



# Kurnell Peninsula Master Plan Social Impact Assessment

Prepared for  
Besmaw

December 2023

**HIIPDA**  
CONSULTING

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## Quality control

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# INTRODUCTION

# 1.0 INTRODUCTION

This Social Impact Assessment report has been prepared by HillPDA to accompany a proponent-initiated Planning Proposal (Planning Proposal) in support of the proposed amendment to State Environmental Planning Policy (Precincts—Central River City) 2021 (SEPP Precincts) and Sutherland Shire Local Environmental Plan 2015 (SSLEP 2015).

The Planning Proposal aims to translate and amend current land uses zones under the applicable controls to be consistent with the standard instrument local environmental plan zones and enable additional uses to accommodate a diverse range of land uses at 251, 260R, 278, and 280-282 Captain Cook Drive, Kurnell (the site). The Planning Proposal will establish a new mixed-use community encompassing residential, employment, tourism, education, cultural facilities, ecological regenerative zones and public open space areas.

This report has been prepared to assess the social impacts associated with the Planning Proposal.

## 1.1 The proposal

The land to which this planning proposal relates is 251, 260R, 278, and 280-282 Captain Cook Drive, Kurnell and is located within the Sutherland Shire Local Government Area (LGA).

The site is to be distributed over six precincts, including:

- Precinct A - Town Centre North
- Precinct B - Town Centre South
- Precinct C - Bate Bay North
- Precinct D - Bate Bay South
- Precinct E - Boat Harbour
- Precinct F - Quibray Bay.

The key features of the site are summarised in Table 1.

**Table 1: Site description**

Feature	Lot 2 North	Lot 2 South	Lot 8	Lot 9
<b>Street address</b>	251 Captain Cook Dr	280-282 Captain Cook Dr	278 Captain Cook Dr	260R Captain Cook Dr
<b>Legal description</b>	Lot 2 in DP1030269	Lot 2 in DP559922	Lot 8 in DP586986	Lot 9 DP 586986
<b>Site area</b>	16ha	160ha	34.5ha	82 sqm
	Total Area: Approximately 210.5 hectares			
<b>Local government area</b>	Sutherland Shire			

The Master Plan for the Planning Proposal is displayed in Figure 1.

Figure 1: Project Master Plan



Source: GroupGSA (2023)

The Gross Floor Areas (GFA) by use and precinct are as described in Table 2.

Table 2: GFA summary

Precinct	Retail	Medium Density Residential	Residential	Townhouses	Seniors - ILUs	Seniors - Indigenous	Seniors - RACF	Tourism	Cultural	Education	Total
Precinct A	6,885	0	125,997	0	19,970	0	0	15,226	15,771	0	183,847
Precinct B	0	30,478	56,457	11,810	21,699	0	10,385	13,639	0	610	145,078
Precinct C	1,057	4,745	38,270	2,881	13,875	0	0	0	0	0	60,828
Precinct D	1,395	5,305	24,917	13,194	10,434	0	0	0	0	0	55,244
Precinct E	0	8,339	40,448	21,167	10,618	0	0	33,479	0	453	114,504
Precinct F	469	12,727	16,804	0	0	2,520	0	0	0	262	32,782
<b>Total</b>	<b>9,806</b>	<b>61,594</b>	<b>302,892</b>	<b>49,052</b>	<b>76,595</b>	<b>2,520</b>	<b>10,385</b>	<b>62,344</b>	<b>15,771</b>	<b>1,324</b>	<b>592,283</b>

Dwelling yields by precinct are shown in Table 3 below.

Table 3: Dwelling yield summary

Precinct	Medium density residential	Residential	Townhouses	Seniors-ILUs	Seniors – Indigenous	Seniors - RACF	Tourism	Total
Precinct A	0	1,177	0	158	0	0	98	1,335
Precinct B	293	469	62	172	0	122	115	1,118
Precinct C	42	350	16	106	0	0	0	514
Precinct D	48	222	72	80	0	0	0	422
Precinct E	79	372	108	82	0	0	374	641
Precinct F	120	153	0	0	30	0	0	303
<b>Total</b>	<b>582</b>	<b>2,743</b>	<b>258</b>	<b>598</b>	<b>30</b>	<b>122</b>	<b>587</b>	<b>4,333</b>



As shown in Table 4 below, the proposal will include approximately 141.5 hectares of open space. This includes approximately 26.5 hectares of land to be dedicated to Sutherland Shire Council (Council) as a frontal dune with walking tracks and beach access, alongside a wetland. Overall, approximately 67.3 per cent of the total site area will comprise of open space.

**Table 4: Open space**

Precinct	Local parks	District parks	Managed Land (Private)	Land to be dedicated	Total open space
Precinct A	10,986	25,065	184,438	0	220,489
Precinct B	7,657	0	149,573	224,412	381,642
Precinct C	4,576	0	79,792	0	84,368
Precinct D	0	26,170	129,860	0	156,030
Precinct E	2,734	27,350	425,017	0	455,101
Precinct F	11,257	0	64,989	40,809	117,055
<b>Total (sqm)</b>	<b>37,210</b>	<b>78,585</b>	<b>1,033,669</b>	<b>265,221</b>	<b>1,414,685</b>

## 1.2 Report requirements

The Department of Planning and Environment (DPE) and Sutherland Shire Council (Council) have both provided their early feedback on the proposal. DPE pre-lodgement feedback and advice received dated 10 August 2023 regarding the proposal included a range of feedback and recommended approaches for the final Planning Proposal. Council provided feedback relevant to this report in:

- An email from Council’s strategic planning team, dated 20 March 2023
- An email from Council’s business and community team, dated 17 May 2023
- A letter from Council’s strategic planning team, dated 11 July 2023.

Selected items from the feedback and advice which form part of this SIA are outlined in Table 5 below.

**Table 5: DPE feedback item and relevant section in this report**

Feedback item	Relevant section
<b>Department of Planning and Environment (DPE)</b>	
<b><u>Open Space – General Comments</u></b>	
<p>The proposal must clearly identify the provision of:</p> <ul style="list-style-type: none"> <li>● public open space;</li> <li>● publicly accessible open space (incl. discussion of the mechanisms for how public access will be provided and secured);</li> <li>● private recreation spaces; and</li> </ul> <p>private open spaces.</p>	<p>Open spaces to be provided as part of the Planning Proposal are identified in section 5.2.1 and section 6.6.</p>
<b><u>Community Infrastructure Needs Assessment</u></b>	
<p>The proposal will also be required to be supported by a Community Infrastructure Needs Assessment, which will need to include:</p> <ul style="list-style-type: none"> <li>● an outline of the likely impacts and social infrastructure requirements resulting from the proposal;</li> <li>● an assessment of the needs and/or demands of the existing and future population and capacity and/or supply of the service in the proposal;</li> <li>● investigating any opportunities for locating social infrastructure considering the proposed increased density; and</li> <li>● clearly inform and support the preparation of the proposed planning framework, including any recommended planning controls or master planning outcomes.</li> </ul>	<p>A community infrastructure needs assessment has been undertaken in Chapter 5.0.</p>

Feedback item	Relevant section
Sutherland Shire Council (Council)	
<p><b><u>Social Planning Report</u></b></p> <p>The future Scoping Proposal will also need to be supported with a Social Planning Report which details the expected demographic profile of the future community, including residents, workers, and visitors to the site. The report will need to outline the required social infrastructure and services needed to support the community during the development of the site, and how the infrastructure and services needs to adapt to support the community over time. The social infrastructure and services will need to align with Council’s infrastructure principles, and design and construction standards.</p>	<p>Chapter 4.0 outlines the existing demographic profile.</p> <p>Section 5.1 outlines the expected demographic profile of the future community. Section 5.2 outlines the required social infrastructure and services needed to support the community during the development of the site.</p>
<p><b><u>Open space</u></b></p> <p>Council’s Open Space Strategy and Implementation Plan 2021-2031 contains the following service standards for parks, green space, active recreation, dog exercise, walking tracks, bicycle facilities, etc. The key standards for parks are as follows and the need to be met on site... (<i>refer section 5.2.1</i>).</p> <p>Council also has a Play Strategy and Implementation Plan 2021-2031 which provides further information and service standards for children’s play, youth play and exercise. At a minimum Council would expect these service standards to be met.</p> <p>A Sports Strategy is also nearing finalisation and should inform the Masterplan. It adopts a rate of provision of 1.4ha/1,000 people for sporting space per head. At a minimum this should be met on site. The site could also make a greater contribution to the long term sporting needs of Sutherland Shire.</p>	<p>Council’s <i>Open Space Strategy and Implementation Plan 2021-2031</i>, <i>Play Strategy and Implementation Plan 2021-2031</i>, and draft <i>Sports Strategy and Implementation Plan</i> are addressed in section 5.2.1.</p>
<p><b><u>Community Hub (Southside)</u></b></p> <ul style="list-style-type: none"> <li>• Estimate an 800 sqm community facility with 400 sqm of hireable space with the rest of the footprint for amenities, Council community Hub/service areas and community organisation space.</li> <li>• Incorporate library kiosk (check with library for size)</li> <li>• Incorporate lifeguard storage (check with Public Safety and Lifeguards for size)</li> <li>• Incorporate community organisation – office space and access to multipurpose rooms for programs (see below)</li> <li>• Facilities – Toilets , Kitchen – see below for service levels from our strategy</li> </ul>	<p>Details on the provision of the proposed community facilities is provided in section 5.2.5.</p>

# METHOD

## 2.0 METHOD

Chapter 41 of the *Sutherland Shire Development Control Plan 2015 (SDCP)* provides guidance around the assessment of social impacts within the LGA. This SIA has adopted an approach that incorporates components from the SDCP, as well as current industry best practice, drawing upon the *DPE SIA Guideline for State Significant Developments 2023 (the SIA Guideline)*.

The SIA aims to scope, assess, and enhance or mitigate potential positive and negative impacts that may arise from the Planning Proposal. The method for this SIA is divided into three phases as shown in Figure 2 below.

**Figure 2: SIA process**



Source: HillPDA, DPE (2023), *SIA Guideline*.

### 2.1 Defining social impacts

A social impact can be defined as the net effect of an activity on a community and the wellbeing of individuals and families. Social impacts may occur across a range of aspects of an individual’s and a community’s life, as shown in Figure 3.

**Figure 3: Areas of social impact**

<i>way of life</i>	how people live, how they get around, how they work, how they play, and how they interact on a daily basis
<i>community</i>	composition, character, cohesion, function, and sense of place
<i>access</i>	how people access and use infrastructure, services and facilities, whether provided by local, state, or federal governments, or by for-profit or not-for-profit organisations or groups
<i>culture</i>	both Aboriginal and non-Aboriginal culture, including shared beliefs, customs, values, and stories, and connections to country, land, waterways, places, and buildings
<i>health and wellbeing</i>	physical and mental health, especially for those who are highly vulnerable to social exclusion or substantial change, plus wellbeing of individuals and communities
<i>surroundings</i>	access to, and use of, services that ecosystems provide, public safety and security, access to and use of the natural and built environment, and its aesthetic value and amenity
<i>livelihoods</i>	people’s capacity to sustain themselves, whether they experience personal breach or disadvantage, and the distributive equity of impacts and benefits
<i>decision-making systems</i>	whether people experience procedural fairness; can make informed decisions; have power to influence decisions; and can access complaint, remedy and grievance mechanisms

Source: Adapted from DPE (2023), *SIA Guideline*.

Under the SDCP, these matters are synthesised into the categories below, which have been used to evaluate social impacts within this report.

**Table 6: Matters to be addressed in a social impact evaluation under the SDCP**

Consideration	Matters to be addressed
<b>Anti-social behaviour and crime prevention</b>	The proposal seeks to reduce or avoid opportunities for criminal activity and/or anti-social behaviour through the adoption of relevant CPTED principles.

Consideration	Matters to be addressed
Access and Mobility	The proposal provides reasonable accessibility and reflects mobility considerations within and around the development, including integration with adjoining environments.
Culture and Community Values	The proposal reflects mainstream culture and community values and provides opportunities to integrate and promote acceptance of minority cultures and values.
Economic advantage	The proposal provides opportunities for sustainable employment and other forms of economic advantage to enhance community wealth, innovation and prosperity.
Housing Mix	The proposal reflects awareness of population and demographic influences and contributes to a mix of housing styles and levels of affordability without reducing the existing stock of low-moderate rental housing.
Quality of Life	The proposal enhances community health and amenity through increased opportunities for recreation, relaxation, physical activity, worship and/or improved safety and security.
Participation and Inclusion	The proposal enhances opportunities for people to participate and interact in community life and seeks to reduce social severance and disadvantage.
Contribution to the existing environment	The proposal reflects the existing character of the local environment, including Indigenous sacred sites and heritage sites, and provides opportunities for sustainable enhancement.
Safety and Security	The proposal seeks to improve safety and security in the public domain through the adoption of relevant CPTED principles.
Transportation	The proposal encourages the use of public and active transport options as a means by which to reduce private vehicle dependence.
Community risk perception	The proposal acknowledges community perception of risk to social, environmental and/or economic outcomes and demonstrates how risks will be avoided, mitigated or offset.

Source: Sutherland DCP (2015), *Chapter 41: Social Impact*. [[www.sutherlandshire.nsw.gov.au/data/assets/pdf\\_file/0022/6718/41-social-impact-pdf.pdf](http://www.sutherlandshire.nsw.gov.au/data/assets/pdf_file/0022/6718/41-social-impact-pdf.pdf)]

## 2.1 Scoping

Social impacts arising from a development may be positive, negative and cumulative. Table 7 presents the outcomes of impact scoping undertaken for the project. The table identifies high level key impact areas for detailed investigation, that may be affected by the proposal.

**Table 7: Types of social impacts**

Type of impact	High level scoping of issues
Negative social impacts	Negative social impacts result from changes to the physical or social fabric that make it worse (in any of the impact categories) than before the project took place. These may include: <ul style="list-style-type: none"> <li>Increased dust or noise levels affecting health</li> <li>Decreased amenity during construction</li> <li>Alterations to community character through land use changes.</li> </ul>
Positive social impacts	Positive social impacts result from changes to the physical or social fabric that make it better (in any of the impact categories) than before the project took place. These may include: <ul style="list-style-type: none"> <li>Increased access to jobs in the local area</li> <li>Improved amenity through provision of open space</li> <li>Stronger sense of community through provision of community space.</li> </ul>
Cumulative social impacts	Cumulative social impacts result from changes to the physical or social fabric that occur from multiple projects or activities that need similar resources or affect similar impact categories. These may include: <ul style="list-style-type: none"> <li>Increased traffic level from construction vehicles for multiple projects in one area</li> <li>A shortage of workers in an area due to multiple similar projects</li> <li>Health impacts from persistent noise or dust levels due to ongoing projects.</li> </ul>

Source: HillPDA, DPE (2023), *SIA Guideline*.

## 2.2 Evidence base

To assess the social impacts accurately, an SIA must also provide an accurate assessment of the social baseline of the project surrounds. This means that the existing surrounds of the proposal must be considered through the collection of data to establish benchmarks against which the impacts of the proposal can be assessed.

To establish this social baseline, HillPDA has conducted a desktop review of the available information provided by the proponent, as well as research conducted with a high degree of impartiality using trusted, industry-standard sources to inform our understanding of relevant demographic and social trends.

The evidence base for this SIA includes data from sources such as:

- The Australian Bureau of Statistics
- NSW Bureau of Crime Statistics and Research
- NSW DPE
- Relevant information provided by Council or the proponent.

### 2.3 Predicting, analysing and evaluating impacts

The impact assessment framework in this report identifies and evaluates changes to the social baseline due to the proposal. This includes the assessment of positive, negative, and cumulative impacts outlined in section 2.1. Changes can be tangible or intangible; qualitative or quantitative; direct or indirect; and subjectively experienced.

The likelihood of social impacts arising from each matter is assessed as part of the scoping process. Matters which are identified as having potential social impacts are then assessed. Professional judgement and experience is applied on a case-by-case basis to identify the significance of impact on the social environment.

The likelihood of a potential impact is a primary element of considering each social impact and its risk rating. The criteria used to determine the likelihood of any potential impact are described in Table 8.

**Table 8: Likelihood of impact**

Likelihood	Description	Indicative Probability
Almost certain	Definite or almost definitely expected	Greater than 90 per cent
Likely	High probability	70 per cent
Possible	Medium probability	50 per cent
Unlikely	Low probability	30 per cent
Very unlikely	Improbable or remote possibility	Less than 10 per cent

Source: DPE (2023), *SIA Guideline*. Adapted from Esteves A.M.et. al. (2017)

The magnitude of a potential impact is a key consideration to determine a risk rating. In determining the magnitude of a potential impact there are five key characteristics that must be considered, these are shown below in Table 9.

**Table 9: Dimensions of social impacts**

Characteristic	Details needed to enable assessment
Extent	Who is expected to be affected? Will any vulnerable groups be impacted? Which locations and people are affected?
Duration	When is the impact expected to occur? Will it be temporary or permanent?
Intensity or scale	What is the likely scale or degree of change?
Sensitivity or importance	How sensitive/vulnerable or adaptable/resilient are affected people to the impact, or (for positive impacts) how important is it to them?
Level of concern/interest	How concerned or interested are people?

Source: DPE (2023), *Social Impact Assessment Guideline*. Adapted from Esteves A.M.et. al. (2017)

Table 10 below identifies the overall magnitude level of impact rating.

**Table 10: Magnitude of impact**

Magnitude	Description
Minimal	No noticeable change experienced by people in locality.
Minor	Mild deterioration/improvement, for a reasonably short time, for a small number of people who are generally adaptable and not vulnerable.
Moderate	Noticeable deterioration/improvement to something that people value highly, either lasting for an extensive time, or affecting a group of people.

Magnitude	Description
Major	Substantial deterioration/improvement to something that people value highly, either lasting for an indefinite time or affecting many people in a widespread area.
Transformational	Substantial change experienced in community wellbeing, livelihood, amenity, infrastructure, services, health and/or heritage values; permanent displacement or addition of at least 20% to a community.

Source: DPE (2023), *SIA Guideline*. Adapted from Esteves A.M.et. al. (2017)

Potential impacts identified in the scoping process are analysed based on the nature of the impact and its predicted severity, and based on this, are assigned a level of significance in line with Table 11.

**Table 11: Social impact significance matrix**

		Magnitude				
		Minimal	Minor	Moderate	Major	Transformational
Likelihood	Almost certain	Low	Medium	High	Very high	Very high
	Likely	Low	Medium	High	High	Very high
	Possible	Low	Medium	Medium	High	High
	Unlikely	Low	Low	Medium	Medium	High
	Very unlikely	Low	Low	Low	Medium	Medium

Source: Adapted from DPE (2023), *SIA Guideline*.

## 2.4 Social impact management

Where impacts are identified, the SIA provides mitigation and/or enhancement measures. For potential negative impacts, measures are identified to avoid or minimise impacts by amending the project or its delivery. For potential positive social impacts, the SIA identifies measures to enhance the benefit of that impact. Social impact management is an ongoing process.

# SOCIAL LOCALITY



## 3.0 SOCIAL LOCALITY

This chapter describes the social locality of the site and the surrounds.

### 3.1 Description of the site and locality

The land to which this planning proposal relates is 251, 260R, 278, and 280-282 Captain Cook Drive, Kurnell and is located within the Sutherland Shire Local Government Area (LGA). The key features of the site are summarised in Table 12. The site displayed in Figure 4.

**Table 12: Site description**

Feature	Lot 2 North	Lot 2 South	Lot 8	Lot 9
Street Address	251 Captain Cook Drive	280-282 Captain Cook Drive	278 Captain Cook Drive	260R Captain Cook Drive Kurnell
Legal Description	Lot 2 in DP1030269	Lot 2 in DP559922	Lot 8 in DP586986	Lot 9 DP 586986
Site Area	16ha	160ha	34.5ha	82 sqm
	Total Area: Approximately 210.5 hectares			

#### Local

**Government Area** Sutherland Shire

**Figure 4: The site**

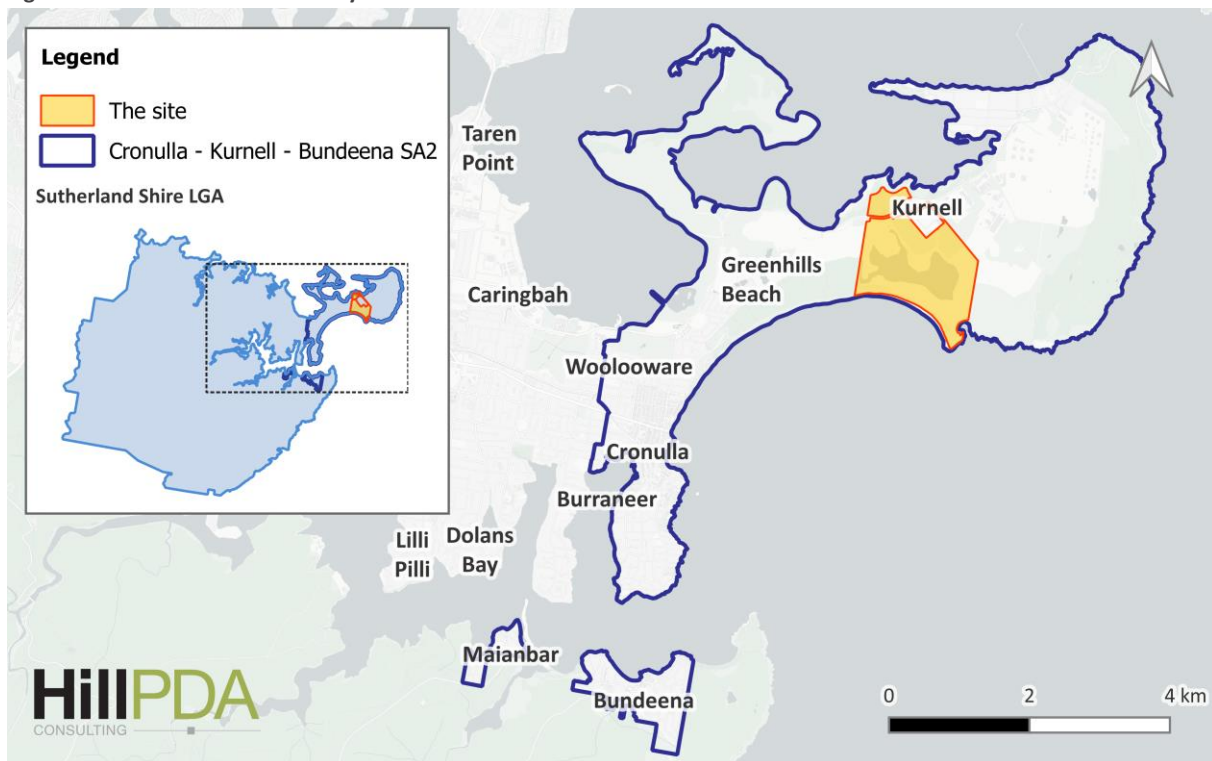


Source: Group GSA (2023)

### 3.2 Social locality

For the purposes of this report, the social locality (or study area) will be defined as the Cronulla – Kurnell – Bundeena SA2, as shown in Figure 5. The social locality recorded a population of 24,374 at the 2021 Census. Further details on the social locality demographics are provided in Chapter 4.0.

Figure 5: The site and social locality



Imagery: CartoDB (2023)

### 3.3 Access

The site is situated approximately 4 kilometres northeast of Cronulla. Access to the site is provided via Captain Cook Drive, which bisects the site. The site is currently serviced by bus route 987, along Captain Cook Drive between Kurnell and Cronulla Railway Station, approximately hourly in each direction throughout the day. The nearest railway station is Cronulla Railway Station on the Main Western Line, located approximately 4 kilometres southwest of the site. Cronulla Station can be accessed from the 987 bus route.

### 3.4 Social infrastructure

An audit of social infrastructure in the area surrounding the site has been conducted using GIS software and has drawn from a range of data sources, including:

- NSW DPE Points of Interest Layer
- Australian Department of Education MySchool database
- Australian Children’s Education and Care Quality Authority (ACECQA) Child Care Finder.

#### 3.4.1 What is social infrastructure?

Social infrastructure is comprised of the facilities, spaces, services and networks that support the quality of life and wellbeing of our communities.<sup>1</sup> Social infrastructure is important to a community as it provides the tangible infrastructure to support the safety, health and wellbeing of that community which allows individuals to be happy, safe and healthy, to learn, and to enjoy life. A network of social infrastructure contributes to social identity, inclusion and cohesion and is invariably used by all at some point in their lives, often on a daily basis. Access to high-quality, affordable social services has a direct impact on the social and economic wellbeing of all community members.

<sup>1</sup> (Infrastructure Australia, 2019)

This report has considered the following types of social infrastructure:

- Education – child care, schools, tertiary facilities
- Health care – community medical centres, aged care facilities
- Community and culture – libraries and community centres
- Active and passive recreation – such as parks, sporting ovals and social clubs, halls etc.

This report focuses less on businesses such as retail or commercial services which may claim to offer social benefits or services. While these facilities can provide valuable social functions, the future provision of these businesses in any area is typically market-led and does not benefit from formal government funding.

Social infrastructure facilities generally operate at three levels of provision. These are local, regional and district. The different scales of infrastructure service different sized catchments. Catchments refer to both geographical areas and the size of the population serviced. For example, a primary school is intended to serve the local population, usually within walking distance. However, a university will cater for a much wider population.

Due to the scale of the proposed site, a review of the surrounding social infrastructure has been based on the SA2 level, using the Cronulla – Kurnell – Bundeena SA2 as the catchment area. Social infrastructure located in proximity to the site is mapped below. An 800-metre catchment area has been included on the map to highlight the most accessible services and facilities.

### 3.4.2 Education and child care

In the social locality, no schools are situated within 800 meters of the site. However, the SA2 catchment area encompasses several educational institutions serving primary and secondary education needs. Kurnell Public School and Kurnell Preschool Kindergarten, located approximately 3 kilometres northeast, cater primarily to younger students, with Kurnell Public School being the closest primary school within the catchment area. For high school students, Cronulla High School, roughly 3 kilometres southwest, stands as the primary option, its enrolment catchment area roughly aligning with the SA2 boundary. Additionally, the Kamay Botany Bay Environmental Education Centre, positioned to the north, offers comprehensive educational programs for both primary and secondary students, supplementing traditional schooling options in the vicinity.

Table 13 shows the 2022 and 2023 enrolment figures within the social locality, alongside enrolment caps and the change in enrolment between 2019 and 2023. Enrolment caps are calculated based on the capacity of a school’s permanent buildings (i.e. ignoring any additional capacity from demountable classrooms), schools exceeding their cap are prohibited from accepting out of area enrolments but are still required to accept enrolments within their drawing area.

**Table 13: Public school enrolment figures**

	School name	2023 students	Enrolment cap 2023*	2022 students	Change 2019-2023
	Cronulla High School*	1,281	800	1,309	8%
	Kurnell Public School*	228	208	222	18%
	Cronulla Public School	504	255	485	13%
	Woolooware Public School	580	393	494	-5%

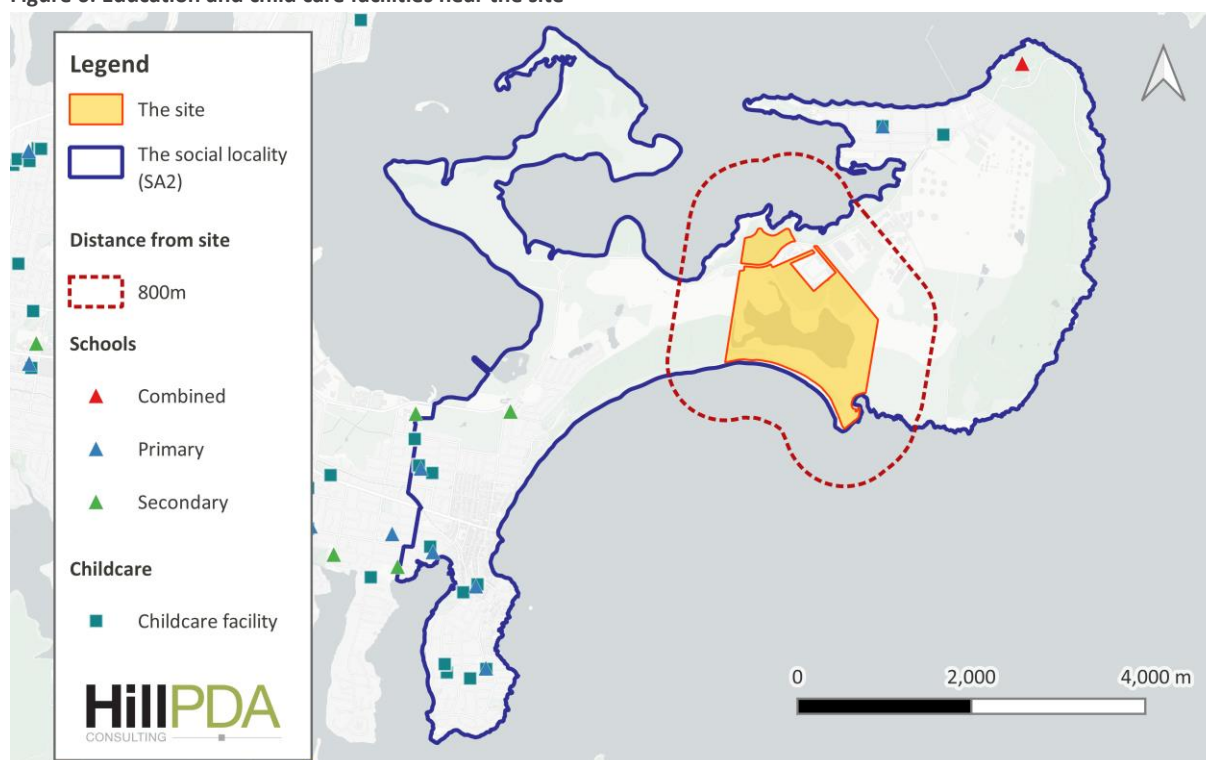
Source: Carroll, L and Gladstone, N (14 May 2023), *Sydney’s most overcrowded schools breaching their student cap*.

[<https://www.smh.com.au/national/nsw/sydney-s-most-overcrowded-schools-breaching-their-student-cap-20230511-p5d7mt.html>]

\* Denotes local enrolment area school for the site

There are eight long day care facilities within the social locality with an approved maximum of 288 places and five Out of School Hours Care (OOSH) with an approved maximum of 409 places. These are largely concentrated to the southwest of the peninsula, though two are located to the site’s northeast including Kurnell Pre-School Kindergarten and Kurnell OOSH. Two long day care centres in Cronulla were the only centres reporting vacancies at the time of writing. These facilities are identified in Figure 6 and Table 14.

Figure 6: Education and child care facilities near the site



Imagery: CartoDB 2023

Table 14: Education and child care facilities within social locality

	Name	Type	Note
District serving education and child care facilities within Cronulla – Kurnell – Bundeena SA2	Cronulla Public School	Primary School (public)	-
	St Aloysius Catholic Primary School	Primary school (private)	-
	Kurnell Public School	Primary School (public)	Enrolling primary school for the site
	Woolooware Public School	Primary School (public)	-
	Cronulla High School	High School	Enrolling high school for the site
	Kamay Botany Bay Environmental Education Centre	Public	Specialised environmental education centre.
	Kurnell Pre-School Kindergarten	Long day care	Approved places: 29. Vacancy data unavailable
	Babies by the Bay at Mimi's	Long day care	Approved places: 53; Vacancies: Y
	SCOOSH Inc	OOSHC	Approved places: 65; Vacancies: N
	Kurnell OOSH	OOSHC	Approved places: 24; Vacancies: N
	Waves Early Learning Service	Long day care	Approved places: 26; Vacancies: N
	Waratah Street Early Education Centre	Long day care	Approved places: 40; Vacancies: N
	TeamKids - Woolooware Public School	OOSHC	Approved places: 127; Vacancies: N
	TeamKids - Cronulla Public School	OOSHC	Approved places: 118; Vacancies: N
	Cronulla Preschool Kindergarten	Long day care	Approved places: 60; Vacancy data unavailable
	Young Giants St Aloysius	OOSHC	Approved places: 75; Vacancies: N
Franklin Road Early Education Centre	Long day care	Approved places: 47; Vacancies: N	
Babies by the Bay Cronulla	Long day care	Approved places: 33; Vacancies: Y	

Source: DPE (2022), NSW Education (2022), ACECQA (2023)<sup>2</sup>, Department of Health (2023)

<sup>2</sup> (Australian Children's Education and Care Quality Authority, 2022)

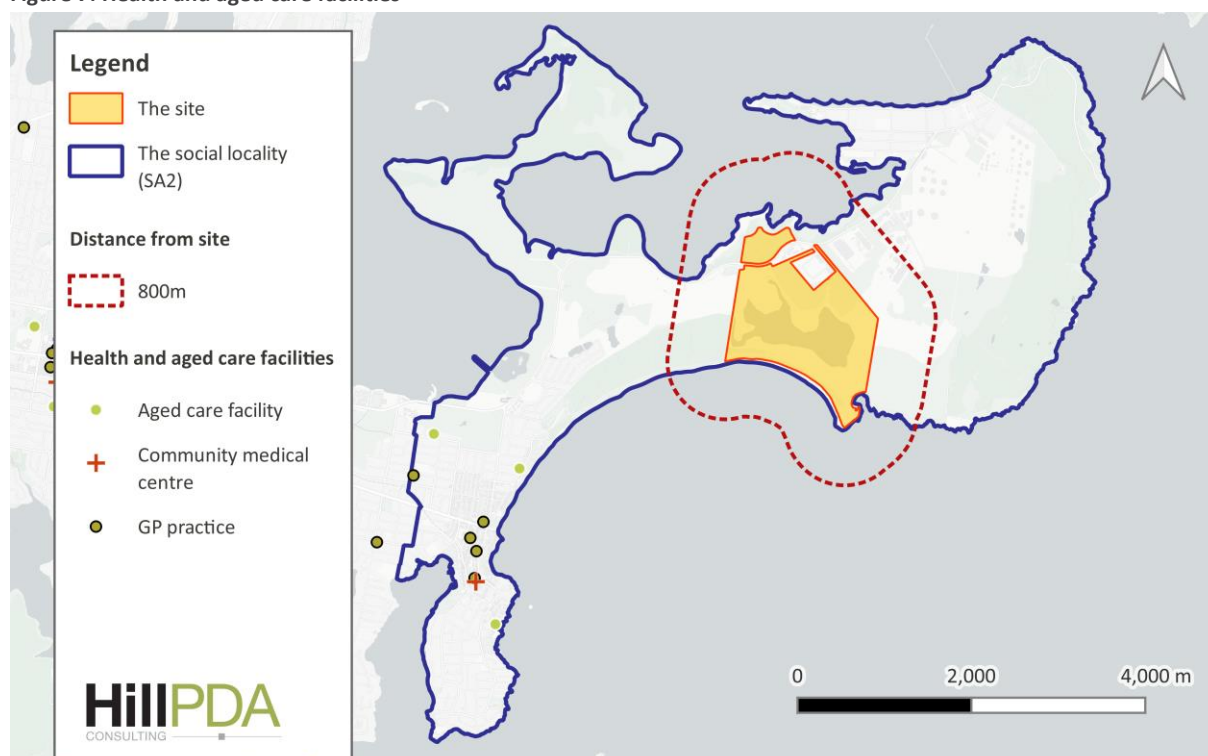
### 3.4.3 Health and aged care

There are no health or aged care facilities within 800m of the site, though there are 5 general practices within the social locality. Similar to the clustering of child care centres, all medical practices are located to the southwest portion of the Cronulla – Kurnell – Bundeena SA2. There is also a community medical centre located to the southwest of the site, the Cronulla Childhood Health Centre, which provides maternal, child and family health services.

Three aged care facilities are located to the southwest of the site, including Cronulla Seaside Aged Care, Stella Maris Residential Aged Care and Pathways Cronulla Pines.

Health and aged care facilities are shown below in Figure 7 and Table 15.

**Figure 7: Health and aged care facilities**



**Table 15: Education and child care facilities within social locality**

	Name	Type
District serving education and child care facilities within Cronulla – Kurnell – Bundeena SA2	+ Cronulla Childhood Health Centre	Medical Centre
	Woolooware Medical Centre	General Practice
	Cronulla General Practice	General Practice
	Family Medical Practice of Dr Jane Givney	General Practice
	Cronulla Medical Practice	General Practice
	MedClinic Cronulla Medical Centre	General Practice
	Pathways Cronulla Pines	Aged Care
	Stella Maris Residential Aged Care	Aged Care
	Cronulla Seaside Aged Care	Aged Care

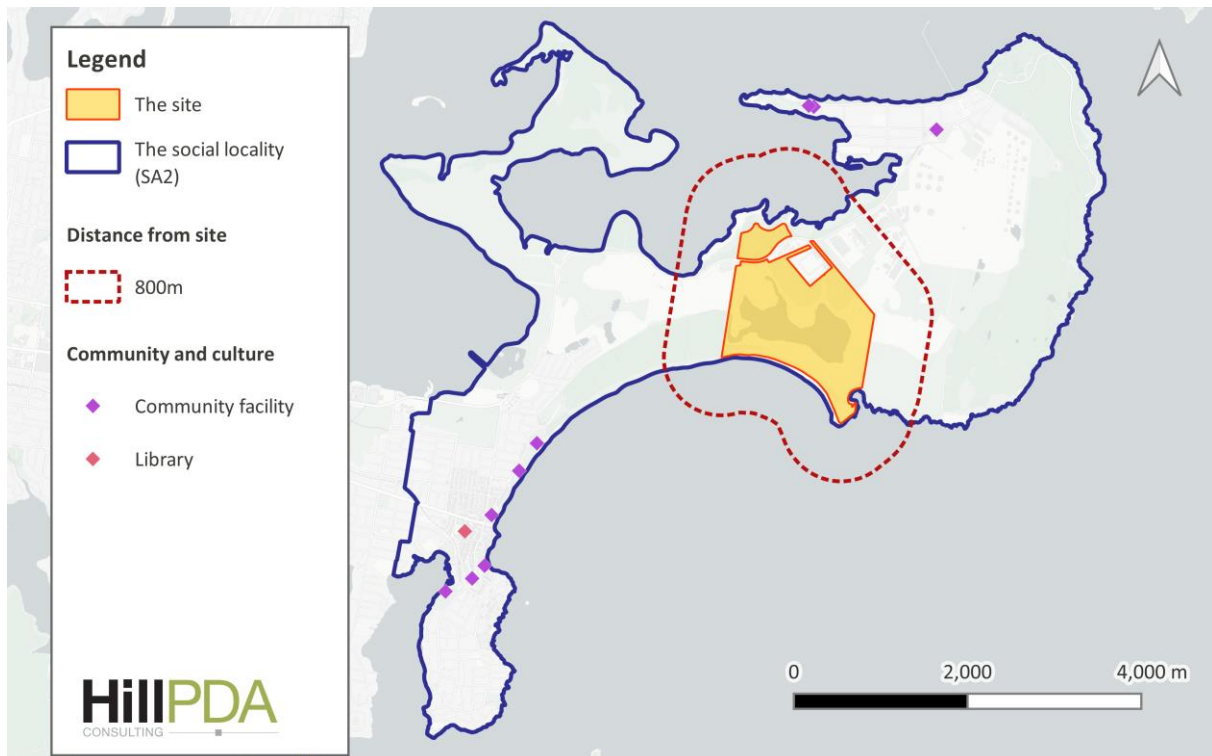
Source: DPE (2022), NSW Education (2022), ACECQA (2023), Department of Health (2023)

### 3.4.4 Community and culture

The SA2 social locality catchment provides access to a variety of community facilities including Cronulla Library, several sailing, boating and surf lifesaving clubs and community halls. There are no community facilities located within 800 metres of the site. Most facilities, including halls and a central library are located in Cronulla, with three facilities in the Kurnell village (the Marton Community Hall, Kurnell Catamaran Club and Sutherland Shire

Sailing Club). Community and culture facilities located near the site and surrounds are shown in Figure 8 and Table 16.

**Figure 8: Community and culture facilities within the social locality**



**Table 16: Community and culture facilities within the social locality**

Catchment	Name	Type
District	Wanda SLSC	Community Facility
	Elouera SLSC	Community Facility
	North Cronulla SLSC	Community Facility
	Cronulla SLSC	Community Facility
	Gunnamatta Pavilion	Community Facility
	Kurnell Catamaran Club	Community Facility
	Sutherland Shire Sailing Club	Community Facility
	Marton Community Hall	Community Facility
	Thornton Hall	Community Facility
	Region	Cronulla Library

Source: DPE (2022), NSW Education (2022), ACECQA (2023)<sup>3</sup>, Department of Health (2023)

### 3.4.5 Active and passive recreation

The site is surrounded by ample open space and recreation areas, including the following facilities which are located within the SA2 boundary:

- 24 parks
- 13 beaches
- 4 bowling greens
- 2 tennis courts and sports centres
- 1 golf course.

<sup>3</sup> (Australian Children’s Education and Care Quality Authority , 2022)

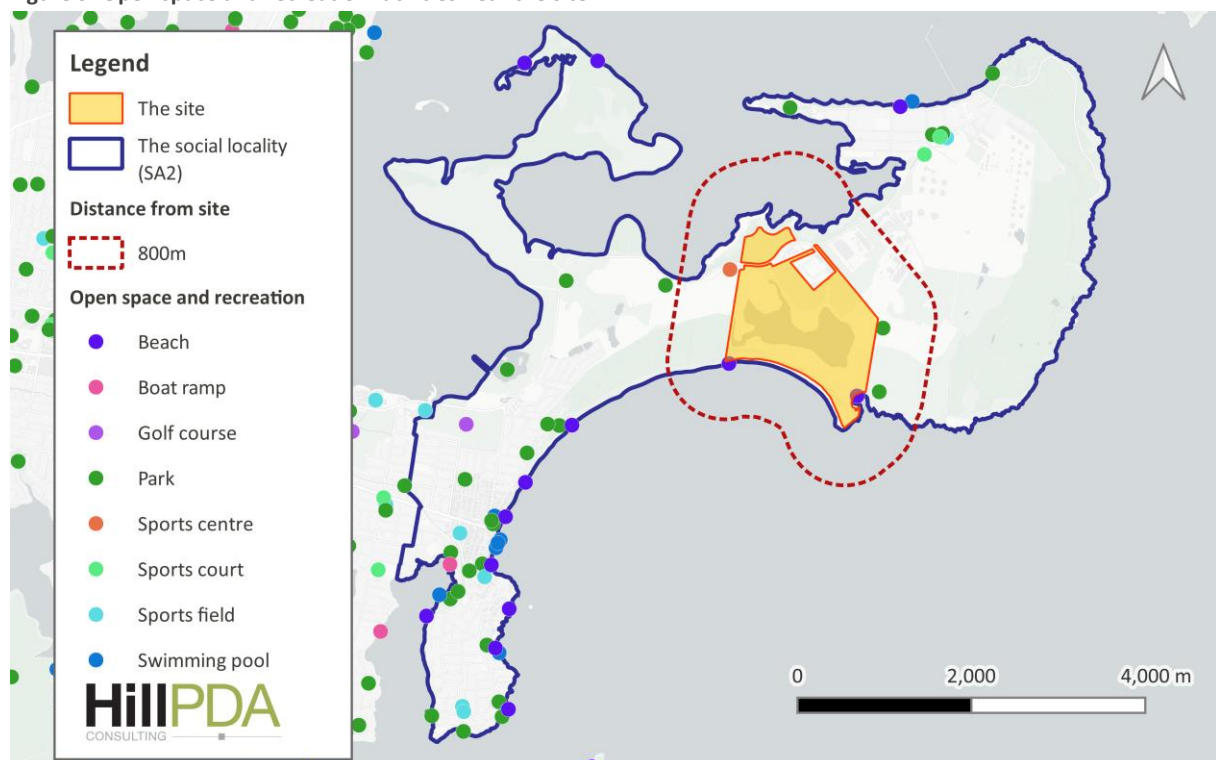
The site currently contains Endeavour Heights Reserve and the Boat Harbour 4WD Park, providing access to a private beach. Besmaw currently owns and operates the private 4WD access, which would be removed as part of the Planning Proposal, transitioning the private beach to public land.

The Marang Parklands contain two hockey fields and Marang Parkland Field 1, an open sports field located to the east of Greenhills Skate Park. These facilities comprise the preliminary stages of the Marang Parklands, which will incorporate further playing fields and parklands following the closure of the adjacent Breen Resources Waste Management and Disposal Centre. A total of 42 hectares of land is proposed to be converted into community open space, including through the provision of new parklands with walking tracks, parking, lookouts and other amenities.<sup>4</sup> These open spaces are expected to help to meet the open space needs of the community at Kurnell.

In addition to parks and sporting facilities, two beaches are also located within 800m of the site, including Boat Harbour Beach and Green Hills Beach. Boat Harbour Beach is privately owned and costs \$35 per vehicle for admittance Monday to Sunday, and \$50 per vehicle on Sundays and public holidays. Green Hills Beach is located north of Wanda Beach and provides limited facilities for users. The section of beach is patrolled during summer school holidays as required. There are 8 swimming pools located within the social locality, a number of these are ocean pools on the coast located adjacent to beaches.

Active and passive recreation facilities and recreation areas are shown in Figure 9 and identified in Table 17.

**Figure 9: Open space and recreation facilities near the site**



**Table 17: Open space and recreation facilities nearby the site**

	Name	Type
<b>Local serving open space and recreation facilities (within 800m)</b>	Green Hills Beach	Beach
	Boat Harbour Beach	Beach
	Boat Harbour 4wd Park	Reserve
	Endeavour Heights Reserve	Park
	Marang Parklands	Park
	Marang Hockey fields	Sports Centre
	Marang Parklands Field 1	Sports Field
	Oak Park	Park

<sup>4</sup> Breen Resources (2023), *Project Overview*, available at: <https://www.breen.com.au/marangparklands/>

	Name	Type
<b>District serving open space and recreation facilities (within Cronulla – Kurnell – Bundeena SA2)</b>	Dunningham Park	Park
	Gunnamatta Park	Park
	Don Lucas Reserve	Park
	Darook Park	Park
	Shelly Park	Park
	Wanda Reserve	Park
	Cronulla Park	Park
	Bonna Point Reserve	Park
	The Esplanade Reserve	Park
	Salmon Haul Reserve	Park
	Captain Cooks Landing Place Historic Site	Park
	Monro Park	Park
	Tonkin Park	Park
	Charlotte Breen Memorial Reserve	Reserve
	Woolooware Wader Lagoon	Reserve
	Kurnell Recreation Club Tennis Courts	Tennis Courts
	Oak Park Pool	Swimming Pool
	Shelly Beach Pool	Swimming Pool
	Cronulla South Pool	Swimming Pool
	Cronulla Beach Pool	Swimming Pool
Ocean Bath	Swimming Pool	
Ocean Baths	Swimming Pool	
Swimming Pool	Swimming Pool	
Cronulla Children's Pool	Swimming Pool	
<b>Regional serving open space and recreation facilities</b>	Blackwoods Beach	Beach
	Elouera Beach	Beach
	North Cronulla Beach	Beach
	Silver Beach	Beach
	Towra Beach	Beach
	Towra Spit Beach	Beach
	Oak Park Beach	Beach
	Gunnamatta Bay Beach	Beach
	Wanda Beach	Beach
	Cronulla Beach	Beach
	Shelly Beach	Beach
	Golf Course	Golf Course




# SOCIAL BASELINE

## 4.0 SOCIAL BASELINE

### 4.1 Demographic overview

The table below presents a summary of the salient characteristics of Cronulla - Kurnell - Bundeena (SA2), with Greater Sydney Greater Capital City Statistical Area (GCCSA) provided as a comparator.

<p><b>Population</b></p>	<ul style="list-style-type: none"> <li>In 2021, Cronulla - Kurnell - Bundeena was estimated to be home to approximately 24,374 residents, living in 11,855 dwellings with an <b>average household size</b> of 2.3, smaller than Greater Sydney (2.7).</li> </ul>
<p><b>Median age</b></p>	<ul style="list-style-type: none"> <li>At the 2021 Census, the <b>median age of</b> Cronulla - Kurnell - Bundeena was 42, higher than the median age for Greater Sydney (37).</li> </ul>
<p><b>Age profile</b></p>	<ul style="list-style-type: none"> <li>In 2021, 20% of residents in Cronulla - Kurnell - Bundeena were aged <b>over the age of 65</b>, which was greater than Greater Sydney (15%).</li> <li>There was a higher proportion of residents aged <b>under 15 years</b> in Cronulla - Kurnell - Bundeena (22.6%) in 2021 than Greater Sydney (14.4%).</li> <li>The proportion of <b>residents of working age</b> (aged 15-64) was similar across Cronulla - Kurnell - Bundeena (66.5%) and Greater Sydney (66.4%) in 2021.</li> </ul>
<p><b>Language spoken at home</b></p>	<ul style="list-style-type: none"> <li>At the 2021 Census, 11.7% of households in Cronulla - Kurnell - Bundeena spoke a <b>language other than English at home</b>, significantly lower than 42.0% of households across Greater Sydney.</li> </ul>
<p><b>Need for assistance</b></p>	<ul style="list-style-type: none"> <li>At the 2021 Census, approximately 878 (3.6%) residents in Cronulla - Kurnell - Bundeena <b>required assistance with core activities</b>, compared to 270,665 (5.2%) in Greater Sydney.</li> </ul>
<p><b>Household type</b></p>	<ul style="list-style-type: none"> <li>There was a slightly smaller representation of <b>group households</b>, with 4.2% in Cronulla - Kurnell - Bundeena compared to 4.2% across Greater Sydney</li> <li>Family composition in Cronulla - Kurnell - Bundeena was generally similar to across Greater Sydney, though with a higher proportion of one parent families</li> <li>At the 2021 Census, 37.7% of families in Cronulla - Kurnell - Bundeena were <b>couple families with children</b>, 47.8% were <b>couple families without children</b>, and 13.1% were <b>one parent families</b>. Across Greater Sydney, these proportions were 48.4%, 34.8%, and 15.1% respectively.</li> </ul>
<p><b>Household size</b></p>	<ul style="list-style-type: none"> <li>At the 2021 Census, 6.6% of <b>households consisted of five or more persons</b>, in Cronulla - Kurnell - Bundeena, a smaller proportion than Greater Sydney (11.5%)</li> <li><b>One person households</b> in Cronulla - Kurnell - Bundeena (31%) occurred at higher rates than across Greater Sydney (23.2%), and <b>two person households</b> constituted a higher share of total dwellings in Cronulla - Kurnell - Bundeena (38.6%) than Greater Sydney (30.7%)</li> <li>There was a smaller proportion of <b>three and four person households</b> in Cronulla - Kurnell - Bundeena (23.8%) than across Greater Sydney (34.6%).</li> </ul>
<p><b>Income and expenditure</b></p>	<ul style="list-style-type: none"> <li>The <b>median weekly personal income</b> in Cronulla - Kurnell - Bundeena at the 2021 Census was \$839, slightly lower than that of Greater Sydney (\$881). The median weekly household income in Cronulla - Kurnell - Bundeena in 2021 was \$1,707, lower than that of Greater Sydney (\$2,077)</li> <li>Meanwhile, <b>median weekly rent</b> in Cronulla - Kurnell - Bundeena was slightly higher (\$500) than across Greater Sydney (\$470), and <b>median monthly mortgage payments</b> were also higher (\$2,600 compared to \$2,427).</li> <li>Similar proportions of households in Cronulla - Kurnell - Bundeena were experiencing <b>housing stress</b> as across Greater Sydney. There were 34.2% of rental households in Cronulla - Kurnell - Bundeena that were paying <b>greater than 30% of their household income</b>, compared to 35.3% across Greater Sydney. The proportion of households with a mortgage making <b>mortgage repayments greater</b></li> </ul>

 <b>Work and employment</b>	<p><b>than 30% of household income</b> was 20.1% in Cronulla - Kurnell - Bundeena, compared to 19.8% across Greater Sydney.</p>			
	<ul style="list-style-type: none"> <li>As at the 2021 Census, 3.2% of Cronulla - Kurnell - Bundeena residents who reported as being in the labour force were <b>unemployed</b>. This was lower than the unemployment rate in Greater Sydney (5.1%).</li> <li>The <b>most common occupation</b> in Cronulla - Kurnell - Bundeena in 2021 was 'Professionals', with over almost 27% of employed people working in this role, whilst the <b>top industry of employment</b> was Hospitals (except Psychiatric Hospitals) (3.9% of employed people). Other common occupations and industries of employment in Cronulla - Kurnell - Bundeena are listed in the table below.</li> </ul>			
	Occupation (top five)	%	Industry of employment (top five)	%
	Professionals	26.9	Hospitals (except Psychiatric Hospitals)	3.9
	Managers	17.6	Primary Education	2.6
	Clerical and Administrative Workers	14.1	Secondary Education	2.1
Technicians and Trades Workers	13.4	Cafes and Restaurants	1.9	
Community and Personal Service Work	11.0	Real Estate Services	1.9	

Source: Australian Bureau of Statistics QuickStats (2022),<sup>5</sup> Australian Bureau of Statistics TableBuilder (2022)<sup>6</sup>

## 4.2 Population change

Population projections have been sourced from DPE's 2022 Common Planning Assumptions (CPA) dataset for Cronulla - Kurnell - Bundeena (SA2). It should be noted that the dataset was prepared in April 2021, prior to the 2021 Census which was conducted in August 2021.

Table 18 shows the projected population growth in Cronulla - Kurnell - Bundeena (SA2) between 2021 and 2041 by age group. This shows that the overall population is projected to increase by approximately 5.4 per cent over the 20 year period, from 25,801 in 2021 to 27,205 in 2041.

The most significant growth is projected in residents aged 75 years and over, with these age groups all growing by more than 95 per cent over the 20 year period. Conversely, the population under 20 is projected to decrease by 788 (17%). Overall, this shows that the proportion of residents in older age groups is projected to increase, whilst younger age groups are generally expected to make up a small share of the population in 2041.

Despite the increase in older residents, population growth has been projected across all age groups. This suggests that the local area will still need to offer a wide range of services to meet diverse needs for housing and social infrastructure, though with a focus on providing services for the growing number of older residents in the area.

<sup>5</sup> (Australian Bureau of Statistics, 2022)

<sup>6</sup> (Australian Bureau of Statistics, 2022)

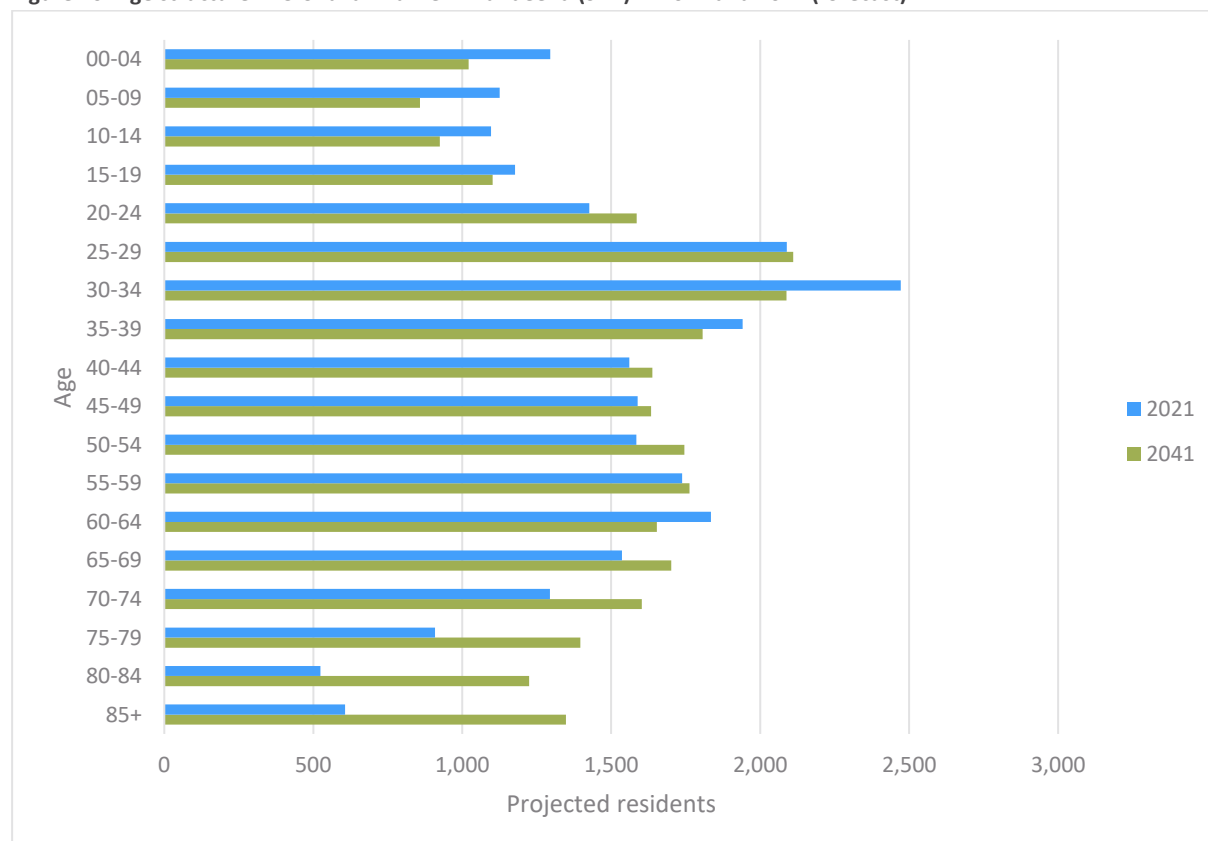
**Table 18: Cronulla - Kurnell - Bundeena (SA2) population growth forecast by age group, 2021-2041**

Age group	2021 (#)	2021 (%)	2041 (#)	2041 (%)	Change (#)	Change (%)
0 to 4	1,295	5.0%	1,021	3.8%	-274	-21%
5 to 9	1,125	4.4%	859	3.2%	-267	-24%
10 to 14	1,097	4.3%	925	3.4%	-172	-16%
15 to 19	1,177	4.6%	1,102	4.0%	-76	-6%
20 to 24	1,426	5.5%	1,586	5.8%	+159	+11%
25 to 29	2,090	8.1%	2,111	7.8%	+22	+1%
30 to 34	2,472	9.6%	2,088	7.7%	-384	-16%
35 to 39	1,941	7.5%	1,807	6.6%	-134	-7%
40 to 44	1,561	6.0%	1,638	6.0%	+77	+5%
45 to 49	1,589	6.2%	1,634	6.0%	+45	+3%
50 to 54	1,585	6.1%	1,746	6.4%	+161	+10%
55 to 59	1,738	6.7%	1,762	6.5%	+24	+1%
60 to 64	1,835	7.1%	1,653	6.1%	-182	-10%
65 to 69	1,536	6.0%	1,702	6.3%	+166	+11%
70 to 74	1,294	5.0%	1,603	5.9%	+309	+24%
75 to 79	909	3.5%	1,396	5.1%	+487	+54%
80 to 84	524	2.0%	1,225	4.5%	+700	+134%
85 and over	607	2.4%	1,348	5.0%	+741	+122%
<b>Total persons</b>	<b>25,801</b>		<b>27,205</b>		<b>+1,403</b>	<b>+5%</b>

Source: DPE (2022)

Figure 10 shows the population age structure in Cronulla - Kurnell - Bundeena (SA2) in 2021 and 2041 (projected). This shows that with the exception of the 15-19 age group, all age groups aged under 20 years are projected to see a decline in their share of the population between 2021 and 2041. The most significant decline is projected in the 35-39 age group, which would see its share of the population decrease from 8.6 per cent in 2021 to 7.2 per cent in 2041.

**Figure 10: Age structure in Cronulla - Kurnell - Bundeena (SA2) in 2021 and 2041 (forecast)**



Source: DPE (2022)

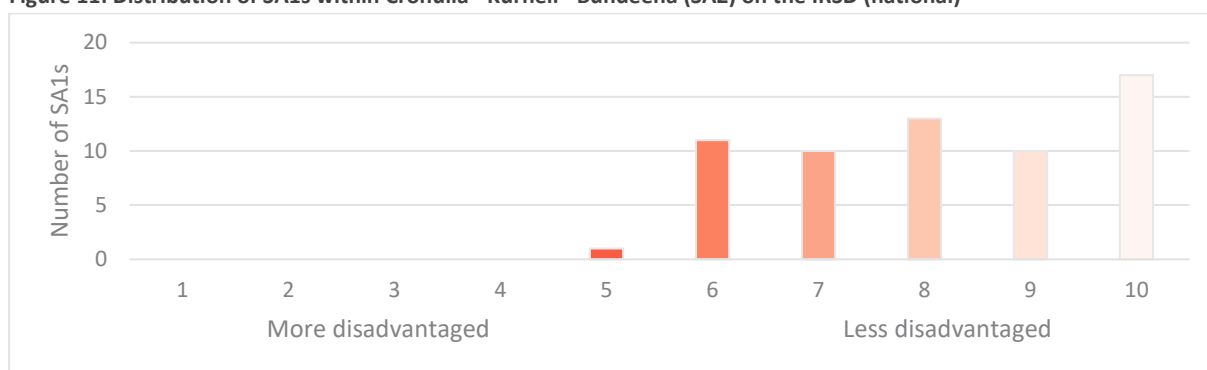
### 4.3 Social advantage and disadvantage

The Socio-Economic Indexes for Areas (SEIFA) are rankings of relative socio-economic status (advantage and disadvantage) for different geographic areas, within each state and nationally. The indexes rank areas against others of the same geographic type (e.g. Local Government Area or Statistical Area Level 1) based on specific socio-economic metrics, selected based on the particular SEIFA index.

#### 4.3.1 Relative socio-economic disadvantage

Index of Relative Socio-economic Disadvantage (IRSD) examines factors like unemployment, proportion of lower income households, lower education levels or lack of internet access to compare overall levels of disadvantage in areas. Figure 11 shows the distribution of IRSD rankings for SA1s within the social locality. The SA1s surrounding the site are generally concentrated six highest deciles, indicating lower levels of disadvantage than the national average.

**Figure 11: Distribution of SA1s within Cronulla - Kurnell - Bundeena (SA2) on the IRSD (national)**

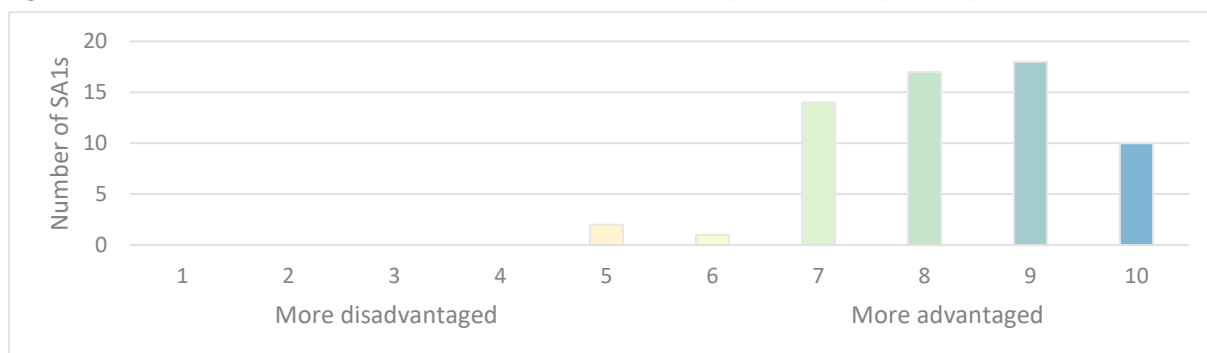


Source: ABS (2021). SA1s for which no score is recorded (low population) have been excluded.

#### 4.3.2 Relative socio-economic advantage and disadvantage

The Index of Relative Socio-economic Advantage and Disadvantage (IRSAD), in addition to the indicators of disadvantage above, examines factors like professional occupations, high income, higher education levels, and larger houses to compare overall levels of advantage and disadvantage in areas. Figure 12 shows the distribution of IRSAD rankings for SA1s within the social locality. There are no areas of higher disadvantage and lower advantage compared with the national average, with almost all SA1s in the social locality in the top four deciles.

**Figure 12: Distribution of SA1s within Cronulla - Kurnell - Bundeena (SA2) on the IRSAD (national)**



Source: ABS (2021). SA1s for which no score is recorded (low population) have been excluded.

### 4.4 Crime

Data from the NSW Bureau of Crime Statistics and Research (BOCSAR) indicates there were no crime hotspots near the site. This is largely due to the site’s relative isolation from nearby population centres. Crime data is explored in further detail below with consideration of incident rates compared to the LGA and State rates.

Table 19 shows crime rates by type for the suburb of Kurnell. It reveals that crime rates in the suburb are too small to produce a statistically significant trend, with the exception of theft, which had recorded a stable crime rate over two years and a relatively low crime count.

**Table 19: Crime statistics and 2-year crime trends for the suburb of Kurnell to June 2023**

Crime type	Trend (2 year)	Year to June 2022		Year to June 2023	
		Count	Rate	Count	Rate
Assault	n.c.	24	942.7	15	589.2
Robbery	n.c.	1	39.3	2	78.6
Theft	Stable	35	1,374.7	24	942.7
Malicious damage to property	n.c.	25	981.9	12	471.3

Source: NSW Bureau of Crime Statistics and Research (2023)

## 4.5 Key insights

The social locality is notable for:

- A significantly lower proportion of households that speak a language other than English at home (approx. 12 per cent), compared to nearly 42 per cent of households across Greater Sydney.
- A relatively similar family composition to Greater Sydney, though with a higher proportion of one parent families
- A comparable proportion of group person households compared to Greater Sydney (4.2 per cent).
- A slightly lower median weekly personal income (\$839) compared to \$881 for Greater Sydney and a higher average weekly rent (\$500) compared to Greater Sydney (\$470)
- A lower unemployment rate (3.2 per cent) compared to Greater Sydney (5.2 per cent)
- A higher median age (42) than Greater Sydney (37) with 20 per cent of residents aged over 65. However, the area displayed a high proportion of residents aged under 15 years (22.6 per cent) than Greater Sydney (14.4 per cent)
- Indices measuring socio-economic disadvantage and advantage portray a relatively lower level of disadvantage and a higher level of advantage compared to national averages in the social locality.
- A range of social infrastructure is located within 800 metres of the site including open spaces and parks allowing for a variety of recreation activities
- Slightly higher median weekly rent and monthly mortgage repayments than in Greater Sydney, and a similar proportion of rental households experiencing housing stress
- A review of crime data revealed no significant hotspots for crimes within 400 metres of the site, likely due to the site's relative isolation from nearby population centres
- Relatively low rates of crime. BOCSAR crime data for the suburb of Kurnell reveals that crime rates in the suburb were generally too small to produce a statistically significant trend, with the exception of Theft, which recorded a stable 2 year trend.
- While the immediate vicinity lacks schools within an 800-meter radius, several educational institutions serve primary and secondary education needs in the broader catchment area.

# COMMUNITY NEEDS ASSESSMENT

## 5.0 COMMUNITY NEEDS ASSESSMENT

### 5.1 Projected population

Sources of expenditure to support the centre would be derived from residents, workers and overnight tourists and day visitors.

#### Resident population projections

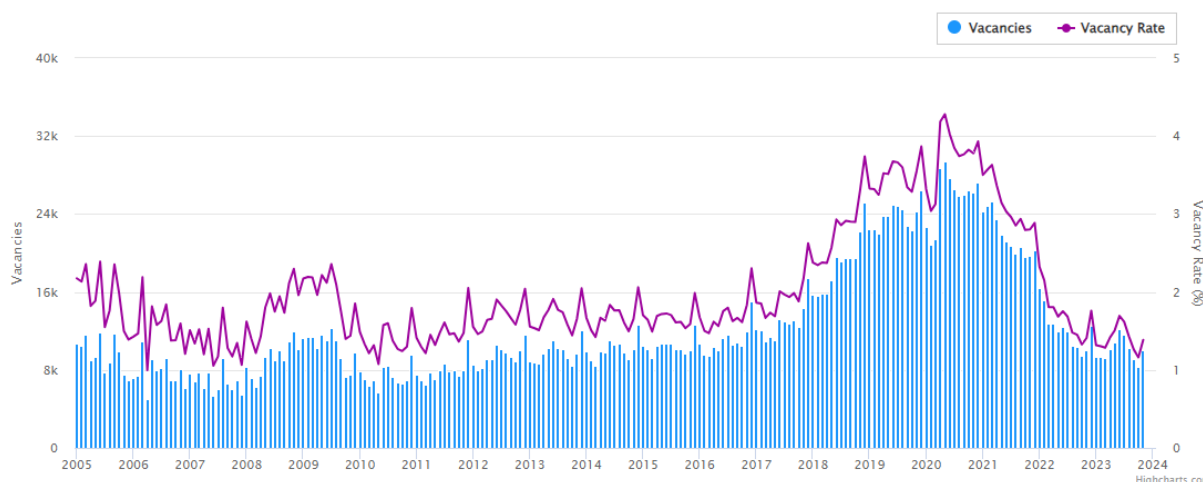
The following estimates the resident population of the site. This was achieved through the following steps:

1. Applying an average vacancy rate to determine the number of occupied dwellings.
2. Applying an average occupancy rate (average number of people per household) to the number of occupied dwellings.

#### Vacancy rate

According to SQM Research between January 2005 and November 2023, the average residential vacancy rate across Sydney has been about 2 per cent. This rate has been applied to the proposed number of dwellings in the Planning Proposal to determine the number of occupied dwellings at any one time. It is also noted that the spike in vacancy rates in 2020-2021 was caused by the COVID-19 pandemic, though vacancy rates have now declined to rates similar to, or lower than, prior to the Covid-19 pandemic.

**Figure 13: Sydney monthly vacancy rate January 2005 – November 2023**



Source: SQM Research December 2023

#### 5.1.1 Occupancy rates

Average household sizes for apartments and townhouses have been sourced from the ABS 2021 Census for Sutherland Shire. This was further undertaken at the bedroom level through cross-tabulating the number of persons usually residing by bedroom number and typology type.

These rates were applied to each respective typology type by their bedroom composition.

**Table 20: Average household size by bedroom number and typology (Sutherland Shire 2021)**

Category	Apartment	Townhouse
Studio/1 bed	1.25	1.29
2 bed	1.87	1.75
3 bed	2.37	2.45
4 bed	2.89	3.19

Source: ABS 2021 TableBuilder



An average household density of 1.3 persons per senior independent living unit (IUL) was sourced from research undertaken and provided in Kight Frank’s Seniors Living Insight September 2017. It has been assumed an average household density of 1 person per aged care dwelling.

### 5.1.2 Resident population estimate

Based on the above assumptions, it is estimated that the site could achieve a resident population of around 7,304 persons.

**Table 21: Site’s resident population estimate**

Dwelling type	Dwellings	Vacancy rate	Occupied dwellings	Blended occupancy rate	Population estimate
Apartments	3,325	2%	3,259	1.74	5,675
Townhouses	258	2%	253	2.81	710
Senior ILUs	628	2%	615	1.3	800
Senior RACF	122	2%	120	1.0	120
<b>Total</b>	<b>4,333</b>	<b>0</b>	<b>4,246</b>	<b>1.72</b>	<b>7,304</b>

Source: Profile .id January 2023 projections, ABS, 2021 Census, Kight Frank Seniors Living Insight September 2017, HillPDA

The above projection will be used for the purpose of projecting social infrastructure needs generated by the proposal in the following sections.

Using the age breakdown of the social locality identified in Chapter 4.0, a projection of the age distribution within the proposal has been calculated in Table 22. Though the eventual profile of residents opting to live in the proposal may differ to the existing social locality population profile, this is considered to present a reasonable approximation of the likely future characteristics of the resident population.

**Table 22: Projected population by age group**

Service age group	Proportion (Kurnell-Cronulla-Bundeena SA2)	Projected population
Babies and pre-schoolers (0 to 4)	5%	358
Primary schoolers (5 to 11)	7%	478
Secondary schoolers (12 to 17)	6%	429
Tertiary education and independence (18 to 24)	7%	541
Young workforce (25 to 34)	15%	1,109
Parents and homebuilders (35 to 49)	19%	1,385
Older workers and pre-retirees (50 to 59)	14%	990
Empty nesters and retirees (60 to 69)	14%	1,007
Seniors (70 to 84)	11%	817
Elderly aged (85 and over)	3%	191
<b>Total</b>		<b>7,304</b>

Source: ABS (2021), *Australian Census of Population and Housing*. Compiled using TableBuilder Pro.

The projected on-site population identified above has been employed in predicting the demand for additional social infrastructure in the following sections.

### 5.1.3 Other population

Other population groups on site will include workers in the proposed commercial floorspace on site. The presence of these workers will generate expenditure and support the ongoing evolution of the proposal.

## 5.2 Projected likely social infrastructure demand

In assessing the nature and level of social infrastructure need, historic practice has been to apply a population-based approach which relies on thresholds for social infrastructure provision. Recent research has revealed that such models can be limited in outer-suburban settings, where they can lead to more limited social infrastructure access in areas with lower densities, presenting risks of double disadvantage or deprivation

amplification.<sup>7</sup> A response to addressing these issues is to apply an access-based social infrastructure model (one that considers location/access, as well as population).

An indicative level of social infrastructure need that will arise from the proposal can be ascertained using standards from a variety of sources, as well as average servicing levels derived from aggregate statistical data.

Where strategies from Sutherland Shire Council are unavailable or do not provide standard for size or access for infrastructure provision, best practice benchmarks including Parramatta Community Infrastructure Strategy have been used to inform service provision benchmarking.<sup>8</sup> These benchmarks are considered to be best-practice benchmarks across NSW and have been applied to the projected population calculated above. The resulting social infrastructure demand is shown in Table 23.

**Table 23: Projected social infrastructure demand arising from the proposal**

Category	Facility	Projected population	Benchmark applied	Projected demand
Child care and educational facilities	Long day care	358 residents aged 0-4 1,163 workers	1 place per 2.48 residents aged 0-4 1 place per 75 workers <sup>[1]</sup>	160 places
	Out of school hours care	478 residents aged 5-11	1 place for every 2.48 residents aged 5 – 11 years <sup>[1]</sup>	177 places
	Public primary school	478 residents aged 5-11	1 primary school for every 500 residents aged 5-11 years <sup>[2, 3]</sup>	1 primary school
	Public secondary school	429 residents aged 12-17	1 Government school for every 1,200 residents aged 12-17 years <sup>[2, 3]</sup>	0.4 secondary schools
Community facilities and libraries	Library facilities	7,304 residents	1 district library per 20,000-30,000 residents <sup>[4]</sup> sized at 39 sqm library per 1,000 residents + 20% circulation <sup>[4]</sup>	0.2 - 0.4 district libraries 342 sqm library floorspace
	Community centres	7,304 residents	80 sqm per 1,000 residents (excludes libraries and scout/guide halls) <sup>[1]</sup>	584 sqm of community space
Sport, recreation and leisure facilities	Local park	7,304 residents	<ul style="list-style-type: none"> <li>• Within 800m from most homes, ideally within 400m in high density areas</li> <li>• Within 10 minutes' walk from most homes, ideally within 5 minutes in high density areas</li> <li>• Connected to active transport network.</li> <li>• Accessibility prioritised, basic inclusivity.</li> <li>• Ideally 0.5ha, typically less than 0.3ha or linear spaces</li> <li>• At least 0.15ha, if other quality open space is available locally.</li> <li>• Everyday use, short-stay park that offers basic quality opportunities for recreation.</li> <li>• 1,500 sqm-3,000 sqm in high density areas, 3,000 sqm-5,000 sqm in other areas</li> <li>• Toilets, water bubbler, seats, waste bins</li> </ul>	Open space of 0.15-0.3 ha within 400m of all dwellings.
	District park	7,304 residents	<ul style="list-style-type: none"> <li>• Within 2km, 15 minutes' drive or 25 minutes' walk from most homes</li> <li>• At least 2ha size, minimum 40m boundary and ideally 50% frontage to a road</li> <li>• Connected to an active transport network, within 500m of a public transport stop.</li> <li>• Good inclusivity, access and mobility</li> <li>• Provide parking.</li> </ul>	2ha of district open space

<sup>7</sup> Davern et. al. (2018). *Using spatial measures to test a conceptual model of social infrastructure that supports health and wellbeing*, Cities & Health 1(2).

<sup>8</sup> City of Parramatta (2020). *Community Infrastructure Strategy*.

Category	Facility	Projected population	Benchmark applied	Projected demand
			<ul style="list-style-type: none"> <li>Destination or long-stay park that provides a range of high quality opportunities for play and recreation that is accessible for all.</li> <li>Toilets, water bubbler, seats, picnic facilities, waste bins, youth recreation, café/kiosk/food truck, sport or community facilities</li> </ul>	
	Regional park	7,304 residents	<ul style="list-style-type: none"> <li>At least 5ha size, minimum 40m boundary and ideally 50% frontage to a road</li> <li>Within 5km and 20 minutes' drive from most homes</li> <li>Connected to an active transport network, within 500m of a public transport stop.</li> <li>High inclusivity, access and mobility</li> <li>Provide parking.</li> <li>Destination or long-stay park with diverse, premium quality opportunities for play and recreation that is accessible for all.</li> <li>Minimum 500 sqm picnic area plus 2,500 sqm large gathering space</li> <li>Toilets, water station, seats, picnic facilities, waste bins, youth recreation, café/kiosk/food truck, sport or community facilities</li> </ul>	5ha of regional open space, including 0.05 ha picnic area and 0.25 ha gathering space
	Sporting space	7,304 residents	14,000 sqm of sporting space per 1,000 residents <sup>[7]</sup>	9.8 ha of sporting space
	Play space	7,304 residents	<ul style="list-style-type: none"> <li>Local: Within 10 minutes walk from most homes. Ideally within 5 minutes walk in high density areas.</li> <li>District: Within 2 kilometres of most homes</li> <li>Regional: Within 2 kilometres of most homes</li> </ul>	Play spaces within 400m of all residences
Health and aged care facilities	Hospital beds	7,304 residents	2.5 beds per 1,000 residents <sup>[6]</sup>	15 hospital beds
	Medical centre (i.e. comprising several GPs)	7,304 residents	1 centre per 20,000-30,000 residents <sup>[2]</sup>	0.2 - 0.3 medical centres

Sources: [1] Parramatta CIS (2020); [2] Transport for NSW (2022, Appendix E), *Central Precinct Renewal Program - Social Infrastructure and Health Impact Assessment*; [3] Growth Centres Commission (2006), *Growth Centres Development Code* [4] State Library of NSW (2022), *People Places - A guide for planning public library buildings*; [5] NSWGA (2020), *Draft Greener Places Design Guide* [6] AIHW (2022), *Australia's hospitals at a glance, Average beds per person*; [7] Sutherland Shire Council (2022), *Draft Sport Strategy and Implementation Plan 2022-2037*.

Social infrastructure benchmarks have been applied to the population projected in section 5.1.2 to produce the indicative social infrastructure demand arising from the proposal when fully occupied. Despite this, the projected demand for social infrastructure is (in general) likely to be accommodated by the existing infrastructure near the site, along with the infrastructure provided within the site.

### 5.2.1 Open space and recreation

There are few local parks within a walking catchment of the site (800 metres). The above review identified that there are approximately 4 hectares of publicly accessible parks and open space within an 800 metre radius of the site. This space is entirely within the Greenhills sports complex, including the Greenhills fields and skate park.

Based on the projected population and open space benchmarks referenced above, the following social open space and recreation requirements were identified for the resident population on site when fully developed:

- 2 hectares of small parks
- 0.6 hectares of district parks
- 5.8 hectares of district open space
- Play spaces within 400m of all residences
- 9.8 ha of sporting space.

Council provided its feedback on the Scoping Proposal on 20 March 2023. Council requested that the Planning Proposal would need to meet:

- Service standards for open spaces as detailed in Council’s Open Space Strategy and Implementation Plan 2021-2031 (refer Table 24)
- Service standards for children’s play, youth play and exercise facilities as detailed in Council’s Play Strategy and Implementation Plan 2021-2031 including:
  - Local play space: Within 10 minutes walk from most homes. Ideally within 5 minutes walk in high density areas
  - District play space: Within 2 kilometres of most homes
  - Regional play space: Within 2 kilometres of most homes
- A minimum rate of provision of 1.4ha/1,000 people for sporting space, as detailed in Council’s draft Sports Strategy.

**Table 24: Key Council standards for Regional, District and Local parks**

Open space	Key standards
<b>Regional Park</b>	<ul style="list-style-type: none"> <li>● At least 5ha size, minimum 40m boundary and ideally 50% frontage to a road</li> <li>● Within 5km and 20 minutes’ drive from most homes</li> <li>● Connected to an active transport network, within 500m of a public transport stop.</li> <li>● High inclusivity, access and mobility</li> <li>● Provide parking.</li> <li>● Destination or long-stay park with diverse, premium quality opportunities for play and recreation that is accessible for all.</li> <li>● Minimum 500 sqm picnic area plus 2,500 sqm large gathering space</li> <li>● Toilets, water station, seats, picnic facilities, waste bins, youth recreation, café/kiosk/food truck, sport or community facilities</li> </ul>
<b>District Park</b>	<ul style="list-style-type: none"> <li>● Within 2km, 15 minutes’ drive or 25 minutes’ walk from most homes</li> <li>● At least 2ha size, minimum 40m boundary and ideally 50% frontage to a road</li> <li>● Connected to an active transport network, within 500m of a public transport stop.</li> <li>● Good inclusivity, access and mobility</li> <li>● Provide parking.</li> <li>● Destination or long-stay park that provides a range of high quality opportunities for play and recreation that is accessible for all.</li> <li>● Toilets, water bubbler, seats, picnic facilities, waste bins, youth recreation, café/kiosk/food truck, sport or community facilities</li> </ul>
<b>Local Park</b>	<ul style="list-style-type: none"> <li>● Within 800m from most homes, ideally within 400m in high density areas</li> <li>● Within 10 minutes’ walk from most homes, ideally within 5 minutes in high density areas</li> <li>● Connected to active transport network.</li> <li>● Accessibility prioritised, basic inclusivity.</li> <li>● Ideally 0.5ha, typically less than 0.3ha or linear spaces</li> <li>● At least 0.15ha, if other quality open space is available locally.</li> <li>● Everyday use, short-stay park that offers basic quality opportunities for recreation.</li> <li>● 1,500-3,000 sqm in high density areas, 3,000-5,000 sqm in other areas</li> <li>● Toilets, water bubbler, seats, waste bins</li> </ul>

As noted in Chapter 1.0, the proposal includes a range of open space areas including:

- 3.7 hectares of local open space
- 7.9 hectares of district open space
- 130.2 hectares of regionally significant open space (noting that much of this would be natural open space and not accessible to the public).

The Master Plan allocated approximately 141.5 hectares of open space, including approximately 26.5 hectares of land to be dedicated to Council as a frontal dune with walking tracks and beach access alongside a wetland. This regionally significant open space is proposed to be a combination of natural and linear-active open space, with embellishments works on the dedicated land to be undertaken by the proponent. This would form a missing

link the coastal walk as identified by Council, connecting future open space to the south with the Kurnell peninsula. Additionally, two car parks are proposed to be provided on-site to allow for improved beach access for an area that is currently privately accessible. This beach would also be patrolled as part of the proposed SLSC operations, increasing the availability of regionally significant recreational opportunities.

The provision of play spaces and courts is yet to be confirmed. However, the future open spaces would be flexibly designed to support an array of uses and would meet the service standards for children’s play, youth play and exercise facilities as detailed in Council’s Play Strategy and Implementation Plan 2021-2031. Additionally, the site of the proposed school will include sporting fields with informal sporting areas to be located within the district parks.

The Planning Proposal includes 1.5 hectares of sporting space that will be available for organised sports within Bate Bay, comprising of one sports field and three courts. A sports field will also be available for shared public access on the site of the proposed school across an area of 2 hectares. Therefore in total, 3.5 hectares of land will be available for sporting use. While this does not meet the minimum rate of provision of 1.4ha of sporting space for every 1,000 people as detailed in Council’s draft Sports Strategy, residents at the site would also be able to access nearby sporting facilities at the adjacent Marang Parklands. In addition, residents would also be able to engage in informal sporting opportunities at the various open park spaces to be provided throughout the site.

Proposed open spaces are shown on the land dedication map in Figure 14 (the regional space is shown has the striped areas to be dedicated). This shows that the local and district open spaces are distributed between the precinct, providing adequate access to residences throughout the site. The proposal would contribute well above the open space quantum required by the projected resident population.

**Figure 14: Open space as shown on land dedication map**



Source: GroupGSA (2023)

### 5.2.2 Education

As noted in section 3.4.2, Kurnell Primary School is the current local area enrolling primary school for the site and was reported in 2023 as being approximately 20 places above its enrolment cap. Other public schools within the wider area were similarly over capacity. The population projections above estimated that the proposal would increase the population of primary school aged children (5-11 years) by approximately 478. With approximately 18.4 per cent of primary school enrolled residents within the social locality attending non-government schools at the 2021 Census, the likely demand is closer to 350.

The local enrolling high school servicing the site is Cronulla High School. As noted in section 3.4.2, in 2023 school recorded 1,281 enrolments in 2023, above its identified enrolment cap of 800. The population projections above estimated that the proposal would increase the population of high school aged children (12-17 years) by approximately 429. With approximately 13.3 per cent of high school enrolled residents within the social locality attending non-government schools at the 2021 Census, the likely demand is closer to 315.

To meet the demand for additional students, the proposal land for construction of a future school, which is envisaged to cater for up to 500 students. However, it is still to be determined whether the new school will cater to primary or secondary students. The future school will meet the minimum design guidelines provided by School Infrastructure NSW (SINSW).

Engagement with SINSW has been undertaken by the proponent to explore options to accommodate the expected increase in student population to be generated by the Planning Proposal. A meeting with School Infrastructure NSW was attended by the project team on 4 October 2023. SINSW provided its response in a letter dated 11 December 2023. In this response, SINSW advised that indicative student demand generated from 2,931 dwellings (the total excluding the seniors component) could be accommodated by surrounding schools (existing), through a combination of asset and non-asset interventions such as intake area boundary changes and additional temporary and/or permanent teaching spaces on existing school sites.

As a contingency, SINSW propose retaining the school site and revisiting school service need requirements on the development of the 1,500th lot. Since initial correspondence with SINSW, project parameters have changed with the number of non seniors dwellings proposed now being 3,583 dwellings. The proposed contingency approach would still be appropriate, with schooling needs to be reviewed with development of the 1,500th lot. This would be essential given the local public schools are currently exceeding their capacity, as identified above.

To ensure connections with existing school transport routes, SINSW has also requested that functional and active transport connections to and from the existing road network are prioritised, with all roads within the study area to be made bus capable.

### 5.2.3 Child care

Within an approximately 800-metre catchment of the site, there are eight Long Day Care (LDC) centres with a total capacity of 288 places, and five Out of School Hours Care (OSHC) centres with total capacity of 409 places. Out of these five facilities, only two LDC centres (Babies by the Bay at Mimis and Babies by the Bay at Cronulla) recorded vacancies in November 2023.<sup>9</sup> Using the benchmarks, it has been estimated that the proposal would generate additional demand for approximately 160 LDC places and 177 OSHC places.

Based on the above, this indicates that the increase in population from the Planning Proposal would generate demand for the provision of new child care facilities. This is required to accommodate the expected demand for approximately 160 LDC places and 177 OSHC places, especially given the lack of current vacancies at the existing facilities. There will likely be co-location opportunities for these services, particularly within the proposed school site or within the Town Centre. It is also understood that there is adequate capacity within the land use zones (detailed as part of the Master Plan) to accommodate a child care centre.

<sup>9</sup> StartingBlocks (2023), *Find child care*: <https://www.startingblocks.gov.au/find-child-care>

#### 5.2.4 Health

The Planning Proposal would generate some increased demand for local health services. The nearest hospital is the Sutherland Hospital, which is also located in relatively close proximity, approximately 10 kilometres west of the site. However, it is noted that over 600 apartments are proposed to be dedicated as independent living units (ILUs) as part of the Planning Proposal. As a result, it is anticipated that a general practice or small medical centre would be provided on the site, which would be contained within the allocated retail floor space (i.e. not within the community space which is dedicated to Council for community purposes).

As noted at the beginning of this section, the proposal is projected to generate demand for an additional 0.2 - 0.3 community medical centres and 15 hospital beds. While benchmarking indicates insufficient demand for a full Community Health Centre, the presence of seniors housing on site may allow for the presence of visiting health services on site, within the community spaces, or more permanent medical facilities in the commercial footprint, if demand eventuates.

#### 5.2.5 Community facilities

As noted in section 3.4.4, there are no community facilities within walking distance of the site, with the nearest facilities in Kurnell and Cronulla. The benchmarking analysis identified that the proposal would likely generate negligible additional demand for district-serving libraries (0.2 - 0.4 of the library benchmark), however it would generate demand for an estimated 584 square metres of community space.

Council provided its feedback on the community hub space, events, tourism and retail in an email dated 17 May 2023. As part of its feedback, Council identified the following:

*“In terms of Community Services it is clear from looking at our community service suburb gaps analysis that we are severely under resourced in the A WARD already. We currently have one service provider servicing Seniors. In comparison B WARD with Similar total population has 14 community organisations providing services to all sectors of the community. Based on development we would need a community venue that could provide office space and a multipurpose rooms that would attract a community organisation to move into the area.”*

In line with the above, Council suggested that several features should be incorporated into the proposed community hub, in accordance with Council’s *Community Development Strategy*<sup>10</sup> and *Community Venues Strategy 2022-2032*<sup>11</sup>. These include:

- An 800 sqm community facility with 400 sqm of hireable space, with the rest of the footprint for amenities, Council community Hub/service areas and community organisation space.
- Library kiosk (check with library for size)
- Lifeguard storage (check with Public Safety and Lifeguards for size)
- Community organisation – office space and access to multipurpose rooms for programs
- Facilities, including toilet and kitchen facilities.

The Planning Proposal makes provision for the 800 sqm of community floorspace as required by Council, representing the land and space to be dedicated to Council. This would be provided as a flexible community space, in addition to a proposed surf life saving club (SLSC), visitors centre, and a State Emergency Services (SES) depot. The community areas would be of a sufficient size to be able to accommodate the amenity, office and storage requirements, as per Council’s policies. Further details on these facilities are anticipated at the detailed design phase as part at the later DA stages.

<sup>10</sup> Sutherland Shire Council (2020), *Informing Strategy: Community Development 2021-2031*

<sup>11</sup> Sutherland Shire Council (2022), *Community Venues Strategy 2022-2032*

## 5.2.6 Summary

A summary of social infrastructure to be provided by the Planning Proposal is outlined in Table 25.

**Table 25: Social infrastructure provision from the Planning Proposal**

Social infrastructure	Projected demand	Planning Proposal provision	Projected demand vs level of provision
<b>Open space</b>	<ul style="list-style-type: none"> <li>2 hectares of small parks</li> <li>0.6 hectares of district parks</li> <li>5.8 hectares of district open space</li> <li>Play spaces within 400m of all residences</li> <li>9.8 ha of sporting space.</li> </ul>	<ul style="list-style-type: none"> <li>A total of 141.5 hectares of open space hectares of open space including: <ul style="list-style-type: none"> <li>3.7 hectares of local parks</li> <li>7.9 hectares of district parks</li> <li>130.2 hectares of regionally significant open space.</li> </ul> </li> <li>The provision of play spaces is yet to be confirmed. Future provision is to meet the service standards for children’s play, youth play and exercise facilities as detailed in Council’s Play Strategy and Implementation Plan 2021-2031.</li> <li>A total of 3.5 hectares of sports space including: <ul style="list-style-type: none"> <li>1.5 hectares of organised sports space comprising one sports field and three courts</li> <li>2 hectares of land to be shared with the future school, comprising one sports field</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li><b>Open spaces:</b> met</li> <li><b>Play spaces and courts:</b> Met (provided provision of future facilities on-site)</li> <li><b>Sporting space:</b> Unmet demand for 6.3 hectares of sporting space on-site (Note: it is anticipated that site residents would make use of surrounding sporting space including at the Marang Parklands)</li> </ul>
<b>Education</b>	<ul style="list-style-type: none"> <li>478 primary school places (or 350 when considering existing population currently enrolled in non-government schools)</li> <li>429 high school places (or 315 when considering existing population currently enrolled in non-government schools)</li> </ul>	<ul style="list-style-type: none"> <li>1 x school with a capacity of 500 students on-site (Note: to be confirmed whether the new school will cater to primary or secondary students)</li> </ul>	<ul style="list-style-type: none"> <li>Demand for an additional 478 (350) primary school places and 429 (315) high school places</li> <li>Per SINSW advice, demand can be accommodated within existing schools, pending a review of school needs occurring at development of 1,500<sup>th</sup> lot (which will inform places to be provided within allocated school site).</li> </ul>
<b>Child care</b>	<ul style="list-style-type: none"> <li>160 LDC places</li> <li>177 OSHC places</li> </ul>	<ul style="list-style-type: none"> <li>To be confirmed at the detailed design phase: <ul style="list-style-type: none"> <li>There is likely to be co-location opportunities for child care services, particularly within the proposed school site or within the Town Centre.</li> <li>It is understood that there is adequate capacity within the land use zones (detailed as part of the Master Plan) to accommodate a child care centre.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Met (provided future allocation of 160 LDC places and 177 OSHC places on site)</li> </ul>
<b>Health</b>	<ul style="list-style-type: none"> <li>0.2 - 0.3 community medical centres</li> <li>15 hospital beds.</li> </ul>	<ul style="list-style-type: none"> <li>To be confirmed at the detailed design phase: <ul style="list-style-type: none"> <li>It is anticipated that a general practice or small medical centre would be provided on the site, which would be contained within the allocated retail floor space.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>15 hospital beds</li> </ul>
<b>Community facilities</b>	<ul style="list-style-type: none"> <li>584 square metres of community space</li> </ul>	<ul style="list-style-type: none"> <li>Provision of the following community facilities: <ul style="list-style-type: none"> <li>800 sqm of community floorspace to be dedicated to Council</li> <li>Surf Life Saving Club (SLSC)</li> <li>State Emergency Services (SES) depot</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Met</li> </ul>



Social infrastructure	Projected demand	Planning Proposal provision	Projected demand vs level of provision
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– Visitors centre

Overall, the Planning Proposal is likely to result in a minor increase to the demand for social infrastructure in the local community. The existing social infrastructure in the surrounds has capacity to accommodate most short-term needs, and the proposal provides open space areas within the site. However, consideration could be given to addressing the increased demand for child care and school places within the site.

# IMPACT ASSESSMENT AND PREDICTION

## 6.0 IMPACT ASSESSMENT AND PREDICTION

This section details the potential social impacts to arise from the Planning Proposal. The assessment is informed by the analysis from the previous chapters and scoping of potential impacts using DPE’s *Social Impact Assessment Guidelines for State Significant Projects*.

The method for the social impact assessment is described in Chapter 2.0. Each potential impact is assessed having regard for the level of impact, the likelihood of impact, and the significance of impact, and a social risk rating matrix (see Table 11).

### 6.1 Scoping

Should the Planning Proposal be constructed, the social impacts that may arise would be influenced by:

- The social and geographic context of the site
- The design and final built form of the Planning Proposal
- Any measures put in place to mitigate against identified negative impacts and enhance positive impacts.

Social impacts can involve changes to:

- Way of life
- Community
- Access to and use of infrastructure, services and facilities
- Culture
- Health and wellbeing
- Surroundings
- Personal and property rights
- Decision making systems
- Fears and aspirations.

### 6.2 Area of influence

The potential social impacts of the Planning Proposal can extend beyond the immediate surroundings of the site. Social issues already in existence are relevant only as context, within which the impacts of the Planning Proposal must be examined.

The social impacts to arise from the Planning Proposal will be influenced by the existing situation, the eventual consequences of the Planning Proposal, and measures put in place to mitigate against any negative impacts and enhance positive impacts. Potential impacts have been identified in Table 26 based on their impact on both the local and broader community.

**Table 26: Area of influence of potential impacts**

Impact type	Meaning	Area of impact	
		Local Community	Broader Community
Way of life	How people live, how they get around, how they work, how they play, and how they interact on a daily basis	<ul style="list-style-type: none"> <li>● Noise</li> <li>● Light pollution</li> </ul>	<ul style="list-style-type: none"> <li>● Increased vehicle movements on road network</li> </ul>
Community	Composition, character, cohesion, function, and sense of place	<ul style="list-style-type: none"> <li>● Introduction of new local workforce</li> <li>● Introduction of new local population</li> <li>● Changes in community character and composition</li> </ul>	<ul style="list-style-type: none"> <li>● None</li> </ul>
Access	How people access and use infrastructure, services and facilities, whether provided by local, state, or federal governments, or by for-profit or not-for-profit organisations or groups	<ul style="list-style-type: none"> <li>● Access to employment</li> <li>● Vehicle movements</li> <li>● Road congestion</li> <li>● On street parking availability</li> <li>● Additional pressure on community facilities</li> </ul>	<ul style="list-style-type: none"> <li>● Road congestion</li> </ul>

Impact type	Meaning	Area of impact	
		Local Community	Broader Community
<b>Culture</b>	Both Aboriginal and non-Aboriginal culture, including shared beliefs, customs, values, and stories, and connections to country, land, waterways, places, and buildings	<ul style="list-style-type: none"> <li>Potential impacts to non-Aboriginal heritage items</li> <li>Potential impact to Aboriginal heritage items</li> </ul>	<ul style="list-style-type: none"> <li>Cultural heritage</li> </ul>
<b>Health and wellbeing</b>	Physical and mental health, especially for those who are highly vulnerable to social exclusion or substantial change, plus wellbeing of individuals and communities	<ul style="list-style-type: none"> <li>Health</li> <li>Air quality</li> <li>Safety</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>
<b>Surroundings</b>	Access to, and use of, services that ecosystems provide, public safety and security, access to and use of the natural and built environment, and its aesthetic value and amenity	<ul style="list-style-type: none"> <li>Visual impact and local character</li> <li>Passive surveillance</li> <li>Overshadowing</li> </ul>	<ul style="list-style-type: none"> <li>Visual impact and local character (for visitors)</li> </ul>
<b>Livelihoods</b>	People's capacity to sustain themselves, whether they experience personal breach or disadvantage, and the distributive equity of impacts and benefits	<ul style="list-style-type: none"> <li>Job creation</li> <li>Livelihood</li> <li>Increased local spending/flow on effects</li> <li>Development of underutilised site/efficient use of infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Expenditure (direct and indirect)</li> </ul>
<b>Decision making systems</b>	Whether people experience procedural fairness; can make informed decisions; have power to influence decisions; and can access complaint, remedy and grievance mechanisms	<ul style="list-style-type: none"> <li>Feelings of exclusion from decision making processes</li> </ul>	<ul style="list-style-type: none"> <li>Feelings of exclusion from decision making processes</li> </ul>

Each of the above impacts has been considered in the context of the area of influence, with findings outlined below.

### 6.3 Impacts during construction

#### Definition

The construction process has the potential to affect the amenity of sensitive receivers within the surrounding area through noise, dust, odours and the movement of construction vehicles to and from the site. Sensitive receivers for these types of impacts generally relate to residents but may also include child care centres, places of worship, community and recreational facilities or businesses (such as cafes and restaurants) that rely on the amenity of a locality to attract customers.

It is anticipated that construction impacts would be considered fully at the detailed design phase, as part of the staged DA submissions. It is also anticipated that a Construction Management Plan (CMP) and Construction Traffic Management Plan (CTMP) would be commissioned to appropriately manage and mitigate potential impacts arising from the construction process. Construction impacts would also be managed through effective engagement with surrounding landholders.

In addition to potential amenity and access impacts, it should also be acknowledged that construction activity would likely contribute positively to local livelihoods and economic activity through additional jobs and accompanying direct and indirect investment in the wider community.

## 6.4 Way of life

### Definition

Way of life refers to how people live, how they get around, how they work, how they play, and how they interact on a daily basis. It can include impacts on peoples:

- Daily routines caused by construction activities and/or operational arrangements
- Commuting/travelling times, their experience of travel, and their ability to move around freely
- Experience of privacy, peace, and quiet enjoyment, especially if affected by increased noise
- General experience of life in their community, especially if the project might cause a 'tipping point' of cumulative impacts on their lives (e.g. through property acquisitions, severance of communities, or major disruption during construction).

Benefits to way of life are likely to flow from the improved amenity associated with the provision of residential, employment, tourism, education, cultural facilities, ecological regenerative zones and public open space areas associated with the proposal. The Planning Proposal will bring changes to the area, impacting businesses, residents, and recreational facility users. These changes may include increased opportunities, competition, and access to amenities, but may also come with challenges surrounding congestion and adjustments to the existing way of life. The area displayed a high proportion of smaller families and a large population of children under the age of 15, which could benefit from the improved amenity provided by the proposal.

Social benefits to way of life are likely to flow from additional housing being located within a centre expected to experience population growth in the coming years. This housing will be co-located close to services, jobs and amenities. These benefits would be felt both by future residents of the proposal and by the community more broadly. The introduction of more jobs, housing and activity on the site will increase the number of people accessing the site, and therefore congestion on surrounding transport and street networks, thereby potentially impacting routines and daily travel patterns.

### Mitigation and management

Impacts to way of life would be largely positive and require little mitigation. However, additional population within the site may increase traffic congestion or access to social infrastructure or other facilities in the Kurnell area, disrupting way of life for existing residents and community members. The increase in population may also impact users of the nearby recreation and open space areas.

The Planning Proposal will include the following features that would assist with mitigating negative impacts to way of life:

- Widening of Captain Cook Drive from two lanes to four lanes
- Increasing the frequency of public transport services currently accessing Kurnell.

The above measures would also provide benefits to existing residents of the Kurnell peninsula.

## 6.5 Community

### Definition

Community refers to the composition, character, cohesion, function, and sense of place that people experience. There are several aspects to community impacts, including:

- **Composition:** Impacts on demographic characteristics and community structure. Can be changed by in-migration and out-migration over time, including the presence of newcomers and loss of longer-term residents or sections of the community. Also, inflow/outflow of temporary residents.
- **Character:** Impacts on a community's shared identity and attributes, and natural and built features that people value. Can be affected by changes to buildings, vegetation, landscapes, land uses/industries, or land ownership and management.
- **Cohesion and function:** Impacts on social connections, interrelationships, networks and interactions, trust and cooperation, participation in community activities and institutions, and the potential for harmony or conflict. Lack of cohesion can result in social dislocation, alienation, division, dispossession, tensions, impoverishment, and crime.
- **Sense of place:** Impacts on feelings of belonging in a place, or identity with a place, which may derive from cultural or historical connections.

The proposal would introduce new residents and provide local employment opportunities. This is likely to have impacts on community, however, these would be minimised to some degree by the lack of existing population in the immediate vicinity of the site. Impacts to community cohesion, composition and character are considered in Table 27.

**Table 27: Summary of potential impacts on community**

Community aspect	Summary of potential impacts
<b>Composition</b>	<ul style="list-style-type: none"> <li>• The proposal is designed to address the housing demands of the expanding demographic within the social locality, encompassing younger couples, smaller families, and an aging population. Providing a variety of community facilities, open space and retail alongside residential dwellings is intended to ensure that the needs of future residents will be catered for. The surrounding community would benefit through as there will be new opportunities for social connection through the provision of shared spaces and activities.</li> <li>• Catered to different age groups, the proposal may attract a diverse mix of residents and visitors, fostering interaction among people from backgrounds, ages, and lifestyles.</li> <li>• The proposal would provide a range of services and facilities encompassing residential, employment, tourism, education, cultural facilities, ecological regenerative zones and public open space areas. The inclusion of these uses is intended to encourage socialisation and promote community formation among people of different backgrounds, ages, and interests.</li> </ul>
<b>Character</b>	<ul style="list-style-type: none"> <li>• Potential improvements to sense of place are likely to be associated with the provision of high-quality and architecturally designed development at this site. The proposed Master Plan would provide new homes, workplaces, retail, gathering places and enhance the amenity of the area. This may facilitate positive connection to place for residents, workers and visitors to the area.</li> <li>• Potential benefits through the introduction of open spaces within a mixed-use area, complete with 'third spaces' – social hubs which provide areas for social interaction beyond homes and workplaces. These spaces can encourage social gatherings, events, and casual meetings, impacting local character.</li> </ul>
<b>Cohesion and function</b>	<ul style="list-style-type: none"> <li>• The proposal would provide a range of services and facilities, incentivising socialisation and promoting community formation.</li> <li>• The Planning Proposal would include a number of additional community facilities with hireable space and room for amenities, Council community hub/service areas, and community organisation space. This will likely lead to improvements in community cohesion and provide the necessary floorspace provision of community facilities, benchmarked for Greater Sydney at 80 square meters per 1,000 people.</li> <li>• The introduction of a large-scale development may alter the neighbourhood's scale in Kurnell, potentially leading to congestion, traffic issues, and changes in the overall atmosphere, impacting</li> </ul>

Community aspect	Summary of potential impacts
Sense of place	<p>residents' comfort and convenience, representing an impact to cohesion and function. However, impacts to the immediate vicinity would be mitigated to an extent given the site's current use as a sand quarry with a lack of surrounding community in the immediate vicinity.</p> <ul style="list-style-type: none"> <li>Introducing new facilities such as parks, community centres, or cultural spaces, can enrich the quality of life for residents, providing spaces for recreation and fostering a stronger sense of community.</li> <li>Rapid development might erase the character or history of the area which may impact residents' emotional attachment to their surroundings.</li> <li>The Planning Proposal has been informed by the connecting to country piece and the outcomes from the engagement undertaken with First Nations communities. As a result, this will assist in creating a sense of place and belonging for the traditional custodians of the site.</li> </ul>

### Mitigation and management

Potential impacts to social cohesion and sense of place can be mitigated by continued engagement with the local community. This will ensure that the provision of community facilities, services and social infrastructure to be delivered would best suit the needs of the incoming residents and the existing community that will share these facilities.

Additionally, the provision of communal open space and facilities on site to allow residents to interact and assist with building community cohesion. Consideration could also be given to facilitating "meet and greet" type-events to assist in familiarising new residents with the area.

## 6.6 Access

### Definition

Access refers to how people access and use infrastructure, services and facilities, whether provided by local, state, or federal governments, or by for-profit or not-for-profit organisations or groups. It includes:

- Impacts on how people use roads and other access routes; severance, restrictions, and/or improvements in access.
- Impacts of the project (including project-related transport) on pedestrian routes and people's access to schools, medical services, community services, and businesses.

Access to social infrastructure, services and facilities within the immediate social locality is currently provided via Captain Cook Drive, which roughly follows the peninsula to the north in an east-west direction. Captain Cook Drive also provides road access to the industrial precinct to the northeast of the site and to residential properties further northeast. Impacts associated with increased vehicle movement may include potentially increased travel times, inconvenience, and frustration due to increased traffic and truck movements.

### Social infrastructure and services

The Master Plan proposes to include a new school catering to around 500 students, which would provide social benefits by expanding educational opportunities and enhancing access to quality learning environments within the area. While this could potentially reduce the accessibility and efficiency of the road network, especially during school drop off and pick up times, the location of the school has been decided to minimise traffic impacts on the site. Additionally, Captain Cook Drive is proposed to be widened from two lanes to four lanes, which would also resolve potential adverse impacts.

The Master Plan contains approximately 141.5 hectares of open space, including approximately 26.5 hectares of land to be dedicated to Council as a frontal dune with walking tracks and beach access alongside a wetland. This regionally significant open space is proposed to be a combination of natural and linear-active open space, with

embellishments works on the dedicated land to be undertaken by the proponent. This would form a missing link the coastal walk as identified by Council, connecting future open space to the south with the Kurnell peninsula. Additionally, two car parks are proposed to be provided on-site to allow for improved beach access for an area that is currently privately accessible. This beach would also be patrolled as part of the proposed SLSC operations, increasing the availability of regionally significant recreational opportunities. Therefore, the Planning Proposal is anticipated to have significant benefits to the broader community through increased access to the beachfront.

Overall, approximately 67.3 per cent of the total site area will comprise of open space. The allocation of a significant portion of open space, encompassing local and district parks and dedicated lands, would increase accessibility of recreational spaces and may increase visitor numbers. Additionally, the provision of tourism facilities including convention spaces, cabins, caravans, and camping sites would likely attract additional visitors to the area. While this influx may elevate access to tourism services and recreation facilities, it could also pose challenges related to increased traffic and demand on existing infrastructure. However, the Planning Proposal has been designed to include two public car parks with space for 400 vehicles, and would also involve undertaking upgrades of local roads including through the widening of Captain Cook Drive.

The Master Plan also proposes to include a range of commercial facilities and amenities, which would cater to diverse community needs and provide access to necessary services for residents and visitors. The planned community hub, incorporating a range of facilities such as library kiosks, lifeguard storage, office spaces for community organisations, and multipurpose rooms, would improve access to essential community services and social spaces. This would provide numerous social benefits to residents of both the new and existing communities.

## **Transport**

The Planning Proposal would alter existing access arrangements in the locality. Changes to road, public transport, and active transport networks could trigger disruptions to the local road network and cause a surge in vehicle movements. These shifts may impact the overall efficiency and connectivity of the road network, potentially leading to concerns about traffic congestion and parking among residents, businesses, and the community. Despite these concerns, the project's design, being situated somewhat apart from current residential and commercial zones, might mitigate some access-related concerns. New streets and pedestrian site-through links will also improve access to commercial and social services, also in the plans of the Planning Proposal.

A Transport Strategy and Impact Assessment (TSIA) has been prepared by SCT Consulting to accompany the proposal.<sup>12</sup> The TSIA identified that the increase in residents and non-residents will likely increase vehicle trip generation. The report has recommended that Captain Cook Drive be upgraded to four lanes, including two in each direction, to accommodate the project. However, due to the proposed construction staging, this is not required in the short term. It is also noted that the existing site operations generate a large volume of heavy vehicles associated with the existing sand mine operations, which would reduce as site operations reduce. This would eventually transition to construction vehicle movements as development associated with the Planning Proposal progresses, followed by lighter vehicles once residents move into the site.

The TSIA also notes that existing public transport accessibility throughout the Kurnell Peninsula is quite poor, with connectivity limited to a single service (Route 987) which operates along Captain Cook Drive between 6am and 7pm at a frequency of 1-2 buses per hour. However, the project is proposing a staged bus strategy to support the development and to improve public transport access to the site. The main road through the precinct is proposed to be sized to accommodate buses to service the precinct, including shuttle buses (minibuses), regular Sydney buses and coaches. The Master Plan includes provisions for bus stops to be located throughout the site.

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<sup>12</sup> SCT Consulting (2023), *Transport Strategy and Impact Assessment: Request for Planning Proposal: Kurnell Peninsula 251, 260R, 278, and 280-282 Captain Cook Drive, Kurnell.*



A secondary network is also proposed to service the beachfront (Town Centre South and Boat Harbour South) as well as the proposed school north of the town centre, which would be sized to accommodate coaches and buses to allow school and holiday charter services. As the site is progressively delivered and occupied, a shuttle service is proposed to operate between the proposed site and a nearby train station to provide an accessible and convenient public transport connection. Additionally, active transport links would be provided throughout the site, complementing the regional active transport network.

Overall, despite access to public and active transport currently being limited, potential impacts to access would be mitigated through the widening of Captain Cook Drive, the proposed bus strategy, and the proposed active transport link as outlined above. Increased demand for public transport would also make more frequent services viable across the site.

### Utilities

A draft Utilities Servicing Strategy has been prepared by Altogether to accompany the proposal, dated October 2023.<sup>13</sup> This report identified that capacity exists in the water supply system to support the mixed use development. The report also identified that the mixed development would have a sewer demand in excess of current local capacity, and that a wastewater main extension must be constructed to service the development. Given these are addressed as part of the Planning Proposal with sufficient capacity in place, it is considered unlikely that the proposal would have negative impacts on access to utility services.

### Mitigation and management

A sustainable travel plan should be developed and implemented to encourage active and public transport use by future residents, workers and visitors to the site, and to reduce traffic and congestion impacts across the precinct.

The TSIA proposes a series of recommendations which aim to maximise active transport participation and encourage the greater use of public transport throughout the site. These recommendations include:

- Establishing footpaths and cycleways across all roadways within the site
- Enhancing cycling connections to nearby commercial hubs like Cronulla, Miranda, and Taren Point
- Creating high-quality walking and cycling links to attractions like the beachfront
- Increasing connectivity via through-site links, breaking up large blocks, integrating cycling paths through green spaces/parks for leisure trips, and ensuring ample bicycle parking and end-of-trip facilities at key locations are part of the strategy.

Wayfinding strategies should be implemented to ensure the precincts are walkable and easy to navigate. Master Plan design should also consider opportunities to enhance pedestrian and active transport connections between the various planned residential, community and open space facilities.

Potential impacts to traffic and access are anticipated to be sufficiently mitigated through the widening of Captain Cook Drive, the proposed bus strategy, and the proposed active transport link.

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<sup>13</sup> Altogether (2023), *Utilities Servicing Strategy: 251, 280-282 Captain Cook Drive, Kurnell Peninsula NSW*

## 6.7 Culture

### Definition

Cultural impacts refer to both Aboriginal and non-Aboriginal culture, including shared beliefs, customs, values, and stories, and connections to country, land, waterways, places, and buildings. Specifically, it encompasses impacts on people’s values, customs, and beliefs associated with (or embedded in) the site or locality (e.g. as secondary effects of changes to scenic quality, landforms, or water flows), and strengthening of community values and culture through project design elements. There are also potential intangible cultural impacts, particularly concerning Aboriginal cultural heritage, with risks of ‘cultural or spiritual loss’ (i.e., loss or diminution of traditional attachment to the land or connection to country, or loss of rights to gain spiritual sustenance from the land).

The Planning Proposal allows for the potential to provide the Aboriginal community with opportunities to undertake heritage interpretation, development of narratives and visual representation of Aboriginal values, and stories for the project area. The Master Plan provides for several cultural facilities, including a cultural hub to the east of the McCue midden. Additionally, one of the four precincts proposed in the Master Plan known as Quibray Bay, located north of Captain Cook Drive on the western half of the site, is proposed to deliver 30 Indigenous seniors housing dwellings to provide opportunities for Aboriginal people to live on country. These outcomes would improve understanding and public outreach of cultural heritage to the broader community into the future and provide socio-economic opportunities for the Aboriginal community.

The Planning Proposal also has the potential to contribute to other positive impacts on culture. The Master Plan includes a cultural trail that connects Quibray Bay to Boat Harbour. This trail will provide a space for people to engage with and appreciate the diverse cultural practices that enrich Kurnell’s collective identity. Community facilities have been proposed along this trail, including an ‘arrival precinct’ designed for orientation, gathering, and learning. It features an elevated walkway offering views of the precinct, a cultural pavilion for events and markets, and a nearby community building for indoor functions. The cultural trail would also include elements of storytelling and a yarnning circle. In addition, the national parks and wetland would be managed by Gamay Rangers, allowing further opportunities to connect to country. Collectively, these features would provide numerous social benefits on culture in the locality, particularly for the local Aboriginal community.

The Planning Proposal will include a total of approximately 1,324 square metres of cultural floorspace, to be divided between Town Centre South, Boat Harbour and Quibray Bay. The proposed cultural floor space would make up part of the proposed Indigenous cultural trail connecting Quibray Bay to Boat Harbour.

The proponent procured an Aboriginal Cultural Heritage Assessment Report (ACHAR) from EMM Consulting Pty Limited (EMM).<sup>14</sup> This report identified the Aboriginal archaeological and cultural values of the site, assessed the impacts of the proposed rezoning on the identified sites and values, and identified future cultural heritage management requirements should the proposed rezoning be successful. The ACHAR identified one existing area of high archaeological potential, being the McCue midden Aboriginal archaeological site on Lot 2 DP 559922, and one area of moderate archaeological potential on parts of Lot 2 DP 1030269.

EMM has divided the project site into four areas of Aboriginal heritage constraint to assist developers, including:

- **“No-go areas”:** areas within the project area that have identified Aboriginal sites of cultural and/or archaeological value, with an appropriate boundary.
- **High-risk areas:** areas within the project area that have been subjected to archaeological investigation but within a constrained spatial extent, and where further investigation may identify additional highly intact sites of high cultural and/or scientific value to be present.

<sup>14</sup> EMM (2023), *Aboriginal Cultural Heritage Assessment*

- **Areas requiring further investigation:** areas within the project area that are currently poorly assessed (primarily due to accessibility and vegetation growth) or where shifting dune surfaces may uncover previously unidentified sites or new expressions of previously identified sites, and where there is potential for further cultural material, but less risk of highly intact sites of high cultural and/or scientific value to be present.
- **Areas with few/no aboriginal constraints:** areas within the project area that have been subject to significant ground surface disturbance in the historic period, within which cultural material is considered of low risk to be present.

The McCue Midden site has been identified as a “no-go area” within the ACHAR. EMM deemed that it would be highly unlikely that any development impact in these no-go areas would be supported by Heritage NSW and/or Registered Aboriginal Parties. As such, development activities within, or in close proximity, to the McCue Midden will be avoided to allow for preservation of this site. With the exception of the McCue Midden, the ACHAR found there to be no substantial limitations or obstacles from the standpoint of Aboriginal cultural heritage. As such, EMM concluded that the Master Plan could proceed given the report’s recommendations are followed and a management strategy is established.

### Mitigation and management

As mentioned, the ACHAR prepared by EMM identified the McCue Midden as a “no-go area” in which development activities within, or in close proximity to it must be avoided. To minimise future development impact on this or any future identified “no-go areas”, the ACHAR recommends that Besmaw consider:

- **Retention options:** Include no-go areas within open space, riparian, bio-link, setbacks and or asset protection zones.
- **Conservation management plan:** Include specific measures that limit ground disturbance or erosion into the future and prepare a conservation management strategy that assesses project-specific designs and construction methods.
- **Consultation:** Ensure adequate consultation with the local Aboriginal knowledge holders to ensure cultural values are given due consideration in development and planning decision making.
- **Ongoing management:** Where Aboriginal sites are identified but would remain unaffected by the Planning Proposal, appropriate Management Plans should be developed at the DA assessment phase.

These ongoing management measures are supported by this assessment.

## 6.8 Health and wellbeing

### Definition

Health and wellbeing concerns both physical and mental health, especially for those who are highly vulnerable to social exclusion or substantial change, plus wellbeing of individuals and communities.

This includes health impacts and well-founded concerns/fears about health impacts associated with noise, dust, odour, vibration, lighting, and toxic materials. It also includes:

- Stress, anxiety, and uncertainty - or hopes - about a proposal, about changes to adjacent uses, and about cumulative change to a neighbourhood
- Psychological stress and fears/hopes for the future. Potential impact of the project on social behaviours such as alcohol/drug use, domestic or other violence
- Impacts of project elements on ability to sleep, people’s general health and wellbeing, and overall community health.

## Health care

The influx of a large number of new residents and workers could also have an impact on demand for healthcare in the area. With the addition of dwellings catered to seniors, the development would likely also contribute to the concentration of older residents who are more likely to require access to healthcare services. The nearest hospital is the Sutherland Hospital, located approximately 7 kilometres west of the site. Closer to the site, the Woolooware Medical Practice is located approximately 4.5 kilometres west of the site, and the Cronulla Child and Family Health Centre is located 4.6 kilometres southwest. It is important that access to these medical centres is maintained during the future construction phase. It is also anticipated that new residents introduced as part of the Planning Proposal would access local healthcare services at these facilities.

It is also noted that over 600 apartments are proposed to be dedicated as independent living units (ILUs) as part of the Planning Proposal. As a result, it is anticipated that a general practice or small medical centre would be provided on the site, which would be contained within the allocated retail floor space (i.e. not within the community space which is dedicated to Council for community purposes). While benchmarking indicated insufficient demand for a full Community Health Centre, the presence of seniors housing on site may allow for the presence of visiting health services on site, within the community spaces, or more permanent medical facilities in the commercial footprint, if demand eventuates. As such, it is anticipated that increased demand for health care would be met through the provision of new health care facilities provided on-site.

## Community wellbeing

The Planning Proposal also has the potential to make a positive contribution to residents' mental health through the dedication of land and through the provision of open space and recreation facilities and several community facilities. Encouraging active transport options and the use of open space may also benefit physical and mental wellbeing. It is also likely that some residents in the Kurnell village would be supportive of the proposal due to its potential to provide benefits, including through the provision of new housing options.

However, the Planning Proposal may impact upon the health and wellbeing of surrounding community members who have expressed their opposition to increases in population and development within the Kurnell peninsula. Should the Planning Proposal proceed, it could have significant impacts on community health and wellbeing for these residents. This may result in stress and anxiety among residents and community members, with uncertainty about changes and fear of potential consequences potentially impacting mental wellbeing.

## Crime and safety

Developments can also increase or decrease perceived and actual safety. The earlier investigation of the community identified crime hotspots for some crimes in the surrounding areas, though none of these were co-located with the site (see section 4.4). Data from the NSW Bureau of Crime Statistics and Research (BOCSAR) revealed no crime hotspots within the vicinity of the site. Likely due to the site's relative isolation from nearby population centres, incidents of crime were generally too low to infer a statistically significant trend. Theft was the only crime type for which a two-year trend could be determined, which was found to be 'stable' and displayed a relatively low count. The Planning Proposal would provide a variety of uses and facilities which would increase activation during different times of the day. Illuminated buildings and new community facilities would likely boost passive surveillance during hours of operation, increasing safety. Additionally, the proposed mixed-use community encompassing residential, employment, tourism, education, cultural facilities, ecological regenerative zones and public open space areas would increase activation of the area and result in improved passive surveillance.

## Contamination

A Preliminary Site Investigation (PSI) report has been prepared by Coffey to accompany the proposal.<sup>15</sup> The PSI report concluded that the site does not pose a significant threat to human health or the environment, land

<sup>15</sup> Coffey (2023), *Stage 1 – Preliminary Site Investigation: 251 and 280-282 Captain Cook Drive, Kurnell Peninsula, NSW*

surrounding the site does not present an unacceptable risk of contaminant migration to the site, and the site is suitable for future land uses provided that current levels or contaminants are maintained. However, it was noted that groundwater quality along the western boundary of Lot 2 South may be affected during periods of wet weather by leachate from the adjacent landfill and recycling centre. The report also recommended that a hazardous building materials survey is completed prior to the demolition of site buildings and appropriate controls of hazardous building materials are implemented during demolition to avoid potential contamination of the affected part of the site. Given the construction of future development associated with the Planning Proposal is undertaken in line in accordance with the findings and recommendations of the PSI report, negative impacts to human health are considered to be unlikely.

### **Mitigation and management**

Though crime presence in the area was determined to be minimal, it is recommended that Crime Prevention Through Environmental Design (CPTED) principles are incorporated into the design of the Planning Proposal. It is also recommended that the recommendations outlined in the Transport Strategy and Impact Assessment related to active transport are implemented, which will have beneficial impacts upon physical and mental health for residents and visitors.

While under construction, a CTMP should be prepared, which would include site safety procedures for workers and visitors. This document should also be delivered in conjunction with an air quality assessment report, which would include dust suppression mitigation measures.

Additionally, it is recommended that ongoing community engagement occurs in order to alleviate any community concerns that may arise, particularly given there is a strong level of community opposition to the project as noted above.

## **6.9 Surroundings**

### **Definition**

Impacts to surroundings can include access to, and use of, services that ecosystems provide, public safety and security, access to and use of the natural and built environment, and its aesthetic value and amenity.

Impacts to surroundings extends to:

- Anything provided by the environment and that is useful for people, e.g. food and clean water supply, flood or fire defences.
- The safety of pedestrians, children, drivers, and cyclists.
- Levels of crime and violence, perceptions of crime, safety, and security, especially for women.
- Loss or enhancement of public spaces.
- Impacts on the perceived quality and uses of a natural or built area.
- Impacts on the valued features, the soundscape, and aesthetics of a place and how people use or appreciate it.

The Planning Proposal may result in impacts to surroundings associated with the increased capacity of the site, including noise, traffic and pedestrian movements. In terms of visual impact, the proposal would significantly alter the existing site landscape, which is currently cleared and vacant land. In creating a series of precincts with different uses and functions, the project would create a new street network, potentially enhancing the appeal of the public domain. However, with heightened activity there would also be an increase in traffic movement, including public transport, due to the increased visitation to the site.

A Visual Impact Assessment (VIA) has been prepared by GroupGSA to accompany the proposal, providing a comprehensive analysis of the potential visual impacts that the proposal is likely to have on the contextual landscape character.<sup>16</sup> The VIA concluded that:

*“The visual impact of the proposed master plan has been managed through considerate design and mitigation measures coinciding with an understanding of its context.”*

The VIA determined that the proposal has a low-moderate visual impact on its context and that the proposed design was found to have an acceptable impact on its surrounding context. It was noted that the height and density of the proposed buildings reflects that of Cronulla, which would help to ensure that the wider visual landscape context of the area remains consistent and in character with existing areas. Additionally, it was determined that the proposal makes contributions in providing a better visual amenity and experience for receivers at a distance and at close-range, improving upon the visual character of the site and contributing the rehabilitation of the local environmental network. The Urban Design Report produced by GroupGSA also includes a vision to regenerate the natural environment to provide a connected ecological system for residents and visitors.<sup>17</sup>

### Mitigation and management

The VIA provides the following recommendations that would help to ensure that the overall existing landscape setting and the quality of the landscape character is either maintained or enhanced. This includes:

- Maintain and enhance rehabilitation efforts along Captain Cook Drive through the use of a dense screen canopy
- Ensure that the planting palette for internal landscaping features appropriate native trees that feature a tall canopy
- Utilise a materiality and articulation strategy which reflects the contextual character of the Kurnell Peninsula’s native ecology and landscape
- Reduce the visual bulk of the proposal in comparison to the surrounding landscape through considered rooftop gardens and facade greening.

## 6.10 Livelihoods

### Definition

A person’s livelihood is their capacity to sustain themselves, whether they experience personal breach or disadvantage, and the distributive equity of impacts and benefits. It can include change in livelihood from new employment and business opportunities (positive), or from disruption during construction (negative). For Aboriginal people, it also includes rights to land and to gain spiritual and cultural sustenance from the land. The proposal would affect the local and regional economy. The extents of economic effects are discussed below.

The delivery of this Master Plan, including the delivery of a new mixed-use community encompassing residential, employment, tourism, education, cultural facilities, ecological regenerative zones, and public open space areas has the potential to positively impact on people’s livelihoods, including from new employment and business opportunities. The proposal will provide new employment opportunities in the area, which will likely have broader social and economic benefits for workers and their dependents and the new local community. For example, the addition of tourist and visitor accommodation services and facilities may increase local employment

<sup>16</sup> GroupGSA (2023), *Kurnell Peninsula Master Plan: Visual Impact Assessment*

<sup>17</sup> GroupGSA (2023), *Kurnell Peninsula Master Plan: Draft Urban Design Report*

opportunities, while also delivering both direct and flow-on benefits to the local economy through increased recognition and market exposure for the LGA as a tourism destination.

The Planning Proposal would provide opportunities for new local businesses to operate, yielding local employment and additional expenditure from businesses and workers. The proposal would provide benefits to livelihoods through increased local access to goods and services for both existing residents in the local community and new residents as part of the Planning Proposal. Retailers would also likely benefit from increased foot traffic resulting from an increase in the local population, having positive impacts on livelihoods.

As noted in section 6.7, the Planning Proposal also incorporates several features that would provide significant benefits to the livelihoods of Indigenous people and help to foster both spiritual and cultural connections with the land. This includes the provision of:

- Independent living units to be dedicated for Indigenous seniors living
- A community centre for use by the Gamay Rangers
- A cultural trail connecting Quibray Bay to Boat Harbour
- New Indigenous enterprise opportunities.

### **Mitigation and management**

The Planning Proposal stands to make a very positive contribution to the livelihood of residents across the wider region, creating new employment opportunities closer to residents' homes. The creation of employment opportunities could aid in improving community cohesion and social capital in the area and help to support social cohesion.

## **6.11 Decision making systems**

### **Definition**

Decision making systems concerns whether people:

- Experience procedural fairness
- Can make informed decisions
- Have power to influence decisions
- Can access complaint, remedy and grievance mechanisms.

It concerns matters such as the capacity of affected people to influence project decisions, including elements of project design and the:

- Extent to which they can navigate large amounts of technical material and make informed decisions
- Effectiveness of engagement mechanisms at enabling all groups (especially vulnerable or marginalised groups) to participate in the assessment process. Levels of trust in the rigour and impartiality of the assessment process
- Extent to which people feel empowered to determine their futures, including after a project closes
- Opportunities for people to have a say in the project's community investment decisions
- Accessibility and effectiveness of complaint and remedy procedures/mechanisms.

During the preparation of the Planning Proposal, the proponent and their appointed technical consultants have conducted various pre-lodgement consultation activities as part of the SDRP and associated processes. This has involved extensive engagement with Council, DPE, Government Architect NSW (GANSW), and other relevant agencies. A detailed Connecting with Country process has also been undertaken to underpin the master plan and included active engagement with the La Perouse Local Aboriginal Land Council, Gamay Rangers, First Nations traditional owners, and knowledge holders. Targeted engagement and discussions were also undertaken with neighbouring landowners and with Sydney Airport Corporation Limited. Consultation with these stakeholders

and the wider community will continue throughout the assessment process and next phase of the Planning Proposal process.

In addition to the above, Division 3.4 of the EP&A Act requires the relevant planning authority to consult with the community in accordance with the gateway determination. It is anticipated that the Planning Proposal will be publicly exhibited for at least 28 days in accordance with the requirements of the DPE guidelines 'A Guide to Preparing Local Environmental Plans'.

The Master Plan has also been designed to incorporate a variety of uses to best meet the needs of the future community and existing residents in surrounding areas. The provision of residential, employment, tourism, education, cultural facilities, ecological regenerative zones, and public open space areas is intended to cater to a variety of needs for future residents.

There is, however, the potential for people to feel powerless or that they have a lack of means to have input or say on the proposal. As this proposal seeks to significantly alter the existing land use of the site and, owing to the scale of the proposed change, the surrounding community may feel a sense of powerlessness. To address these concerns, the proposed Master Plan incorporates robust mechanisms for community involvement in decision-making processes. These mechanisms encompass a comprehensive approach to engaging the community, ensuring their active participation and input in shaping the proposal.

### **Mitigation and management**

A Stakeholder Management Plan (SMP) should be implemented at the construction phase. This would provide for triggers to notify neighbours of disruptive construction activity, with minimum notice periods to allow neighbours to prepare. It would also nominate a single point of contact for neighbours with issues or concerns.

A Plan of Operation and Management (POM) should be prepared and implemented, which identifies a clear participatory structure for residents and the community to make suggestions or raise issues in the operation of the proposal. The POM should also identify a transparent process for resolving complaints by neighbours and community members. This process should be transparent, with clear timeframes for resolution of matters, as well as a clear system tenant management where tenants are breaching the agreed code of conduct.



## 6.12 Evaluation of impacts

Table 28 draws on the above sections to predict the likely social impacts arising from the proposal.

**Table 28: Social impact evaluation and mitigation response**

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
<b>Way of life</b>				
Benefits to the way of life from the improved amenity associated with the provision of residential, employment, tourism, education, cultural facilities, ecological regenerative zones and public open space areas associated with the proposal.	Likely + Moderate = High (positive)	<ul style="list-style-type: none"> <li>None (positive)</li> </ul>	<ul style="list-style-type: none"> <li>None (positive)</li> </ul>	Likely + Moderate = High (positive)
Increased traffic volumes on local roads could impact accessibility and way of life for surrounding residents, workers, and visitors, and livelihoods for nearby businesses who rely on local traffic access.	Possible + Moderate = Medium (negative)	<ul style="list-style-type: none"> <li>Manage access to/from adjacent properties.</li> <li>Manage vehicle activity in the vicinity of the site.</li> <li>Provide an appropriate and convenient environment for pedestrians and cyclists.</li> <li>Minimise the impact on pedestrian movements.</li> <li>Maintain appropriate capacity for pedestrians at all times on footpaths adjacent to the site.</li> <li>Maintain appropriate public transport access.</li> </ul>	<ul style="list-style-type: none"> <li>Encourage the use of public transport for workers</li> <li>Notify neighbouring residents, businesses, and any other potentially impacted premises of any changes to access.</li> <li>Preparation of a Construction Traffic Management Plan (CTMP) / Construction Pedestrian Traffic Management Plan (CPTMP) and implementation of appropriate measures such as:</li> <li>Employing traffic controllers at site access points to manage interactions between vehicles and pedestrians</li> <li>Implementation of recommendations as outlined in the TSIA, including:                             <ul style="list-style-type: none"> <li>Dedicated shuttle bus service to be provided until the end-state bus solution is implemented</li> <li>Upgrade Captain Cook Drive from two to four lanes, as proposed.</li> </ul> </li> <li>Implement proposed integrated movement network as outlined in the Urban Design Report, including:                             <ul style="list-style-type: none"> <li>Provision of pedestrian and bicycle-friendly infrastructure</li> <li>Identify and locate pedestrian desire lines based on community needs and preferences</li> </ul> </li> <li>Extend the existing bus route through the site, making sure that bus stops are conveniently located within walking distance of residential areas and key destinations.</li> </ul>	Possible + Minor = Low (negative)
Potential impacts to way of life for the surrounding area during future construction works, resulting from noise, dust, odours and the movement of construction vehicles to and from the site	Possible + Moderate = Medium (negative)		<ul style="list-style-type: none"> <li>Implementation of appropriate mitigations as part of one or more of the following:                             <ul style="list-style-type: none"> <li>Construction Management Plan (CMP)</li> <li>Construction Traffic Management Plan (CTMP)</li> <li>Construction Noise &amp; Vibration Management Plan (CNVMP).</li> </ul> </li> </ul>	Unlikely + Minor = Low (negative)

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
<b>Community</b>				
The provision of diverse dwellings encourages a diverse mix of residents within the development, positively impacting way of life, social cohesion, sense of community, and livelihoods.	Almost certain + Moderate = High (positive)	<ul style="list-style-type: none"> <li>None (positive)</li> </ul>	<ul style="list-style-type: none"> <li>Dwelling mix supports existing demographics and enables a diverse population to reside there including:               <ul style="list-style-type: none"> <li>582 medium density residential dwellings</li> <li>2,743 residential</li> <li>598 seniors independent living units</li> <li>30 indigenous seniors' dwellings</li> <li>122 residential aged care dwellings</li> <li>587 hotel rooms/eco cabins</li> </ul> </li> <li>Housing diversity provided through a mixture of medium density residential, townhouses, seniors living accommodation, indigenous seniors accommodation and residential aged care dwellings.</li> <li>The proposed dwelling mix provides a wide range of dwelling sizes and layouts, suitable to various types of households, including many larger dwellings.</li> </ul>	Almost certain + Moderate = High (positive)
The proposal will provide more housing choice in the LGA, suitable for the projected increases in older residents, as well as for couple households with children who may prefer a unit over a house or townhouse. The proposal includes a significant number of units, which would significantly increase the supply of dwellings and positively impact future residents' livelihood, accessibility, way of life, and social cohesion in the area.	Almost certain + Moderate = High (positive)	<ul style="list-style-type: none"> <li>None (positive)</li> </ul>	<ul style="list-style-type: none"> <li>None (positive)</li> </ul>	Almost certain + Moderate = High (positive)
Provision of private communal space would increase the availability of meeting places and benefit social cohesion and wellbeing for building residents.	Almost certain + Minor = Medium (positive)	<ul style="list-style-type: none"> <li>None (positive)</li> </ul>	<ul style="list-style-type: none"> <li>Consider providing facilities within the communal spaces to maximise utility for the residents, possibly including:               <ul style="list-style-type: none"> <li>Outdoor table tennis or pool tables</li> <li>Basketball hoops</li> <li>Table and seating facilities.</li> </ul> </li> </ul>	Almost certain + Minor = Medium (positive)
Provision of accessible and adaptable dwellings would benefit an ageing population, enabling residents to age in place, and provide options for other households and individuals with access requirements. This would improve future residents' livelihood, way of life, and social cohesion.	Almost certain + Major = Very high (positive)	<ul style="list-style-type: none"> <li>None (positive)</li> </ul>	<ul style="list-style-type: none"> <li>Develop mechanisms to ensure accessible and adaptable dwellings are advertised for sale and rent as such.</li> <li>Provide information and resources to residents of adaptable dwellings to enable them to retrofit accessibility features.</li> </ul>	Almost certain + Major = Very high (positive)

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
Introducing new facilities such as parks, community centres, or cultural spaces, can enrich the quality of life for residents, providing spaces for recreation and fostering a stronger sense of community.	Almost certain + Moderate = High (positive)	<ul style="list-style-type: none"> <li>None (positive)</li> </ul>	<ul style="list-style-type: none"> <li>Incorporation of new social infrastructure facilities into the design of the Master Plan</li> </ul>	Almost certain + Moderate = High (positive)
New residents could experience a sense of social dislocation and loneliness, affecting way of life; health and wellbeing; and sense of community.	Possible + Minor = Medium (negative)	<ul style="list-style-type: none"> <li>Council, in conjunction with the proponent, could consider distributing welcome packs to new residents that would assist in familiarising them with the area.</li> </ul>	<ul style="list-style-type: none"> <li>Consideration of facilitating “meet and greet” type-events to assist in familiarising new residents with the area.</li> <li>Provision of communal open space and facilities on site to allow residents to interact and assist with building community cohesion.</li> </ul>	Unlikely + Minor = Low (negative)
An influx of new residents moving into the area in high volumes (compared to the existing population) could cause negative impacts to community cohesion. This impact may be exacerbated by potential community opposition to the proposal.	Almost certain + Minor = Medium (negative)	<ul style="list-style-type: none"> <li>Provision of communal open space on site can allow residents to interact and assist with building community cohesion</li> </ul>	<ul style="list-style-type: none"> <li>Consideration of facilitating “meet and greet” type events to assist in familiarising new residents with the area.</li> </ul>	Almost certain + Minor = Medium (negative)
<b>Access</b>				
Improved public transport connections, benefitting way of life and accessibility for both new and existing residents. This would mitigate any potential negative impacts to accessibility associated with the introduction of an estimated 4,333 residential dwellings and a significant number of new residents into an area where existing public transport options are limited (to an extent).	Likely + Major = High (positive)	<ul style="list-style-type: none"> <li>None (positive)</li> </ul>	<ul style="list-style-type: none"> <li>Implementation of a staged bus strategy to improve public transport access to the site, involving: <ul style="list-style-type: none"> <li>The main road through the precinct is proposed to be sized to accommodate buses to service the precinct, including shuttle buses (minibuses), regular Sydney buses and coaches</li> <li>A secondary network is also proposed to service the beachfront (Town Centre South and Boat Harbour South) as well as the proposed school north of the town centre, which would be sized to accommodate coaches and buses to allow school and holiday charter services</li> <li>As the site is progressively delivered and occupied, a shuttle service is proposed to operate between the proposed site and a nearby train station to provide an accessible and convenient public transport connection.</li> </ul> </li> <li>Continue discussions with local bus operators to determine required service needs to meet the needs of the increased local population.</li> </ul>	Likely + Major = High (positive)
Improved active transport connections, benefitting way of life and accessibility for both new and existing residents.	Likely + Major = High (positive)	<ul style="list-style-type: none"> <li>None (positive)</li> </ul>	<ul style="list-style-type: none"> <li>Active transport links would be provided throughout the site, complementing the regional active transport network.</li> </ul>	Likely + Major = High (positive)

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
			<ul style="list-style-type: none"> <li>The TSIA proposes a series of recommendations which aim to maximise active transport participation and encourage the greater use of public transport throughout the site. These recommendations include:               <ul style="list-style-type: none"> <li>Establishing footpaths and cycleways across all roadways within the site</li> <li>Enhancing cycling connections to nearby commercial hubs like Cronulla, Miranda, and Taren Point</li> <li>Creating high-quality walking and cycling links to attractions like the beachfront</li> <li>Increasing connectivity via through-site links, breaking up large blocks, integrating cycling paths through green spaces/parks for leisure trips, and ensuring ample bicycle parking and end-of-trip facilities at key locations are part of the strategy.</li> </ul> </li> </ul>	
Improved access to social infrastructure facilities, including open spaces and community facilities	Likely + Major = High (positive)	<ul style="list-style-type: none"> <li>None (positive)</li> </ul>	<ul style="list-style-type: none"> <li>The Master Plan incorporates approximately 141.5 hectares of open space, including approximately 26.5 hectares of land to be dedicated to Council as a frontal dune with walking tracks and beach access alongside a wetland. Two car parks are proposed to be provided on-site to allow for improved beach access for an area that is currently privately accessible.</li> <li>The Master Plan also proposes to include a range of commercial facilities and amenities, which would cater to diverse community needs and provide access to necessary services for residents and visitors. The planned community hub, incorporating a range of facilities such as library kiosks, lifeguard storage, office spaces for community organisations, and multipurpose rooms, would improve access to essential community services and social spaces. This would provide numerous social benefits to residents of both the new and existing communities.</li> </ul>	Likely + Major = High (positive)
Potential for interruptions to essential utility service(s) for neighbouring residents and businesses may cause negative impacts to access and way of life.	Possible + Minor = Low (negative)	<ul style="list-style-type: none"> <li>Ensure relevant properties are notified at least two weeks in advance of any changes to utility access.</li> </ul>	<ul style="list-style-type: none"> <li>None have yet been provided, though it is recommended that a Building Services Infrastructure Report is undertaken to ensure work is compliant with guidelines.</li> </ul>	Unlikely + Minor = Low (negative)
Impact to surrounding parking availability from on-site uses, impacting accessibility and way of life for surrounding residents, workers and shoppers, and livelihoods for retailers which rely on existing parking	Unlikely + Minor = Low (negative)	<ul style="list-style-type: none"> <li>Parking is to be constructed in line with relevant requirements for the uses on site</li> </ul>	<ul style="list-style-type: none"> <li>Provision of active transport facilities, including:               <ul style="list-style-type: none"> <li>Separated cycleways are proposed along the key north-south and east-west axes of the site</li> <li>Shared paths be provided through the green spaces to facilitate and encourage recreational walking and cycling</li> </ul> </li> </ul>	Unlikely + Minimal = Low (negative)

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
		<ul style="list-style-type: none"> <li>Alternative transport options (e.g. cycling) are to be provided in accordance with relevant requirements</li> </ul>	<ul style="list-style-type: none"> <li>Main road through the precinct to be widened to accommodate buses to service the precinct, including shuttle buses (minibuses), regular Sydney buses and coaches.</li> </ul>	
Additional demand for parks and open space arising from the increase in local population on site	Likely + Minor = Medium (negative)	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>Master Plan includes the provision of 1,414,685 sqm of open space including local parks, district parks, managed land and land to be dedicated.</li> <li>Open space provision equates to 23 sqm per resident.</li> </ul>	Likely + Moderate = High (positive)
Additional demand for and pressure upon child care services arising from increase in local population on site. This could potentially impact upon way of life, and access for local residents and workers.	Likely + Moderate = High (negative)	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>HillPDA has estimated that the proposal would generate demand for approximately 160 additional LDC places and 177 additional OSHC places. It is noted that a review of existing child care facilities within an approximate 800 metre radius of the site found the majority recorded no vacancies</li> <li>Potential provision of space suitable for the operation of a child care centre (scalable to capacity above 160 places) to meet additional demand, either within commercial footprint or co-located with the school</li> <li>Potential provision of OSHC services (scalable to capacity above 177 places) either co-located with a child care centre or the school.</li> </ul>	<p>Possible + Minor = Low (positive)</p> <p><b>Rating assumes provision of child care on site.</b></p>
Additional demand for local schools (primary and secondary) arising from population on site, potentially affecting access to services.	Likely + Minor = Medium (negative)	<ul style="list-style-type: none"> <li>School capacity planning is the responsibility of NSW Education and School Infrastructure NSW. While modelling on school capacity planning is not made public, these agencies are tasked with monitoring and projecting population growth and planning infrastructure accordingly.</li> </ul>	<ul style="list-style-type: none"> <li>New school is proposed to be delivered within the Master Plan, providing capacity for up to 500 students.</li> </ul>	Likely + Minor = Medium (positive)
<b>Culture</b>				
Enhancements to the Aboriginal cultural heritage values of the site, including through enhanced and improved opportunities to connect to country.	Possible + Moderate = Medium (positive)	<ul style="list-style-type: none"> <li>Incorporation of design elements developed through Connecting with Country process and framework developed by</li> </ul>	<ul style="list-style-type: none"> <li>Incorporation of the following features as detailed in the Urban Design Report: <ul style="list-style-type: none"> <li>Boat Harbour to offer indigenous enterprise opportunities and cultural walk through the open space</li> </ul> </li> </ul>	Likely + Moderate = High (positive)

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
		Yerrabingin within the masterplan, embedding community-driven principals (regeneration, resilience, re-ignition) through the implementation of Elements of Country (move with country, non-human kin country, water country, deep country, sky country, wind country).	<ul style="list-style-type: none"> <li>– Indigenous Enterprise City Farm to grow culturally significant native plants</li> <li>• Implementation of recommendations in the ACHAR, including:               <ul style="list-style-type: none"> <li>– A formal Management Plan to be developed</li> <li>– Development of an appropriate buffer around the McCue midden, to protect it from indirect or inadvertent impacts</li> <li>– avoidance of works in and around the locations of the extant McCue midden site, as well as avoidance and/or minimisation of ground disturbance in areas of moderate and high archaeological potential</li> </ul> </li> <li>• Continuing dialogue with the local Aboriginal knowledge holders as outlined in ACHAR and the Connecting with Country Framework to ensure cultural values are given due consideration in development and planning decision making.</li> </ul>	
Potential impact on community and culture through impacts to Aboriginal and historic cultural heritage.	Possible + Moderate = Medium (negative)	<ul style="list-style-type: none"> <li>• Implementation of an unexpected finds and human remains procedure</li> <li>• Cease work if object or remains are found and contact an archaeological consultant immediately.</li> <li>• Provide induction for workers on Aboriginal heritage and responsibilities under the <i>Heritage Act 1977</i>.</li> </ul>	Implement the recommendations outlined in the ACHAR, including: <ul style="list-style-type: none"> <li>• No-go areas:               <ul style="list-style-type: none"> <li>– Ensure these sites are appropriately demarcated and excluded from development areas in the current rezoning.</li> <li>– Works of any kind, including geotechnical testing and other environmental investigations, are not permissible in the vicinity of the McCue midden site</li> <li>– Strategies for their management should be developed during any Development Application (DA), through the preparation of suitable heritage assessment and/or planning document (e.g. Conservation Management Plans/Plans of Management)</li> </ul> </li> <li>• High risk areas               <ul style="list-style-type: none"> <li>– Where development impact must occur within high-risk areas or areas requiring further assessment, Proponent to prepare an ACHA that assesses project-specific designs and construction methodologies, in accordance with Heritage NSW standards and guidelines</li> </ul> </li> <li>• Other mitigation measures</li> <li>• Where Aboriginal sites are identified but would remain unaffected by the Planning Proposal, appropriate Management Plans should be developed at the DA assessment phase.</li> </ul>	Unlikely + Minor = Low (negative)
<b>Health and wellbeing</b>				
Improvements to the health and wellbeing and way of life of senior residents through the	Likely + Moderate = High (positive)	<ul style="list-style-type: none"> <li>• None (positive)</li> </ul>	<ul style="list-style-type: none"> <li>• None (positive)</li> </ul>	Likely + Moderate = High (positive)

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
provision of approximately 600 independent living units (ILUs). A portion of these will be dedicated for Indigenous seniors living, providing a positive social outcome for Indigenous residents.				
Improvements to community wellbeing through the provision of open space and recreation facilities and several community facilities.	Possible + Moderate = Medium (positive)	<ul style="list-style-type: none"> <li>None (positive)</li> </ul>	<ul style="list-style-type: none"> <li>None (positive)</li> </ul>	Possible + Moderate = Medium (positive)
Additional demand for and pressure upon health care services arising from the increase in local population on site. This could potentially impact upon way of life, health and wellbeing, and access for local residents and workers.	Likely + Minor = Medium (negative)	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>Proponent to engage with or (facilitate engagement with) South Eastern Sydney Local Health District to identify risks and mitigations as well as and strategic healthcare planning considerations</li> <li>Provision of commercial space on site will provide opportunities for a permanent medical presence to operate</li> <li>Proponent to consider opportunities for pop-up medical services in partnership with local healthcare providers in the interim.</li> </ul>	Likely + Minor = Medium (negative)
<b>Surroundings</b>				
Improved feelings of safety (real and perceived) resulting from the provision of a variety of uses and facilities, that would increase activation during different times of the day.	Possible + Minor = Medium (positive)	<ul style="list-style-type: none"> <li>Incorporation of Crime Prevention Through Environmental Design (CPTED) principles into the design of the Master Plan</li> </ul>	<ul style="list-style-type: none"> <li>Illuminated buildings and new community facilities would likely boost passive surveillance during hours of operation, increasing safety</li> <li>The proposed mixed-use community encompassing residential, employment, tourism, education, cultural facilities, ecological regenerative zones and public open space areas would increase activation of the area and result in improved passive surveillance.</li> </ul>	Likely + Minor = Medium (positive)
Provision of landscaping and planting at the site would improve local tree canopy coverage, potentially reducing the urban heat island effect and improving air quality and access to shade. This would also improve amenity and access to natural environment areas for local residents and future residents at the site.	Almost certain + Minimal = Low (positive)	<ul style="list-style-type: none"> <li>None (positive)</li> </ul>	<ul style="list-style-type: none"> <li>Provision of publicly accessible landscaped and planted areas within the site</li> <li>Improvement of tree canopy cover on the site.</li> </ul>	Almost certain + Minimal = Low (positive)
Site changes required to facilitate construction works would temporarily reduce the quantity of natural environment features in the surroundings of the site, reducing aesthetic value and amenity.	Almost certain + Minor = Medium (negative)	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>Implement regeneration strategies outlined in the Urban Design Report, including: <ul style="list-style-type: none"> <li>Promote rehabilitation efforts to allow free movement of fauna throughout the peninsula, aligned to the aspirations of the Kurnell 2020 Corridor Delineation strategy</li> <li>Create north south ecological links in the site</li> <li>Design a diversity of ecological responses to drive the character, and outcomes of sub precincts within in the master plan</li> </ul> </li> </ul>	Likely + Minor = Medium (positive)

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
Visual impacts to the surroundings, influencing changes to the overall existing landscape setting and the quality of the landscape character.	Almost certain + Minor = Medium (negative)	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>Strengthen the east-west biodiversity corridor within the Coastal Use Area, preserve coastal vegetation along the southern interface and Boat Harbour</li> <li>Regenerate riparian corridors and coastal vegetation, promoting the return of threatened species, education, and land management</li> <li>Implementation of recommendations as outlined in the VIA:</li> <li>Maintain and enhance rehabilitation efforts along Captain Cook Drive through the use of a dense screen canopy</li> <li>Ensure that the planting palette for internal landscaping features appropriate native trees that feature a tall canopy</li> <li>Utilise a materiality and articulation strategy which reflects the contextual character of the Kurnell Peninsula's native ecology and landscape</li> </ul> <p>The VIA provides the following recommendations that would help to ensure that the overall existing landscape setting and the quality of the landscape character is either maintained or enhanced. This includes:</p> <ul style="list-style-type: none"> <li>Maintain and enhance rehabilitation efforts along Captain Cook Drive through the use of a dense screen canopy</li> <li>Ensure that the planting palette for internal landscaping features appropriate native trees that feature a tall canopy</li> <li>Utilise a materiality and articulation strategy which reflects the contextual character of the Kurnell Peninsula's native ecology and landscape</li> <li>Reduce the visual bulk of the proposal in comparison to the surrounding landscape through considered rooftop gardens and facade greening.</li> </ul>	Likely + Minor = Medium (positive)
<b>Livelihoods</b>				
Increased employment opportunities and the availability of goods and services on site through the inclusion of commercial/retail floorspace, benefitting way of life, livelihoods, and access to local jobs.	Almost certain + Moderate = High (positive)	<ul style="list-style-type: none"> <li>None (positive)</li> </ul>	<ul style="list-style-type: none"> <li>The Town Centre comprises the most significant amount of retail in the master plan, primarily located along the High Street that runs in an east-west direction to connect the Boulevard to the District open space.</li> </ul>	Almost certain + Moderate = High (positive)
Benefits to the livelihoods of Indigenous people, helping to foster both spiritual and cultural connections with the land.	Likely + Moderate = High (positive)	<ul style="list-style-type: none"> <li>None (positive)</li> </ul>	<ul style="list-style-type: none"> <li>The Master Plan includes the provision of: <ul style="list-style-type: none"> <li>Independent living units to be dedicated for Indigenous seniors living</li> <li>A community centre for use by the Gamay Rangers</li> <li>A cultural trail connecting Quibray Bay to Boat Harbour</li> <li>New Indigenous enterprise opportunities.</li> </ul> </li> </ul>	Likely + Major = High (positive)



Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
<b>Decision making systems</b>				
Potential feeling of powerlessness or lack of means to have input for surrounding properties and the wider community, negatively impacting decision-making systems.	Possible + Minor = Medium (negative)	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>Implementation of a construction stakeholder communications plan, including:               <ul style="list-style-type: none"> <li>Identifying stakeholders who will be potentially disrupted by construction activity</li> <li>Engaging early with identified stakeholders regarding planned construction activities, identifying potential impacts and additional mitigations</li> <li>Ensuring that a point of contact remains available to assist with project-related enquiries throughout the construction process.</li> </ul> </li> <li>Ongoing engagement with surrounding residents on the progress of the development and consideration of implementing a Stakeholder Management Plan (SMP).</li> <li>Implementation of a Plan of Operation and Management (POM), which:               <ul style="list-style-type: none"> <li>Identifies a clear participatory structure for residents and the community to make suggestions or raise issues in the operation of the proposal.</li> <li>Identifies a transparent process for resolving complaints by neighbours and community members. This process should be transparent, with clear timeframes for resolution of matters, as well as a clear system tenant management where tenants are breaching the agreed code of conduct.</li> </ul> </li> </ul>	Unlikely + Minor = Low (negative)

ENHANCEMENT,  
MITIGATION AND  
RESIDUAL IMPACTS

## 7.0 ENHANCEMENT, MITIGATION AND RESIDUAL IMPACTS

The Planning Proposal is likely to generate a range of social impacts and benefits. This section contains a summary of the resultant benefits and residual impacts arising from the proposal and the implementation of mitigations discussed in the previous section.

The Planning Proposal would result in a range of positive social impacts including:

- The delivery of diverse housing options in an area that has been identified for higher density housing, benefiting way of life and community cohesion. The Planning Proposal would offer housing for various demographics, including an array of choices in size, affordability and design. This inclusivity will ensure the future community is a place where families can grow and seniors can comfortably retire.
- Additional employment opportunities on site, including new jobs that will be made available within the approximate 9,800 square metres of retail uses that would be incorporated as part of the Planning Proposal, benefiting livelihoods and way of life. The Planning Proposal would also provide new tourism opportunities, resulting in an increase in associated spending.
- Increased learning opportunities through the introduction of a primary/secondary school that would serve the new residential population and provide additional options for families in the nearby suburbs of Greenhills Beach and Kurnell.
- The inclusion of Indigenous seniors housing will enable Indigenous people to live on their ancestral lands, work with and strengthening their connection to Country. These connections would be further enhanced through new enterprise opportunities for Indigenous people, the proposed cultural trail, and community centre for the Gamay Rangers.
- Improved public and active transport connections in the area, providing benefits to accessibility for both the new and existing communities.
- The proposal would provide social benefits by improving and increasing access to public land. The site is located adjacent to areas of extremely high environmental amenity, providing potential future residents with excellent access to these areas. The proposal would also allow for public access to approximately 2 kilometres of private beach front, with two thirds (67 per cent) of the total area as landscaped open space. The Planning Proposal would also seek to establish habitat and biodiversity value on the site.
- The proposal would lead to increased activity at the site and greater passive surveillance, which could improve perceived and actual safety in the area.

The Planning Proposal could potentially result in some negative social impacts including:

- Some impacts to local amenity during construction of the proposal, including through increased traffic generation. Appropriate mitigations would be developed and implemented as part of a Construction Management Plan (CMP) and/or Construction Traffic Management Plan (CTMP) at the DA stage.
- Permanent changes to the access regime, impacting on residents and visitors who access the site. However, the widening of Captain Cook Drive will mitigate this impact to maintain the existing traffic environment.
- The potential impact to local residents' mental health and wellbeing resulting from changes to the surrounding environment associated with the Planning Proposal.
- Should the Planning Proposal proceed, the large influx of residents (approximately 7,300 residents) into Kurnell may result in tension and potentially impact social cohesion and community character. While this would represent a significant change for the local community, it is partly mitigated by the sufficient distance between the site and the existing established community in Kurnell.

- Existing access to public transport is limited in the vicinity of the site, however public transport would be improved significantly through the implementation of the staged bus strategy. This would involve engaging in discussion with the local bus operator to determine the levels of service that are required to meet the influx in local population resulting from the Planning Proposal. The site would be serviced by frequent public transport, with almost all dwellings being within 400 metres of a bus stop. The proponent has also proposed a private shuttle bus service as an interim solution until capacity reaches that of a usual bus service. The increase in frequency of services would ultimately provide significant improvements on the current service standards for residents in the Kurnell village.

However, the majority of potential negative social impacts that could result from the Planning Proposal are considered to have been sufficiently mitigated:

- Social impacts from dust, hazardous materials, and vibration arising from the construction of future development resulting from the Planning Proposal would generally be well-mitigated by standard mitigation measures and implementing the additional measures identified in the technical reports. Detailed mitigation measures would form part of the detailed DA process but would be informed by relevant technical reporting at that stage, including a Construction Traffic Management Plan (CTMP), Air Quality Impact Assessment and Noise and Vibration Impact Assessment, all of which are recommended to be undertaken prior to construction commencement.
- Potential social impacts to the community and decision-making systems would also be mitigated through relevant measures including:
  - Implementing a construction stakeholder communications plan and seeking input, where possible, from surrounding residents and the local community
  - Developing and following processes for recording complaints and incidents
  - Limiting construction works to standard construction hours.
- Impacts to culture through damage to items of Aboriginal or historical significance and intangible heritage value may result from the Planning Proposal. It is intended that potential negative impacts to heritage will be mitigated by continued collaborative design and innovation between Bemsaw, Group GSA, Urbis, Yerrabingin and members of the local First Nations community. Additionally, as noted in the ACHAR, exploratory works of any kind will not be undertaken within 50 metres of the McCue Midden site.
- Impacts to the site's surroundings through changes to the built and natural environments would be mitigated through improved planting, landscaping works and vegetation regeneration on the boundaries of the site.
- Potential impacts resulting from increased demand to social infrastructure would generally be mitigated through the provision of adequate facilities including open spaces, community facilities, a primary/secondary school, and future health care and child care facilities to be located on the site.

# CONCLUSION

## 8.0 CONCLUSION

This report has assessed the potential social impacts arising from the proposed mixed-use development at 251, 260R, 278, and 280-282 Captain Cook Drive, Kurnell. The proposal incorporates 4,333 residential dwellings including a mixture of medium density, townhouses, seniors independent living units and indigenous seniors housing. In addition to residential dwellings, the Planning Proposal will encompass employment, tourism, education, cultural facilities, ecological regenerative zones and public open space areas.

Through reference to the area's existing age structure and the average dwelling size across the social locality and Greater Sydney, the projected population arising from the development has been estimated at approximately 7,300 residents.

A summary of the report's findings is provided below:

### Social context

The analysis has examined the site and its surrounds as well as its social context, noting that:

- The Kurnell Peninsula is surrounded by bushland and water and has strong connections to the natural environment.
- The site has a high level of access to beaches, nature and open space opportunities, including the Cronulla State Park and Boat Harbour.
- The site currently has relatively poor access to public transport options, serviced only by the 987 bus route which operates roughly hourly in each direction throughout the day.
- Few social infrastructure services and facilities currently exist within 800m of the site, largely due to its relative isolation and current vacancy. Despite this, there are a number of healthcare services, places of worship, community facilities and other services located within the social locality, mostly concentrated to the southwest of the SA2.
- The site is notable for its low crime presence, largely due to the site's relative isolation from nearby population centres.
- A higher median age (42) than Greater Sydney (37), with 20 per cent of residents aged over 65. However, the area displayed a high proportion of residents aged under 15 years (22.6 per cent) than Greater Sydney (14.4 per cent).
- Excellent access to active and passive recreation opportunities, with the site being surrounded by ample open space and recreation areas. The site's location currently provides easy access to 24 parks, 13 beaches, 2 tennis courts and sports centres, 4 bowling greens and a golf course.

### Potential impacts

The Planning Proposal was shown to have a range of potential social benefits, including through the provision of diverse housing options in an area identified for greater density, in proximity to proposed community, cultural and educational facilities. The proposed housing will cater towards the needs of an ageing population, with independent living units and indigenous seniors housing dwellings. The development will contribute towards the region's housing supply targets, including increased high-density residential apartments and the inclusion of medium density townhouses. Additionally, the proposal would provide social benefits by improving and increasing access to public land, including by allowing for public access to approximately 2 kilometres of private beach front, and the inclusion of two thirds (67 per cent) of the total area as landscaped open space. This would provide benefits for both new residents as well as existing residents of the broader community.

The influx of new residents resulting from the Planning Proposal, may also produce negative social impacts, resulting from change in community character and composition of the community in Kurnell and surrounds. This influx would also contribute to increased pressure on existing social infrastructure and services. This would be partly ameliorated by the staged nature of the proposal, allowing time for adaptation. There is also the potential for there to be local opposition to the proposal arising from environmental and community wellbeing impacts, though these concerns relate more to the cumulative future development that would increase population in the Kurnell peninsula and not the proposal specifically. These potential social risks are mitigated by a range of elements within the proposal including communal facilities and open space areas, improved access to natural areas through landscaping and plantings, and improved public and active transport connections to natural areas, including local beaches opening additional regional recreation spaces up to the wider community.

### Social infrastructure

A Community Infrastructure Needs Assessment has been undertaken for the proposal. A summary of the outcomes is provided in the table below:

**Table 29: Social infrastructure provision from the Planning Proposal**

Social infrastructure	Projected demand	Planning Proposal provision	Projected demand vs level of provision
Open space	<ul style="list-style-type: none"> <li>2 hectares of small parks</li> <li>0.6 hectares of district parks</li> <li>5.8 hectares of district open space</li> <li>Play spaces within 400m of all residences</li> <li>9.8 ha of sporting space.</li> </ul>	<ul style="list-style-type: none"> <li>A total of 141.5 hectares of open space including:                             <ul style="list-style-type: none"> <li>3.7 hectares of local parks</li> <li>7.9 hectares of district parks</li> <li>130.2 hectares of regionally significant open space.</li> </ul> </li> <li>The provision of play spaces is yet to be confirmed. Future provision is to meet the service standards for children’s play, youth play and exercise facilities as detailed in Council’s Play Strategy and Implementation Plan 2021-2031.</li> <li>A total of 3.5 hectares of sports space including:                             <ul style="list-style-type: none"> <li>1.5 hectares of organised sports space comprising one sports field and three courts</li> <li>2 hectares of land to be shared with the future school, comprising one sports field.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li><b>Open spaces:</b> met</li> <li><b>Play spaces and courts:</b> Met (provided provision of future facilities on-site)</li> <li><b>Sporting space:</b> Unmet demand for 6.3 hectares of sporting space on-site (Note: it is anticipated that site residents would make use of surrounding sporting space including at the Marang Parklands)</li> </ul>
Education	<ul style="list-style-type: none"> <li>478 primary school places (or 350 when considering existing population currently enrolled in non-government schools)</li> <li>429 high school places (or 315 when considering existing population currently enrolled in non-government schools)</li> </ul>	<ul style="list-style-type: none"> <li>1 x school with a capacity of 500 students on-site (Note: to be confirmed whether the new school will cater to primary or secondary students)</li> </ul>	<ul style="list-style-type: none"> <li>Demand for an additional 478 (350) primary school places and 429 (315) high school places</li> <li>Per SINSW advice, demand can be accommodated within existing schools, pending a review of school needs occurring at development of 1,500<sup>th</sup> lot (which will inform places to be provided within allocated school site).</li> </ul>

Social infrastructure	Projected demand	Planning Proposal provision	Projected demand vs level of provision
Child care	<ul style="list-style-type: none"> <li>160 LDC places</li> <li>177 OSHC places</li> </ul>	<ul style="list-style-type: none"> <li>To be confirmed at the detailed design phase: <ul style="list-style-type: none"> <li>There is likely to be co-location opportunities for child care services, particularly within the proposed school site or within the Town Centre.</li> <li>It is understood that there is adequate capacity within the land use zones (detailed as part of the Master Plan) to accommodate a child care centre.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Met (provided future allocation of 160 LDC places and 177 OSHC places on site)</li> </ul>
Health	<ul style="list-style-type: none"> <li>0.2 - 0.3 community medical centres</li> <li>15 hospital beds.</li> </ul>	<ul style="list-style-type: none"> <li>To be confirmed at the detailed design phase: <ul style="list-style-type: none"> <li>It is anticipated that a general practice or small medical centre would be provided on the site, which would be contained within the allocated retail floor space.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>15 hospital beds</li> </ul>
Community facilities	<ul style="list-style-type: none"> <li>584 square metres of community space</li> </ul>	<ul style="list-style-type: none"> <li>Provision of the following community facilities: <ul style="list-style-type: none"> <li>800 sqm of community floorspace to be dedicated to Council</li> <li>Surf Life Saving Club (SLSC)</li> <li>State Emergency Services (SES) depot</li> <li>Visitors centre.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Met</li> </ul>

It has been estimated that the proposal would generate demand for 160 additional LDC places, 177 additional OSHC places, with the majority of nearby child care facilities currently recording no vacancies.

The Planning Proposal would also contribute to an increase in the population of school age children by up to approximately 478 additional primary school age children and 429 for high school age children, with limited existing capacity to accommodate additional enrolments at the local high school. SINSW has advised that the indicative student demand generated from the Planning Proposal could be accommodated by surrounding schools (existing), through a combination of asset and non-asset interventions such as intake area boundary changes and additional temporary and/or permanent teaching spaces on existing school sites. However, the Planning Proposal includes the provision of educational facilities, including a proposed primary/secondary school. This school is expected to provide 500 school places, catering toward the new resident population arising from the proposal and also serving the nearby suburbs of Greenhills Beach and Kurnell. As a contingency, SINSW propose retaining the school site and reviewing school service need requirements in the site and surrounds with the development of the 1,500th lot.

The proposal incorporates several open space areas and district parts to service residential development and a series of local open spaces. These open spaces will be designed according to principles outlined in the Open Space Strategy, which will establish a hierarchy of open space typologies with different uses to meet the open space needs for future community. These are considered vital to service the open space needs of the site's future population.

The Planning Proposal also includes community facilities and retail offerings to support the increased residential population. These include, but are not limited to, a town centre, primary/secondary school, waterfront plaza, centrally located full-scale supermarket, and multipurpose spaces. These proposed community facilities and retail offerings have the potential to positively impact the area by providing essential services and foster community interaction. However, they may also result in negative impacts, such as heightened vehicle congestion and overcrowding due to increased foot traffic. These challenges could strain local infrastructure,



create noise, and potentially impact the area's overall quality of life if not managed effectively, though overall, the proposed community facilities would provide significant social benefits to the area.

Overall, the proposal would have a wide range of positive social impacts and some residual negative social impacts. In conclusion, the proposal has merit on social grounds.

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