	774,405 (16.0%)	811,314 (15.5%)	1,067,524 (14.2%)	1,016,948 (12.6%)
55-64 years	33 (10.1%)	51 (10.8%)	823 (13.8%)	825 (13.4%)	30,160 (13.8%)	30,581 (13.3%)	696,037 (14.4%)	777,748 (13.6%)	1,002,886 (13.4%)	961,784 (11.9%)
65-74 years	31 (9.5%)	37 (7.7%)	723 (12.1%)	690 (11.2%)	30,298 (13.8%)	31,903 (13.9%)	627,580 (13.0%)	667,167 (12.8%)	977,984 (13.0%)	788,725 (9.7%)
75-84 years	29 (8.8%)	36 (7.6%)	415 (6.9%)	469 (7.6%)	30,298 (13.8%)	31,903 (13.9%)	627,580 (13.0%)	667,167 (12.8%)	977,984 (13.0%)	451,521 (5.6%)
85 years and over	22 (6.7%)	31 (6.5%)	270 (4.5%)	329 (5.4%)	30,298 (13.8%)	31,903 (13.9%)	627,580 (13.0%)	667,167 (12.8%)	977,984 (13.0%)	183,895 (2.3%)
	13 (4.0%)	14 (2.9%)								

Demographic Characteristic	SAL1 - 1153315	SAL1 - 12802153 315	Heathcote Suburb 2016	Heathcote Suburb 2021	Sutherland LGA 2016	Sutherland LGA 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
					27,277 (12.4%) 19,990 (9.1%) 11,056 (5.0%) 5,947 (2.7%)	28,572 (12.4%) 22,940 (10.0%) 13,855 (6.0%) 6,435 (2.8%)	524,011 (10.8%) 372,488 (7.7%) 204,051 (4.2%) 96,022 (1.9%)	579,166 (11.1%) 439,467 (8.4%) 249,517 (4.8%) 105,729 (2.0%)	889,763 (11.9%) 677,020 (9.0%) 373,115 (4.9%) 167,506 (2.2%)	
Unemployment rate	2.6	1.4	3.7	2.6	3.5	3.1	6.0	5.1	6.3	4.9
Median weekly household income	\$1,833	\$2,072	\$1,864	\$2,240	\$1979	\$2,288	\$1750	\$2,077	\$1486	\$1,829
Median rent	\$450	\$500	\$430	\$520	\$450	\$500		\$470		\$420
Med Age	36	36	42	43	40	41	36	37	38	39
Ave household size	2.3	2.3	2.8	2.7	2.7	2.7	2.8	2.7	2.6	2.6
Marital Status (aged 15+)										
Married	146 (51.6%)	194 (46.9%)	2,621 (54.0%)	2,668 (53.4%)	95 018 (53.7%)	97,886 (52.2%)	1 934 134 (49.3%)	2,062,160 (48.3%)	2 965 285 (48.6%)	3,124,151 (47.3%)
Separated	10 (3.5%)	12 (2.9%)	114 (2.4%)	125 (2.5%)	4 548 (2.5%)	4,666 (2.5%)	111 495 (2.8%)	125,769 (2.9%)	190 199 (3.1%)	209,657 (3.2%)
Divorced	32 (11.3%)	44 (10.6%)	309 (6.4%)	354 (7.1%)	13 780 (7.8%)	15,166 (8.1%)	298 433 (7.6%)	332,916 (7.8%)	512 297 (8.4%)	569,516 (8.6%)
Widowed	20 (7.1%)	14 (3.4%)	417 (8.6%)	409 (8.2%)	9 654 (5.4%)	9,778 (5.2%)	185 646 (4.7%)	191,863 (4.5%)	331 655 (5.4%)	339,990 (5.1%)
Never married	75 (26.5%)	141 (34.1%)	1,389 (28.6%)	1,441 (28.9%)	53 809 (30.4%)	60,184 (32.1%)	1 393 988 (35.5%)	1,555,230 (36.4%)	2 094 457 (34.3%)	2,358,844 (35.7%)
Education Attainment (15yrs+)										
Bachelor's degree or above	50 (17.9%)	102 (24.6%)	836 (17.2%)	1,084 (21.7%)	41,572 (23.5%)	52,763 (28.1%)	1,110,999 (28.3%)	1,423,358 (33.3%)	1,424,716 (23.4%)	1,838,502 (27.8%)
Year 12	51 (18.2%)	69 (16.7%)	667 (13.7%)	628 (12.6%)	26,633 (15.1%)	26,806 (14.3%)	678,975 (17.3%)	679,878 (15.9%)	3,583 (24.8%)	954,987 (14.5%)
Currently studying										
Currently studying at	7 (9.1%)	28 (25.9%)	213 (12.9%)	370 (20.4%)	13,334 (21.4%)	15,578 (23.7%)	294,017 (19.2%)	427,287 (26.2%)	376,133 (16.1%)	583,617 (23.8%)

[illegible]

Migration

Demographic Characteristic	SAL1 - 1153315	SAL1 - 12802153 315	Heathcote Suburb 2016	Heathcote Suburb 2021	Sutherland LGA 2016	Sutherland LGA 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
Same add 1yr ago					180,019 (83.3%)		3 695 742 (77.5%)	4,119,424 (79.7%)	5 718 965 (77.3%)	6,335,812 (79.4%)
Same add 5 yr ago					127,673 (62.3%)		2 402 160 (53.2%)	2,635,497 (53.6%)	3 775 527 (53.8%)	4,095,964 (53.8%)
Occupation										
Manager	21 (11.4%)	25 (8.8%)	369 (12.4%)	403 (13.2%)	16,977 (15.1%)	20,035 (17.1%)	311 762 (13.7%)	368,876 (15.2%)	456 084 (13.5%)	536,820 (14.6%)
Professional	34 (18.4%)	74 (26.1%)	592 (19.9%)	708 (23.2%)	27,083 (24.0%)	30,922 (26.3%)	597 798 (26.3%)	711,729 (29.3%)	798 126 (23.6%)	952,131 (25.8%)
Technical & Trade	35 (18.9%)	47 (16.5%)	542 (18.3%)	480 (15.7%)	15,188 (13.5%)	15,283 (13.0%)	265 056 (11.6%)	254,555 (10.5%)	429 239 (12.7%)	436,589 (11.8%)
Community	23 (12.4%)	32 (11.3%)	343 (11.6%)	374 (12.3%)	11,832 (10.5%)	11,770 (10.0%)	218 206 (9.6%)	225,062 (9.2%)	350 261 (10.3%)	390,779 (10.6%)
Clerical	31 (16.8%)	50 (17.6%)	500 (16.8%)	493 (16.2%)	18,813 (16.7%)	18,267 (15.6%)	331 135 (14.5%)	334,504 (13.7%)	467 977 (13.8%)	480,612 (13.0%)
Sales	22 (11.9%)	26 (9.2%)	281 (9.5%)	234 (7.7%)	10,692 (9.5%)	9,415 (8.0%)	205 051 (9.0%)	188,556 (7.7%)	311 414 (9.2%)	294,889 (8.0%)
Machinery op	6 (3.2%)	13 (4.6%)	115 (3.9%)	116 (3.8%)	4,339 (3.8%)	4,054 (3.5%)	128 020 (5.6%)	136,033 (5.6%)	206 839 (6.1%)	222,186 (6.0%)
Labourer	13 (7.0%)	10 (3.5%)	200 (6.7%)	208 (6.8%)	6,066 (5.4%)	5,957 (5.1%)	171 450 (7.5%)	164,335 (6.7%)	297 887 (8.1%)	300,966 (8.1%)
Travel to work										
Car driver	126 (70.0%)	133 (46.8%)	1,882 (64.5%)	1,311 (43.0%)	68,215 (60.5%)	46,526 (39.6%)	1 197 269 (52.6%)	832,277 (34.2%)	1 953 399 (57.7%)	1,587,613 (43.0%)
Train	23 (12.8%)	10 (3.5%)	345 (11.8%)	68 (2.2%)	12,937 (11.5%)	2,261 (1.9%)	247 051 (10.8%)	60,858 (2.5%)	252 786 (7.4%)	62,460 (1.7%)
Bus						174 (0.1%)	125,503 (5.5%)	28,786 (1.2%)	133,903 (3.9%)	34,408 (0.9%)
Worked from home	4 (2.2%)	93 (32.7%)	94 (3.2%)	1,001 (32.8%)		43,638 (37.2%)	98,906 (4.3%)	944,501 (38.8%)	163,026 (4.8%)	1,141,467 (30.9%)
Walked only	3 (1.7%)			33 (1.1%)						

Source: 2016 & 2021 Census data (www.abs.gov.au) – General Community Profile – as at June 2024

APPENDIX B

COMMUNITY CONSULTATION NOTICE AND RESPONSES

Sarah George Consulting
Social Planning Consultants

7 June, 2024

Sutherland Shire PAC
111-115 Flora Street
SUTHERLAND NSW 2232

Attention: Licensing Sergeant & Crime Prevention Officer

To Whom It May Concern,

**Social Impact Assessment for the proposed Mixed-Use Development, including a
Hotel Premises, 1 Veno Street, Heathcote**

Sarah George Consulting has been engaged by Duffy Kennedy Constructions to prepare a Social Impact Assessment (SIA) to accompany a Development Application to Sutherland Shire Council for a mixed-use development including a licensed hotel (pub) premises, residential apartments and car parking (basement and ground level).

As part of the preparation of the SIA, as detailed in the Sutherland Shire *Development Control Plan 2015*, consultation is required with the relevant Government and non-Government organisations. We are writing to advise you of the proposed development and to seek any comment or feedback you may have on the development in terms of potential social impacts.

The proposed development includes the development of the site across three buildings, including:

- Basement, lower ground and ground level car parking
- A new hotel premises to replace the existing Heathcote Hotel, fronting both Princes Highway and Veno Street, and including bar, dining, kitchen, gaming, retail shop, loading area, waste room, store room and outdoor seating.
- A total of 169 apartments over three buildings, each with six levels, including a mix of one-, two-, and three-bedroom units & communal open space.
- Site landscaping.

The intent of the SIA is to assess the potential social impacts of the proposed development in the local area.

We would like to invite your comment on any issues you would like us to address in this Social Impact Assessment.

If you wish to comment on the potential social impacts that may arise as a result of the proposed development, or would like additional information, please respond within 21 days of the date of this letter in writing to PO Box 319, Marrickville NSW, 1475; via email (sgeorgeconsulting@gmail.com) or by phone (Ph: 0418 439 813 between 9.00am and 5.00pm Monday – Friday).

Regards,



Sarah George
Social Planning Consultant

Sarah George Consulting
Social Planning Consultants

7 June, 2024

Metropolitan Local Aboriginal Land Council
PO Box 1103,
Strawberry Hills
NSW 2012

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Regards,



Sarah George
Social Planning Consultant

Sarah George Consulting
Social Planning Consultants

7 June, 2024

NSW Health
Manager
Population Health and Partnerships Drug and Alcohol Clinical Program, Mental Health and
Drug and Alcohol Office
Locked Mail Bag 961
NORTH SYDNEY NSW 2059

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Sarah George
Social Planning Consultant

Sarah George Consulting
Social Planning Consultants

7 June, 2024

Sutherland Shire PAC
111-115 Flora Street
SUTHERLAND NSW 2232

Attention: Licensing Sergeant & Crime Prevention Officer

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Regards,



Sarah George
Social Planning Consultant

Sarah George Consulting
Social Planning Consultants

7 June, 2024

The Chief Executive
Transport for NSW
Locked Bag 928
NORTH SYDNEY NSW 2059

To Whom It May Concern,

**Social Impact Assessment for the proposed Mixed-Use Development, including a
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Regards,



Sarah George
Social Planning Consultant

Sarah George Consulting
Social Planning Consultants

11 June, 2024

The Principal
Heathcote Public School
30R Rosebery Street
Heathcote NSW 2233

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**Social Impact Assessment for the proposed Mixed-Use Development, including a
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Regards,



Sarah George
Social Planning Consultant

Email received: 7 June, 2024

Hi Sarah,

Thankyou for the opportunity to respond regarding the proposed development at 1 Veno St Heathcote NSW 2233.

We are not against this development, rather we want it designed sympathetically with the locals and the environment catered for.

We have lived here in Hunter Street Heathcote now since 2010, redeveloped our home in 2013, and since retired, and now volunteer ourselves to: Second Bite, Shire Hampers and Salvation Army Heathcote. We help feed over 100 families a week.

The biggest problem with the development we see is car parking, it's a problem throughout The Shire and Sydney.

Our most recent development is the 2 buildings at 11 Veno St, consisting of a total of 80 units. As a result of which car parking in Veno & Rosebery Sts has caused problems for other residents (and the School) as well as the 80 families who have moved in. Veno St is wider than Rosebery St, and allows 2 vehicles to pass each other without having to do a driveway Tango. Not so Rosebery St.

This problem is being felt right across The Shire, as homes are demolished in favour of Duplexes/Town Houses/Units/Flats/Villas.

There are no new roads built, no extra parking facilities.

Typically there is only 1 car space per unit built, the modern family of today seems to have between 2-4 vehicles of various types (including boats box trailers camper trailers caravans and motor homes). Ourselves, we have up to 7 vehicles parked on our premises. Our land is large at 1,227 sq metres. We have a garage for 2 cars, and a 2nd driveway for the rest, all off the road. We planned for this in 2012-2013.

The proximity of the units to the station is a plus, as we use the train to travel to the city ourselves rather than drive (for example when cruising).

Ignoring the construction phase problems, the pub parking will be a problem once the 3 buildings are complete, there will be competition between the unit owners and pub patrons and school parents for car spaces (morning and afternoon).

We already see this problem on special days, such as Anzac day for example where the surrounding streets are stretched to the limit with cars, some of which are left there for 1 to 2 days, reasons unknown.

Well, there you have it, i hope it assists you in your preparations.

Email received: 7 June 2024

Please address the following in your SIA

- 1. Traffic flow around King St, Veno St, Rosebery St and any overflow to Hunter St*
- 2. Sufficient car park for all units, visitor car parks, carpark for the pub patrons.*

Thanks

Email received: 8 June, 2024

I refer to your flyer inviting comments for the Social Impact Assessment for the proposed development. So that I can provide more insightful comments could you please forward a proposed site plan showing the position and dimensions of the buildings and entry and exits points to the development. Is the hotel going to be a separate building or one of the three unit blocks as it is not clear from the flyer. Are any units going to be affordable accommodation given the proximity to Heathcote Railway Station?

[Note: a site plan was provided on 17/04/24]

Email received: 9 June, 2024

To whom it may concern.

Re. My objections are as follows

We moved into Horizon (11 Veno St) on retirement 3 years ago after Living in the same house in GyMEA for 42 years on being told it is A lovely quiet village feel place to live.

So with a complex being contemplated near us in Rosebery st (Near VENO st) and now the Pub contemplating 3 buildings and 6 levels and 169 apartments we are astonished.

Traffic is a big problem AS THE primary school needs parking for all The teachers and for residents in Horizon to use if no garage available.

Parking is a huge problem for residents without a garage and only 2 disability parking spots available.

Heathcote shopping centre is very small with an excellent IGA but very few Shops. No Newsagent but has a chemist and milkbar and 1 DR

The Heathcote trains only run hourly so people will need to go to Engadine or Sutherland to do Coles shops etc.

The residence will lose sunlight and privacy and noise levels will increase AND the building in construction will be a nightmare in dust and noise.

NOT HAPPY JAN and feel at 75 years of age should not be fighting This battle.

Email received: 11 June, 2024

Attention :- Sarah George , social planning consultant

** This development needs lots of onsite parking. Parking is already a huge problem on both Rosebery St and Veno St since the two Horizon blocks have been built, especially at school start and finish times. Another block is already slated to be built on Rosebery St. The plans for this new block do not provide adequate parking for the proposed units. So , parking needs to be a prime consideration in your plan. At present, with cars parking on both sides of Rosebery St, it is not possible for cars travelling in opposite directions to pass each other. A situation which I'm sure the Council will soon have to do something about.*

Six storeys (169 homes) means a lot of children and there are no nearby parks in Heathcote except for the very small one near the IGA.

Where will the children play?

The nearest park of a reasonable size is in Engadine but this entails crossing a very major road (Heathcote Rd) and other smaller roads. Not something parents would be wanting children to do on their own and a good size walk, of nearly 2km, for small children..

In your flyer you refer to communal open space, if you are building three blocks of units and a hotel that sounds like not much open space will be available.

If families are going to have a life in these apartments can we not do better than to just pack them in with nothing to do - as there are no amenities in Heathcote, no entertainment except the pub and the tiny park and, on reading your flyer, barely enough space to roller skate around the buildings!!

I write these comments with no self interest. If this goes ahead it will not directly affect me, overlook me, take any of my sunlight etc and in fact, I won't even be able to see it even at six storeys high. Furthermore I'm old (76 years) and will probably be selling the family home and moving in the next few years.

If you build this at the size stated at present and pack a large amount of people into this small space in the long run it will create big social problems both for the apartment dwellers and the local residents.

I appreciate that medium density housing is going to replace individual homes but it needs to be done in such a way that gives at least some quality of life for the people living in them. I ask that you relay my concerns to the developer and give some consideration to them

Email received: 11 June, 2024

Good afternoon Ms George

Thank you for the invitation to write in relation to the redevelopment of the Heathcote Pub site. My brief comments would be this:

Given its locality the site could easily be developed however community reaction has already been surprised that Duffy Kennedy Constructions wants to construct 169 apartments over three buildings of six levels! It is certainly not in keeping with the local environs. We would be opposed to this density. And I think Council and the state government would be as well. The social impacts would be significant. Both sides of Heathcote are overdeveloped already and are constrained by the national parks. I think there would be a significant community backlash over this proposal. The local Heathcote community has a very public reputation for wanting to do the right thing by its community

Additionally, Heathcote really does not need another pub. There is a club undergoing development at Heathcote, there is a club at Engadine and also a pub. More alcohol, more gambling, more noise more social disruption. We don't need that.

Thanks once again.

Email received: 11 June, 2024

The parking around Heathcote Public School at drop off & pick up times is already completely stretched. As a parent of the school I am often parking a block or more away from the school, or having to use the IGA or Club Heathcote parking lots when no where else can be found within reasonable walking distance. I am aware that these two businesses are adversely impacted by parents using their parking spaces but parents are left with little other choice.

How will your development consider the parking situation and ensure the 169+ residents of the new development do not use up any remaining street parking?

Email received: 12 June, 2024

Hi Sarah,

Thank you for your email regarding the proposed development at 1 Veno St, Heathcote.

I have discussed this with staff and we have three concerns:

1. Adequate parking – our school does not have a staff car park which means that all staff and parents park on the street. Residents in apartment buildings often use their parking spaces for storage and park their cars on the street which will add to the congestion and scarcity of available street parking around the school. Perhaps more levels of underground parking are required for the development to cater for the residents and patrons so that street parking around the school can be used by staff and parents.
2. Noise – excavation and construction will be very noisy which makes it difficult for students to learn and concentrate. Some of our students are sensory sensitive to noise and the loud jackhammering and banging that will occur is going to add to the anxiety and discomfort of students, as well as impacting on learning.
3. Dust – excavation and construction will likely cause a lot of airborne dust which could impact students with asthma and the general cleanliness of our learning environment.

Kind regards

Damien Field

Principal
Heathcote Public School
Ph: 9520 8759

Email received: 12 June 2024

I am writing to express my strong opposition to the proposed development at 1 Veno Street, Heathcote. I believe these developments will have detrimental effects on our neighbourhood.

The construction of multi-storey unit blocks in this location will significantly increase the population density, leading to overcrowding and putting pressure on local infrastructure such as roads, parking, and schools. This could result in traffic congestion, parking issues, and overcrowding in our town.

Moreover, the proposed developments could have negative implications for property values, as the presence of multi-storey buildings may deter potential buyers and renters looking for a quiet and family-friendly environment, which is what we currently enjoy and wish to maintain.

As a resident of Veno Street myself, I am also concerned that the units would be facing into our property, and units at the rear would all be looked into and lose the privacy that we all enjoy.

I do not believe that these plans are in line with the needs and preferences of the community.

Email received: 13 June 2024

Dear Sarah George Consulting,

I am writing to you in your capacity as the consultants engaged to prepare a Social Impact Assessment (SIA) for the proposed mixed-use development at 1 Veno Street, Heathcote.

As a resident living directly across from the proposed development site, I have vested interest in the project and its potential impact on the local community and environment.

After reviewing the development proposal, including the introduction of a new hotel premises, residential apartments, and expanded car parking facilities, I wish to share my concerns and considerations regarding the proposed project.

The proposed development, as outlined, represents a significant shift from the current zoning and built environment, particularly with the introduction of buildings up to six levels in an area currently restricted to three levels. This change raises concerns about the potential for obstructed views, privacy, reduced sunlight access, and an overall transformation in the character and skyline of our community. It underscores the importance of adhering to existing height restrictions or carefully justifying any deviations in the context of community benefit and architectural design that respects the amenity of residents and surrounding residential uses.

Moreover, the addition of a larger hotel premises, along with associated facilities such as a bar, dining area, gaming facilities, retail shop, and increased residential density, presents potential challenges.

These include increased noise levels, traffic congestion, and safety concerns, all of which could significantly alter the current living conditions and disrupt the tranquility of our community. The impact on local infrastructure and services, including schools, parks, and public transport, also warrants careful consideration to ensure that they can accommodate the increased population without diminishing service quality or access.

The design and management of car parking facilities, particularly given their close proximity to existing residences, is another critical area of concern. Effective planning and management strategies will be essential in mitigating potential traffic-related issues and ensuring the safety and well-being of pedestrians and residents alike. Furthermore, the proposed development must prioritize good design principles that enhance the livability and sustainability of the area. This includes considerations around privacy, access to natural light, noise insulation, and the provision of communal and green spaces that contribute positively to the community's well-being and the local environment. Incorporating energy-efficient building practices, water-saving fixtures, and landscaping that supports local biodiversity can further enhance the development's sustainability and its contribution to the community.

In addition to the above, I would like to highlight several specific concerns that require careful consideration in the SIA:

- 1. **** Building height and impacts **** (as detailed above)*
- 2. **** Drainage: **** The area already struggles with sufficient drainage, and the proposed development must include a robust drainage system to accommodate the increased water runoff from the larger footprint and impervious surfaces.*

3. *****Strong OBJECTION to Affordable Housing:***** *The development should include a strong objection to affordable housing options, as any catering for affordable housing will result in a negative demographic shift and potential increased crime and antisocial behavior.*
4. *****Construction Impact:***** *The ongoing construction process, particularly the development of underground car parking, could have a significant impact on my residence, potentially causing cracks in the brick render (and other foundational structures i.e internal walls etc) due to vibrations and jackhammering. The SIA should address mitigation measures to minimize these risks and protect existing properties with discernable recourse should existing properties be impacted.*
5. *****Traffic Congestion:***** *The proposed development will significantly increase the number of vehicles in the area, potentially exacerbating existing traffic congestion. The SIA should assess the current traffic flow and capacity, identify potential bottlenecks, and propose solutions to mitigate congestion, including the provision of sufficient exit points and alternative transportation options.*
6. *****Environmental Health and Safety:***** *Effective pest and rodent control is essential in significant development projects to safeguard the health and safety of surrounding residents. Pests and rodents can carry diseases that pose serious health risks. Implementing sufficient pest control measures is required to control these health risks.*

In conclusion, while development can bring potential benefits to our community, it is imperative that it is undertaken with a comprehensive understanding and consideration of its social, environmental, and infrastructural impacts.

I trust that your Social Impact Assessment will thoroughly address these concerns, engaging with the local community to ensure that the development, if proceeded with, is in the best interest of all stakeholders and contributes positively to the character and livability of Heathcote.

Thank you for your attention to these matters. I look forward to seeing how these concerns are addressed in your assessment and the subsequent planning and development process.

Sincerely,

Email received: 14 June, 2024

Hi Sarah, thank you for the letter you posted through the mailbox regarding the proposed development at 1 Veno Street in Heathcote. I am a resident in Strickland Street and am mostly concerned about the following traffic issues that would most likely result from the development without corresponding enhancements to the surrounding road network:

1. *The exit from Strickland street turning left into the Princes highway northbound is already time consuming and often dangerous, especially with peak hour traffic. There is already very little time or gaps in traffic to get out of Strickland street and merge into the highway traffic. The addition of hundreds of apartments and the*

- corresponding increase in traffic will make the queue to get out of Strickland street much worse and increase the chances of traffic accidents.
2. I believe the option to turn right out of Strickland Street onto the Princes Highway should be removed as it is extremely difficult to find a gap in traffic. While the option still stands, any increase in traffic in Strickland Street will just increase the chances of people attempting that right turn and I have experienced the extreme delays that can cause.
 3. The increase in traffic trying to get out of Strickland Street onto the Princes Highway may cause people to divert and work their way down to Forum drive which offers an outlet into Heathcote road and back up to the Princes Highway. The Forum drive intersection with Heathcote road is already dangerous and would not cope with an increase in traffic.
 4. Entry into Strickland street, turning right from and across the Princes highway is dangerous and time consuming. During peak times, there is a queue of cars in the right turn lane and I believe that any increase in traffic into Strickland Street will require an extension of that turning lane. If the turning lane does not get extended, the right lane heading southbound on the Princes Highway at that intersection will be blocked with vehicles wanting to turn right.
 5. Entry into Strickland from Princes Highway northbound is also dangerous as vehicles need to slow down in the left lane causing a bottleneck for vehicles using the left lane in advance of turning left into Heathcote Road at the major intersection just further north. It is already dangerous and I try to avoid it by using the traffic lights at Oliver street as a way to safely access Strickland Street.
 6. Strickland Street is already used as a parking lot for the block of units on the corner and for the Heathcote Hotel. There is no room to park as it stands and even less space for waste bins on the pickup days.
 7. Traffic in Strickland street is already busy and noisy, with it being used as a major access point to the wider residential area this side of the Princes Hwy.
 8. On public holidays the situation is much worse with long queues of traffic at the Oliver street traffic lights to access the Princes Highway southbound. The traffic is normally backed up down Oliver street and also around Rosebery street down to Strickland street. The traffic lights only tend to let through 2-3 cars at a time, prioritising the Princes Highway traffic so I can only imagine what increasing the traffic load on this intersection would do.

Email received: 16 June, 2024

My family & I live in Strickland St and have the following concerns about the proposed development at 1 Veno St Heathcote.

- *Height - At present, the tallest residential building in Heathcote (West and East) is 3 levels. Having 3 buildings that are 6 levels plus basement parking is excessive for this small village environment and the surrounding national park landscape. We believe the apartment*

building should not exceed 3 levels as is the accepted height of the existing residential buildings.

- *Parking - Strickland St & Veno Street already have too many cars fighting for car spaces and on bin days it can be dangerous with the amount of bins and cars already on both streets. Veno street is a dangerous street to cross especially as cars swing quickly off the highway and there is also a lot of school traffic and children crossing. If this was to go ahead, adequate parking for the residents but also for the visitors would need to be provided. A safe crossing would also be welcome as so many children cross in Veno street to access the school, park or shops.*
- *Public disturbance- Heathcote is a small village and the excess noise and disturbance that comes with having an extra 169 apartments and all their occupants would have a great social impact on this village. The influx of children at the school would have a dramatic effect on the space and resources of the school. The noise these extra residents would bring along with a refurbished pub would have a very negative impact. We feel 169 apartments is too much for this small village and would like to see the number reduced greatly.*
- *Traffic - The excess traffic that 169 apartments will bring would also have a negative impact on our lives and add stress. The Intersection at Strickland, King and Rosebery would need to be reviewed as Rosebery Street is already limited in its direction (due to parked cars only 1 car can travel along at a time). There are a lot of children who cross this intersection to get to and from school, so maybe a roundabout, lights or crossings need to be considered as the increased traffic will have a dangerous impact here. Also turning quickly off the Highway into Strickland St can be dangerous.*

We are happy to discuss anything in more detail or be contacted in future in regards to our thoughts and input.

Email received: 17 June, 2024

Dear Ms George,

I am writing in response to the recent door drop I found in my mailbox. I live with my family in Unit XX, 2-4 Strickland Street.

*I have also received a Low Resolution PDF of the Site Plan dated 13/06/24 (attached as reference) from a neighbour. It is very hard to read some of the details on this plan. **Can you please supply a High Resolution PDF** for closer inspection.*

I have several questions and concerns:

1.

*Has this plan been lodged with Sutherland Council DA? I can find no record on the council DA website. **Please advise.***

<https://propertydevelopment.ssc.nsw.gov.au/>

2.

*The flyer proposes “a total of 169 apartments over three buildings, each with six levels”, six levels is a contradiction of the Local Environmental Plan 2015, where the site is listed as E1 Local Centre, with a maximum height of 13 metres. **Please advise.***

<https://mapping.ssc.nsw.gov.au/LEP/>

3.

Shade. The site slopes downhill from Veno Street north to Strickland Street. Because of this incline any shade from high structures will further be intensified to the properties on No. 2-4 and No. 10 Strickland Street. A high structure close to these properties will mask the properties in shade.

4.

Privacy, any tall structures will severely infringe on the privacy of residents in the properties on No. 2-4 and No. 10 Strickland Street. My youngest daughter has Autism and spends a lot of time in our small garden, the current plan has 6 stories of apartments just 6 metres away from our fence line.

5.

Could you please advise the proposed amount of parking spaces for:

- Residents
- Resident's Gues
- Hotel and Retail Patrons.

I am very concerned about the adverse affect to the onstreet parking.

6.

The massive adverse effect on traffic affecting the narrow local roads especially at School drop-off and pick-up times. Currently, traffic cannot turn right from the Princes Highway into Veno Street, and turning right into and left out of Strickland Street is difficult during peak

periods and holiday times — there have been several accidents involving cars turning on/off the Princess Highway. Over-development will escalate this problem

7.

The environmental impact on the area, **please advise on the loss of trees both Native and non-native**. The area is already affected by flash flooding with run-off from the Hotel Carpark. With the loss of any trees this will worsen. Please provide information on how the development proposes water flow and drainage.

8.

Finally, the development is entirely out of character for the community, particularly given the proximity to both the Royal and Heathcote National Park. Community infrastructure is already strained with no doctors or dentists in the area, and child-minding waiting lists.

Whilst I understand that this site will be developed it is the present and future communities interests to develop sustainably and sensibly.

Follow up email from same resident received 20 June 2024

Thank you for sending through the better quality site plan.

Can I check, is the only vehicle access going to be that single driveway on Strickland Street? Which this be for Hotel and Retail Patrons too?

ALs with the proposed 6 Storeys what height will this be?

I look forward to your reply.

Email received: 18 June 2024

To Whom It May Concern

I write to voice my complaint to the proposed 169 apartment, six story development on the present site of Heathcote Hotel.

The concern is the impact on the local area of such a huge development impacting on the local school, shadowing of existing homes and increased parking on local streets. At present

due to school drop off/pickup parking, celebration days and increased parking from the present unit block in Veno Street the area is already greatly impacted causing issues and danger. In fact on many of these days the open free carpark of the present Hotel is utilised.

The proposed six stories high and number of apartments does not coincide with the present village atmosphere of Heathcote. The proposal if allowed to proceed must be altered to lower the apartment numbers and height by at least two stories. We have seen our little suburb change over the years and must accept that BUT this is NOT Cronulla or Miranda and most residents will no doubt fight this ill planned monstrosity.

Email received: 12 June, 2024

I received your correspondence about the proposed mixed use development at Heathcote Hotel in my letterbox.

I would like to make a submission, but I am unsure about what exactly is being proposed. Could you please provide me with the draft plans?

[Note: site plan provided on 17/06/24]

Follow up email from resident received on 17 June, 2024

Thanks for the information.

Are you able to share any shadow studies, traffic studies or consideration of the Australian Design Guidelines at this stage?

Email received: 19 June, 2024

Thank you for your letter of 7 June providing us with the opportunity to raise any concerns on the Social Impact of the above mentioned development.

We, the residents of XXX Princes Highway and XXX Princes Highway (directly opposite the current hotel premises) wish to convey the following and would also ask for clarification of some of these concerns.

1. Building Height

Your letter advises that the proposal is for there to be three (3) buildings on the site - with **six (6) levels** each.

Are the six levels made up of: - Lev 1 - Basement; Lev 2 - Lower Ground; Lev 3 - Ground Level all Parking and then with three (3) levels of apartments - Levels 4, 5 & 6?

If the Six levels are from ground level up - it will definitely impact on the amount of sunlight to our homes.

2. Traffic flow from Veno Street on to the Princes Highway, northbound.

This exit from west Heathcote onto the highway is already a nightmare as it is used daily by west Heathcote residents as exit route to avoid waiting at the lights at Oliver Street.

Accidents - that occur often (albeit some of them small) create traffic backup and to have an additional 150+ vehicles exiting on a daily basis is a recipe for disaster.

A fatality has already occurred at Strickland Street that will also be used as an exit route from the proposed development.

Will there be a 'feed in lane' at Veno Street considered in the application?

3. What type of Businesses are being proposed?

We look forward to hearing from you.

Follow up email received 21 June, 2024

Thank you for your prompt response to our email.

When we sent you the email on the 19th, we had not seen the proposed plan for the site. We have now seen this plan and it is most concerning to say the least.

The building which appears to be sited on the corner of Veno Street and the Princes Highway, is drawn, and appears to be, as close to the boundaries as possible.

Should this building be six (6) storeys high, our homes will not receive any sunlight and sunlight will also be depleted from the lovely park situated on the opposite corner.

This park is extremely popular with both locals and passersby who come, use the facilities, have morning teas etc and with children playing on the equipment.

Therefore a huge Social Impact!

WE TOTALLY OBJECT TO THE SIX (6) STOREY HEIGHT.

We ask that a 3 story limit be placed on this development which will be in line with other developments within this small community.

Regards

Additional email received 24 June 2024:

Further to our earlier emails and after further consideration and digestion of the proposed plan, we would like to express Deep concern - not only to the proposed 6 storey height, but to the Social Impact that this construction will have on the community, but as follows :

AS MENTIONED PREVIOUSLY, THE PROPOSED SIX (6) STOREY IS EXCESSIVE AND WILL PREVENT SUNLIGHT FROM REACHING OUR HOMES AND THE PARK.

PARKING: There is no parking allowance. On the plan that we have seen, there is absolutely NO parking spaces visible.

HOTEL: Proposed Patrons of the Hotel - Are patrons expected to enter the premises from Strickland Street and then proceed underground to parking spaces?

If so, what control will be enforced that restricts the actual residents from using these spaces.

SCHOOL: The current hotel parking area, accessed from Veno Street, is utilised by parents/carers, both dropping off and collecting their children from the Primary School. There are no other places to park in order to ensure the safety of the children. This is a very real Safety issue. It is already absolute mayhem each school day without the additional parking that will come about due to residents having more than one vehicle and the impact on street parking in the area will be immense.

PARK: There will be no parking available for persons wishing to either use the facilities of the park, or just enjoy the park with family and friends. This is a very popular park, with both locals alike and those travellers coming up from the coast who use the facilities. This will have a huge impact on socialising.

VENO STREET: Since the construction of the 3 storey block of units on the cnr of Veno and Rosebery Streets, Veno Street is taken up by the excess vehicles belonging to residents of the Units.

HEATH LANE: The small car park at the rear of the IGA Supermarket is for their patrons however if there is no other parking available, people will use this area and this will impact greatly on the owners of the IGA Supermarket.

PRINCES HIGHWAY: Only limited parking is available on Princes Highway and what is allowed, is to service the local shops - an Essential aspect of the community.

There is NO parking permitted on Sunday afternoons (northbound) due to Clearway conditions.

Email received: 20 June, 2024

My name is XXX XXX & I am one of the owners of XX/5 Veno St Heathcote. We received your letter asking for feedback on the 1 Veno St development site.

Our apartment is on the top floor, back side of our block facing the highway. As you can imagine, having this development take place will be a huge impact to us. These impacts include:

- Significantly decreased, or entirely removed, sunlight into our building on the east side (highway facing)*
- Significant increase to traffic in Veno St, on the Princes Hwy & Strickland St*
- Significant decrease to street parking in Veno St, which has an impact to Heathcote Public School & all current dwellings*
- Extreme concerns around the stability of all surrounding dwellings, mostly our own, given the volume of works & the underground parking that needs to happen*
- Very high likelihood that the value of our own property will decrease with this large scale development happening next door*

We urge you to please reconsider the number of levels (6) suggested for this development. The existing Horizon unit blocks on Veno St are all at 4 levels, which we believe is more than sufficient. This is a small, quiet, nature filled community that will be very much interrupted with multiple 6 story buildings.

I will be expressing these concerns to our local member.

Phone call received: 21 June, 2024

- More people on the site*
- Increased traffic queuing on Strickland Street entering Princes Highway*
- May look nice.*

Email received: 22 June, 2024

*To Sarah George,
please find below my concerns re the development of Heathcote Hotel. I live in Hunter st on the northern side of Strickland st and knew when I bought in that one day the hotel would be developed and we are not denying that it needs doing.*

My concerns are regarding height, parking, traffic and safety problems on the roads on the surrounding streets.

We are already congested on Strickland st with residents of the units on the corner plus townhouses filling the street with private car parking. Trying to find space on Monday night for garbage bins is a real issue. There also is a likely DA for construction of 5 townhouses at 1 Strickland which will add to the parking issues, not to mention a 4 storey block of 18 apartments in Rosebery st with only 9 off street car spaces.

Lack of parking for the nearby school in Veno st is evident as parents use the existing hotel carpark when taking children to and from school. The school itself doesn't even have a staff carpark so all staff there are already parking in Veno, Strickland, Oliver and Rosebery streets. How many car spaces are being provided in this proposal ??

We can assume with a development that includes 169 apartments that there will be at least 169 extra cars using Strickland, Rosebery and Veno streets each day, particularly at the corner of Strickland st and the highway. This corner is extremely dangerous with traffic speed increasing from 60 to 70 kmph at the corner. Vision exiting the street is poor. There was a fatality at this corner in 2013 and everyday when I turn right into Strickland st I witness dangerous acts as drivers are trying to get across the 3 lanes of traffic coming towards them from the south. You are allowed to turn right out of Strickland to head southwards but it is far too dangerous. I always head around the back streets via Rosebery st and go up to the lights in Oliver street for safety. But I add that Rosebery is a narrow street and with the added cars parked there, it only allows for one direction of traffic flow at a time. This street is a rat run for many trying to avoid the highway at Heathcote shops.

Due to a lack of decent footpaths along Strickland st, there are even some elderly who walk on the roads with their walkers, at great risk to their safety.

With regards to the actual structure, I expected 4 storeys of development. But it appears that 6 storeys will become the new norm. This extra height is out of character with surrounding buildings and since the development looks like covering most of the lands footprint, then 6 storeys will deprive the neighbouring villas and townhouses from any privacy and greatly increase the impact of noise on them.

Developments need to consider the whole picture and just not how many people can one shove into a small space.

regards

Email received: 22 June, 2024

Hi Sarah

My name is XXX XXX and I am the owner and occupant of Townhouse XX, 10-12 Strickland St, Heathcote. I live here with my 2 children aged 10 and 15 as well as my outdoor dog.

I have several concerns regarding this proposal.

Height of the building effect on my sunlight

I currently share a fence line with the property, the proposed 6 levels of units will block the sun from my yard as well as the natural sunlight that my house gets for a substantial part of the day. I believe even 4 levels would be too much there. It would make my house very dark.

My family enjoys sitting outside in the sun, as does my dog. I also have grass and a garden that will die without adequate sunlight.

Privacy concerns

The back of my property that will face these units has my 10 year old daughters bedroom window, my bathroom window as well as my kitchen and the sliding doors for my lounge area. I have concerns over the number of people who will be able to look in my windows unless I keep my blinds closed.

There is also the issue of my yard having 6 levels of units being able to look down into my yard. My daughter often plays in the yard with our dog in her pajamas and in summer will often be outside in her swimwear playing in the inflatable pool. I do not feel comfortable with the fact that so many strangers will be able to see in my yard and house.

I have also been told you plan on making a portion of the housing allocated as "affordable housing" and I am wondering what this means in terms of the type of characters who might end up in the units.

Traffic congestion

Strickland street appears to be the only entrance to the carpark. Strickland St is one of only a handful right hand turns into Heathcote and at times, especially during the school pick up and drop off times it can take a substantial amount of time to turn into the street. Adding the cars of at least 169 residents will cause an unacceptable amount of traffic congestion unless traffic lights were to be installed.

Strickland Street also does not have adequate footpathing for a long path meaning kids often walk on the road instead and increased traffic would be a big hazzard.

Street parking

Residents of our townhouse complex often park in the carpark of the current hotel because there is very little parking on the street. Unless each unit is allocated 2 or 3 spots I think it will create a lot issues for existing residents.

Passage way through to Veno St

The existing hotel is currently used by a lot of people to walk through to Veno street. This includes my children when walking to and from school. The current plans appear to block this access however. Given the footpaths in Strickland St not being adequate to safely use it will mean a very long walk around along the highway for them to get to school.

Noise concerns

If the units have balconies I have concerns of the noise issues with my children, one of who goes to bed at 8:30pm. Even without balconies, the entrance to one of the buildings appears to be literally at my back fence.

Property Values

I recently had my townhouse valued and was told the rumours surrounding the development have already taken approximately \$200,000 off the value of my property since I had it valued last in 2020. I am looking to sell my townhouse early next year and fear this will substantially affect my ability to buy a new property.

Disruptions during construction

I work from home and my son will be studying his HSC over the next 2 years. The noise from the construction work will cause significant issues. I am also unwell and often have to sleep during the day.

I have concerns about the air pollution during excavation with my white dog living in the backyard and me having severe asthma.

I also have concerns this will affect the street access, getting trucks in and out and where they intend on parking when not being used.

I moved to Heathcote because I wanted to live somewhere not congested with units and enjoy the quiet. It has easy access to the minimal necessities and has the village vibe I wanted to raise my children in. A 6 level block of units towering over us is not the environment I wanted for my children. It will also put a massive strain on the local community, we have a small IGA, one local doctor and very narrow streets. This is not the place for a development of this size.

Regards

Email received: 23 June, 2024

Hi Sarah

My name is XXXX XXXX and I am the owner and occupant of Townhouse XX, [10-12 Strickland St, Heathcote](#). I live here with my partner and XXXX.

I have several concerns regarding this proposal.

Height of the building effect on my sunlight

I currently share a fence line with the property, the proposed 6 levels of units will block the sun from my yard as well as the natural sunlight that my house gets for a substantial part of the day. I believe even 4 levels would be too much there. It would make my house very dark. My family enjoys sitting outside in the sun. I also have grass and a garden that will die without adequate sunlight.

Privacy concerns

The back of my property that will face these units has my bathroom window as well as my kitchen and the sliding doors for my lounge area. I have concerns over the number of people who will be able to look in my windows unless I keep my blinds closed.

There is also the issue of my yard having 6 levels of units being able to look down into my yard. My boys often play in the yard with pajamas and in summer will often be outside naked or in shorts playing in the inflatable pool. I do not feel comfortable with the fact that so many strangers will be able to see in my yard and house.

I have also been told you plan on making a portion of the housing allocated as "affordable housing" and I am wondering what this means in terms of the type of characters who might end up in the units.

Traffic congestion

Strickland street appears to be the only entrance to the carpark. Strickland St is one of only a handful right hand turns into Heathcote and at times, especially during the school pick up and drop off times it can take a substantial amount of time to turn into the street. Adding the cars of at least 169 residents will cause an unacceptable amount of traffic congestion unless traffic lights were to be installed.

Strickland Street also does not have adequate footpathing for a long path meaning kids often walk on the road instead and increased traffic would be a big hazard.

Street parking

Residents of our townhouse complex often park in the carpark of the current hotel because there is very little parking on the street. Unless each unit is allocated 2 or 3 spots I think it will create a lot of issues for existing residents.

Passage way through to Veno St

The existing hotel is currently used by a lot of people to walk through to Veno street. This includes my children when walking to and from school. The current plans appear to block this access however. Given the footpaths in Strickland St not being adequate to safely use it will mean a very long walk around along the highway for them to get to school.

Noise concerns

If the units have balconies I have concerns of the noise issues with my children, who go to bed at 7pm. Even without balconies, the entrance to one of the buildings appears to be literally at my back fence.

Property Values

I am concerned that it will affect my property value in the future if we decide to sell.

Disruptions during construction

I have concerns about the air pollution during excavation.

I also have concerns this will affect the street access, getting trucks in and out and where they intend on parking when not being used.

I moved to Heathcote because I wanted to live somewhere not congested with units and enjoy the quiet. It has easy access to the minimal necessities and has the village vibe I wanted to raise my children in. A 6 level block of units towering over us is not the environment I wanted for my children. It will also put a massive strain on the local community, we have a small IGA, one local doctor and very narrow streets. This is not the place for a development of this size.

Regards

Email received: 26 June 2024

I am writing in response to your letter regarding 1 Veno Street Heathcote development proposal. My partner and I are owners / occupiers of XX/XXXX-XXXX Princes Highway Heathcote and have several concerns regarding the current proposal.

Upon reviewing this proposal it is very clear that the developers are unfamiliar with our community, Heathcote is a small suburb with a strong community identity, not equipped with the infrastructure needed to support the introduction of a multi-story development to this extent and will have significant social impacts including:

1. **Community Identity and Cohesion:** We have a small-town feel and close-knit community which will be threatened by the arrival of a large-scale development. Residents value the current community atmosphere and are significantly concerned about the disruptions that this will have to the cultural dynamics of the community.
2. **Strain on Existing Infrastructure:** The current infrastructure, such as the single IGA store, preschool, and doctor's office, is not equipped to handle an influx of new residents to this extent. This will lead to overcrowding, longer wait times for services, and strain on local resources.
3. **Traffic and Parking:** There is already extremely limited parking in both Strickland Street and Veno Street, the proposed development will undoubtedly increase this issue for existing residents. The proposed entrance via Strickland street is difficult at the best of times to turn into across the oncoming traffic and is not equipped to take on any more traffic, this is likely to build back up onto the princes highway and cause significant traffic delays for both Heathcote local residents and daily commuters. There is also no footpath running along Strickland street resulting in many children, parents with prams and members of the public walking on the road and around parked cars. An additional 160+ cars is unsustainable for this street.
4. **Environmental Considerations:** Increased population density from the development will lead to higher strain on local ecosystems, including removal of trees and other native plants in the process. The height of the development will also block the little natural light that we already get into our homes and backyards. Natural light plays a multifaceted role in both mental and physical health and any reduction to this is likely to have a significant impact on the overall well being and general health of current residents in the surrounding areas.
5. **Overlooking and Visual Privacy:** The excessive height of the current proposed development will result in the direct views into previously private areas of our homes such as bedrooms, living rooms and outdoor spaces such as courtyards and gardens.

This invasion of privacy will lead to many people feeling uncomfortable in their own homes with no sense of security or safety.

The proposed multi-story development in Heathcote has the potential to bring significant challenges to the community and will not bring any benefit, there is no demand for a development of this size here. We understand that the site will be developed, however we need a developer who can propose something aligned with our communities values, preserves our unique identity and addresses the infrastructure and service needs sustainably.

Email received: 27 June 2024

Dear Sarah,

We have serious concerns about the proposed development on the following bases:

- Overshadowing of our lot from Building A is not in compliance with the rules around shadowing, and violates the Apartment Design Guidelines for both the new building and our buildings.
- Increased vehicle congestion and impacts on safety on Strickland St.
- Noise impacts.
- Odour impacts.
- Lack of adequate parking within the design or on surrounding streets.
- Impact on property values.
- lack of compliance with the Sutherland Council LEP.
- lack of compliance with the affordable housing guidelines.

- lack of provision for public access between Veno and Strickland St.
- lack of green spaces
- negative impact on threatened ecological vegetation.

The Owners of Strata Plan 64382- 10-12 Strickland Street, Heathcote

Email received: 27 June 2024

Hello Sarah,

Please consider my thoughts on the social impact of the proposed development at the Heathcote Hotel site. I live in Townhouse XX XX Strickland St, directly next door to the site on its western boundary.

The proposed 'Building A' will have a very significant negative effect on me and my family and our property due to its excessive height and density. The area of land it is sited on is more suited to open public space due to its northern orientation or maximum two storey townhouses in keeping with neighbouring properties.

The current design proposal has the following flaws:

1. In the eastern building located on the neighbouring property at XX Strickland St, the living rooms face XXXt. My townhouse is on the XXX end, with no windows to the XXX. My downstairs living room and backyard faces XXX and XXX (facing the proposed Building A) and the living room only gets early morning sunlight from sunrise to about 9am depending on the season (see image 1, which shows the only direct sunlight that we get into our living room). We enjoy this sun, as do our neighbours, often sitting outside to have a chat. We do not do this on cloudy days and would not do it at all with a six storey building shadowing us. Having a 6 storey building next door will completely block not just the early morning sun but all indirect light coming from the sky throughout the day, making the room even darker and

necessitating using lights throughout the day, even on sunny days. We do not get much afternoon sun because our garage faces XXX so there is only a small window facing to the west in the living room. This is likely to cause significant distress to us.

Further to this point, the height of the development will likely overshadow the tops of the Turpentine trees on our lots, threatening their health, these trees form an endangered ecological community.

The proposal will also overshadow the public park next to the IGA as it is north of the park, which is used heavily by the local school kids.

2. I and my neighbours in units XX, XX and XX all have young preschool aged kids. Our kids cannot play in the common area driveway so are restricted to our backyards. We do not want to lose our current privacy which would happen if Building A was approved.

3. The current design of the hotel site permits local people pedestrian and vehicular access between Strickland and Veno Streets. This is heavily used to walk to and from the shopping strip and the school for residents in Strickland and for those who live in streets north of Strickland St. The footpaths are non-existent along part of Strickland St so this is an important design feature that has been omitted from the proposal.

4. There is a coffee van operating that is popular and is a social gathering spot not just for residents but for people coming up from further south in the morning. I see these regulars daily. There is no inclusion in the plans to allow for open public space.

5. The current site is used for off-street parking for local residents and for the parents doing school drop-off and pickup. This has not been provided for in the plans. Parking is limited in the area, particularly since the Horizon building was completed, and will be more so once the development at 26 Rosebery St is completed.

6. The proposal has nominated Strickland St as the vehicle entry and exit for most vehicles. Veno St is preferable for exit as it is the lower order road, and the intersection of Princes

Highway and Veno St is safer for vehicles exiting onto the highway than the intersection of Strickland St and Princes Highway, which has had some major accidents. A major development on site would justify having the Strickland St or Veno St intersection upgraded in any case at the developers cost.

7. The proposal has already negatively affected neighbouring property values. We bought in 2021, as our first home. Our intent is to build some equity and then upgrade to a house down the track. It is likely that the inadequate design of the proposal and public discussion around it has already negatively impacted my home value, and should it be built we will not be able to afford to upgrade as planned. This is likely to cause significant distress.

8. A group of neighbours has already organised an active working group against the bulk and scale of the development. Despite being formed recently and the early stage of the D.A process we already have 20 local members and are growing rapidly. We invite the developer to engage with us to reach a mutually acceptable design, we are not opposed to a well designed development. If the developer goes down the pathway of maximising the scale and bulk of the construction through the use of the affordable housing measures you will encounter strong opposition from us. I understand also that the council has made their opposition to a smaller proposed development on the site known to the developers in a pre-submission meeting held on 15 July 2022. It is galling that the developers have not just persisted in their design but made it even worse.

9. There are multiple areas where the proposal is not in compliance with the Sutherland Shire Local LEP plan for Heathcote (DCP 2015 Chapter 15). This includes deficiencies in:

- non-compliant height and floor space ratios
- insufficient solar access for occupants of adjacent residential buildings, and to public open space and adjoining development.
- inadequate setbacks
- inadequate pedestrian linkages
- inadequate active frontages
- inappropriate scale with and context for the street and locality (see image 2)

- no improvement to the visual amenity (see image 2)
- building is not sufficiently articulated to reduce bulk.
- the vehicular access is not on the lowest order road.
- does not retain and enhance the existing tree canopy.
- lack of provision for on-site loading, unloading and manoeuvring of vehicles including the trucks that service the proposed hotel.
- no provision for garbage disposal

In conclusion, my family and I are strongly opposed to the current proposal in its present form.

Email revied: 27 June 2024

Dear Sarah,

I am writing to raise mine and my husband's concerns/objections regarding the abovementioned proposed development.

We live in Hunter Street, Heathcote and when we purchased the property back in February, 2017 we purchased in Hunter Street because it was a beautiful tree lined, quiet street when we viewed the property we thought it was a perfect place to bring up a family. Deciding to purchase in Hunter Street brought mixed emotions with the pub at the top of the street, on one hand we thought it was a bonus to be able to walk up and have a meal but we were worried about the noise at the same time. We live far enough down the street that noise is not a factor for us, we had an acoustic report to ascertain this however if the proposal goes ahead this will most certainly not be the case.

On occasions when there are events at Heathcote pub eg Anzac day, Hunter Street is overrun with cars and you cannot find parking anywhere near our premises. On these occasions turning into Strickland Street off the Princes Highway is also extremely congested and banks back passed the turning lane on the highway. Also, on a Sunday afternoon turning into Strickland Street from the Princes Highway proves to be a challenge, it is congested and takes forever to be able to turn, this is due to the flow of traffic coming back from down the coast for either a weekend away or holiday. If you add the traffic going into Strickland Street due to another 169 Apartments, together with visitors to the updated pub and any other new business then our quite relaxed environment goes out the window and will have a massive impact on the traffic flow. We think that 6 stories and 169 Apartments is over the top and will over shadow all of us in the surrounding area.

It would be greatly appreciated if you take our objection into consideration.

Kind Regards

Email received: 28 June 2024

Dear Ms. George

Social Impact Assessment for the proposed Mixed-Use Development, including a Hotel Premises, 1Veno Street Heathcote NSW

I refer to your flyer of 7 June 2024 seeking comments and/or feedback and issues that should be addressed in the SIA. Based on the very limited information provided there are a number of areas of concern that needs to be addressed:

☐ Height of the buildings

It states that there will be 3 buildings of 6 stories, but the height is not shown in the preliminary site plan. The area is currently zoned E1 Local Centre with a maximum height of 13 metres. The site is not designated as a Transport Orientated Development area under the NSW Government's proposed and is not identified as an appropriate location for increases in dwelling capacity via increases in building height and/or density under the Sutherland Shire Housing Strategy 2020 document. It is mentioned that the development will include affordable housing, but the portion is not specified so even allowing for the concessions granted for affordable housing 6 stories is excessive.

Privacy of all adjoining buildings will be affected with such large blocks of units overlooking backyards and windows. Naturally 169 units will generate noise which will be disturbing to neighbours.

☐ Shading

The buildings will cast a massive shade shadow over nearby properties, especially Veno Street Reserve, which has recently been renovated by the Council and is popular with locals.

☐ Traffic Congestion

The impact on traffic has not been detailed. There is no right turn into Veno Street from the Princess Highway and the right turn into Strickland Street is very slow at times and there have been a number of serious accidents, including fatalities, at the intersection. Left turn into the Princes Highway from Strickland Street is very slow during peak periods. At school drop off and pick up times, Veno, Rosebery and Strickland Streets are congested, and additional traffic will only increase danger to the school children. Obviously, a major transport

management plan is required.

☐ Parking

There is no indication of how many parking spaces will be provided for residents and hotel patrons, the development will result in the loss of 118 car spaces for hotel patrons, which are quite often fully utilised. On- street parking in surrounding streets is always full and there will only be more competition for scarce spaces, even streets such as Hunter and Blackett, which are currently relatively unaffected, will be impacted. The Princes Highway is a

clearway on Sundays and public holidays which restricts parking. On garbage collection nights, bins will have to be placed on the street side of parked vehicles which is dangerous. It is not clear where brewery and other trucks will park to replenish supplies at the hotel and retail outlets, if any. Only one exit /entrance to the underground garage is shown, and the 6-metre drive is barely wide enough to accommodate two large SUV's. This limited access is a major risk if there are any emergencies in the complex as fire and ambulance vehicles cannot get to all units quickly.

☐ Impact of Construction

Construction is on a sloping site and will involve the destruction of at least ten mature trees and extensive excavation. Before construction can start the hotel and accommodation wing will need to be demolished which will be lengthy as they are likely to contain asbestos. This will be followed by lengthy excavations on a sloping block with lots of heavy truck movements and then construction of the three blocks.

Existing drainage on the site is poor, with considerable run off at the northern end which impacts neighbouring properties. The runoff during and after construction could adversely affect the Bottle Gully stream, a natural feeder of the Woronora River

☐ Local Infrastructure

There is only a limited range of retail outlets in the shopping centre and no doctors or dentists, and the area may not be able to cope with the influx from the development.

The local roads are already congested and will not handle the increased traffic.

Thank you for the opportunity to list my concerns. There is no doubt that the site is suitable for development and that the hotel, which has a certain charm, needs a major upgrade to meet patron expectations. However, this proposal is excessive, contrary to existing zoning regulations and will adversely affect the community.

I look forward to receiving a copy of the relevant section of the SIA before the DA is lodged.

Yours faithfully

Emails received 28 June, 2024

You recently did a letter drop about this proposal. Everyone I know in Heathcote East received but very few on the west side of the railway did, me included. Struck me as odd given the hotel is on the western side of both the rail eastern suburbs and Illawarra rail line and the highway.

Hopefully, the planning of the redevelopment, whatever it turns out to be, is done with a bit more diligence and care and attention to obvious detail than planning for the letterbox drop received.

And

Be that as it may, the majority of people on the west side of the highway will be directly affected by the proposed 160 odd units as we move around the area to shops etc in an already overloaded series of streets the council have been good enough to narrow every time they replace/install kerb and guttering Veno St, Roseberry St and Oliver St among them.

If I were a developer I'd be happy to see the distribution limited the way this was (and the stats pumped up by including areas that will see little if no impact eg why would you canvass Parklands Ave which is marginally further away from the site than I am and has zero line of site view. Indeed there'd be no-one east of Wilson Pde (and even most on it) who could see the development.

Unfortunately, it all starts to look a bit self-serving and your reason for the limited distribution only serves to underline the lack of attention to detail and nil concern for a large number of us who will be directly affected, not only visually but by increased congestion in an area already congested from previous large unit developments.

Your response may have been better received if instead of indicating you'd include my comment in your report if you had said you'd petition whoever engaged your services to extend the closing date by a few weeks to allow a meaningful distribution to the people who are actually directly affected.

I can't say I'm familiar with what a 'Social Planning Consultant' does but I take that 'Social' is the key to it suggesting your concerns ought to go way beyond what it looks like and who can see it and reach into the social impacts on the local community. Not having seen the letter I don't know who engaged your organisation's services but the narrow focus which seems designed to exclude the most likely people to have an unenthusiastic response does tend to hint at a developer rather than council although that line can be hard to find this side of the Georges River.

As unsatisfactory as I find your response I can at least thank you for the prompt response.

APPENDIX C

EXPERIENCE AND QUALIFICATIONS OF AUTHOR

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

QUALIFICATIONS:

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

EXPERIENCE:

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

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

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

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

- Youth Worker

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

MEMBERSHIPS:

International Association of Impact Assessment

OTHER:

Justice of the Peace for NSW