

NORTHSIDE GOSFORD PRIVATE HOSPITAL

Social and Economic Impact Assessment



Prepared for AA Crown Holdings

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Quality Assurance

Report Contacts

Maria Hall

Senior Consultant

Sam Taylor

Associate

Sam.Taylor@hillpda.com

Supervisor

Elizabeth Griffin

Principal

B A (Geography) M Urb. Pl. MPIA

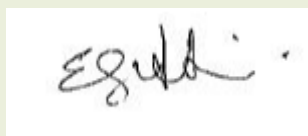
Elizabeth.Griffin@hillpda.com

Quality Control

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INTRODUCTION

1.0 INTRODUCTION

HillPDA has been engaged by Willow Tree Planning for AA Crown Holdings to prepare a Social Impact Assessment (SIA) to accompany an Environmental Impact Statement for consideration by NSW Department of Planning and Environment. The proposed development comprises the erection of an 11 storey private hospital including in-patient units, general practitioner clinics, radiology rooms, pathology room, intensive care unit, operating theatres and ancillary retail. The basement levels will consist of parking, waste storage and loading dock.

The SIA has been developed to align with the Planning Secretary's Environmental Assessment Requirements and aims to identify both potential positive and negative social impacts associated with the proposed development. This report also suggests mitigation measures which will help to maximise social benefits and minimise negative impacts, to the community.

1.1 Secretary's Environmental Assessment Requirements

The Secretary's Environmental Assessment Requirements (SEAR's) dated 5 April 2019 indicate that:

"The EIS must include an assessment of the social and economic impacts of the development, including consideration of any increase in demand for community infrastructure and services. "

1.2 Defining social impacts

A social impact can be defined as the net effect of an activity on a community and the well-being of individuals and families. This Social Impact Assessment has been prepared to align with the NSW Department of Planning and Environment Social Impact Assessment Guideline. The Guideline is designed to establish a clear, consistent and rigorous framework for identifying, predicting, evaluating and developing responses to the social impacts of those projects, as part of the overall environmental impact assessment. The guideline establishes that social impacts arise from changes that impact people in one of nine key areas:

- **way of life**, including:
 - how people live, for example, how they get around, access to adequate housing
 - how people work, for example, access to adequate employment, working conditions and/or practices
 - how people play, for example, access to recreation activities
 - how people interact with one another on a daily basis
- **community**, including its composition, cohesion, character, how it functions and sense of place
- **access to and use of infrastructure, services and facilities**, whether provided by local, state, or federal governments, or by for-profit or not-for-profit organisations or volunteer groups
- **culture**, including shared beliefs, customs, values and stories, and connections to land, places, and buildings (including Aboriginal culture and connection to country)
- **health and wellbeing**, including physical and mental health
- **surroundings**, including access to and use of ecosystem services, public safety and security, access to and use of the natural and built environment, and its aesthetic value and/or amenity
- **personal and property rights**, including whether their economic livelihoods are affected, and whether they experience personal disadvantage or have their civil liberties affected
- **decision-making systems**, particularly the extent to which they can have a say in decisions that affect their lives, and have access to complaint, remedy and grievance mechanisms

- **fears and aspirations** related to one or a combination of the above, or about the future of their community

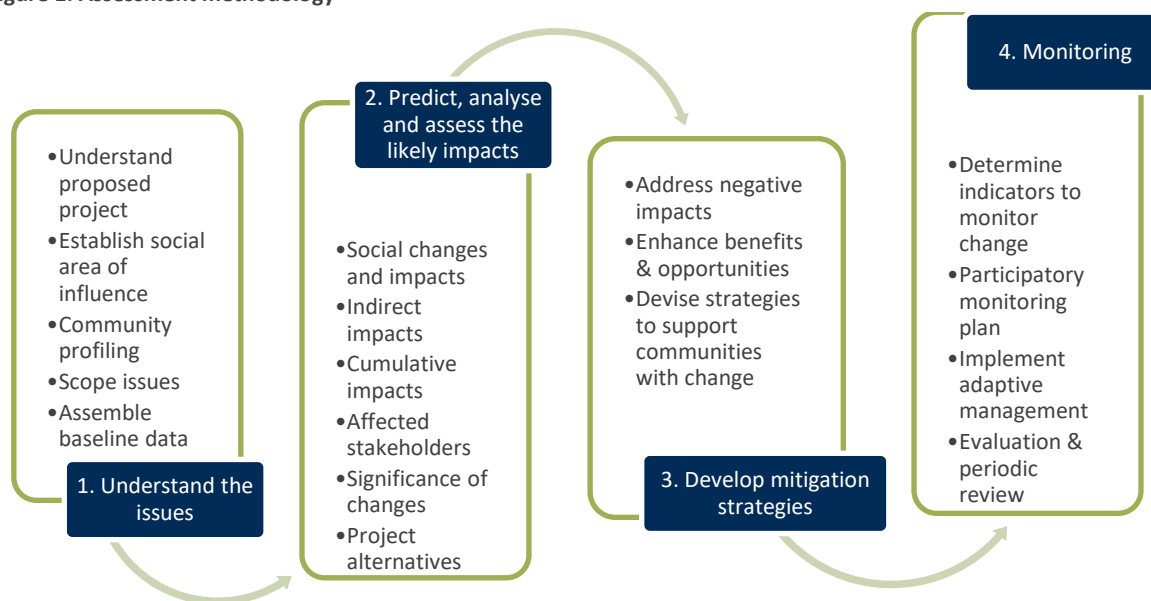
Source: NSW Planning & Environment (2017)

The proposed development is to be assessed having regard for the matters above.

1.3 Assessment methodology

Figure 1 presents the key steps and tasks undertaken as part a Social Impact Assessment.

Figure 1: Assessment methodology



Adapted from Vanclay, F., et al. (2015): p. 7

1.4 Impact assessment framework

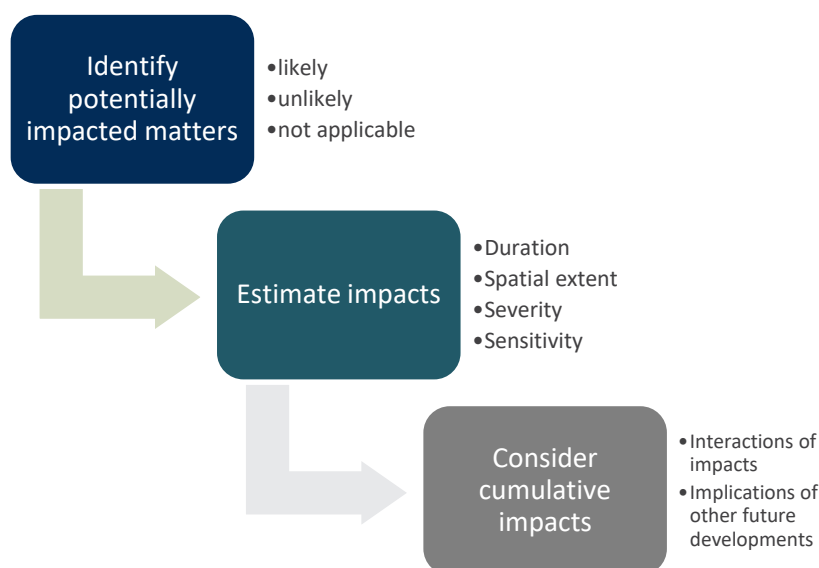
The impact assessment presented in this report identifies and evaluates changes to existing social conditions due to the project. This includes the assessment of direct and indirect benefits and effects/impacts, as well as consideration of any cumulative impacts.

These changes can be **positive** or **negative**; **tangible** or **intangible**; **qualitative** or **quantitative**; **direct**, **indirect** or **cumulative**; and **subjectively experienced**.

The likelihood of social impacts arising from each social and environmental matter assessed as part of the scoping process.

Figure 2 reflects the scoping process that was undertaken to estimate the overall significance of impacts prior to performing more detailed assessment. The following sections outline the criteria that underpin each of the assessment components that contribute to the assessment framework. Professional judgement and experience is applied on a case-by-case basis to identify the significance of impact on the social environment.

Figure 2: Social Impact Assessment scoping process



1.4.1 Level of impact

Table 1 outlines the criteria for rating the material effect of an impact, across the four areas defined in Department of Planning and Environment's guidelines: duration, spatial, severity and sensitivity.

Table 2 identifies the overall the level of impact rating which is comprised of multiple combinations of duration, spatial and severity outcomes.

Table 1: Criteria for rating the material effect of an impact

Impact	Duration	Impact	Spatial extent	Impact	Severity of impact
Short term	Less than one year Low frequency	Direct Property	Individual/household	Negligible	No discernible positive or negative changes to baseline conditions
Medium term	One to six years Medium intermittent frequency	Locality	Small number of households	Small	Minimal positive or negative changes to baseline conditions
Long term	Less than six years Consistent frequency	Suburb	Large part of/ whole community Suburb as defined by ABS	Medium	Moderate positive or negative changes to baseline conditions
		Municipality	Local Government area or greater	Large	Major positive or negative change to baseline conditions

Table 2: Level of impact

Category	Significance
Minimal	■ No discernible positive or negative changes to baseline condition.
Minor	■ Small change to baseline condition, generally short or short-medium term, confined to a locality or suburb and is able to be mitigated or enhanced.
Moderate	■ Medium change to baseline condition that may be short, medium, or long

Category	Significance
	term. The spatial extent may vary, however impacts would usually respond to mitigation or enhancement.
Major	<ul style="list-style-type: none"> Large change to baseline condition usually resulting in medium to long-term effects. Spatial extent is generally at an LGA or regional level with the potential for substantial effects on the social or economic environment. Negative impacts would require extensive mitigation.
Catastrophic	<ul style="list-style-type: none"> A reasonable worst case scenario in the circumstances of the proposed development.

1.4.2 Likelihood of impact

The significance of which potential social impacts and benefits would occur as a result of the proposal is assessed by comparing the level of impact (low, moderate and high) against the likelihood of impact occurring. The criteria used to determine the likelihood of an impact are described in Table 3.

Table 3: Likelihood of impact

Likelihood	Description	Probability
Near certain	Expected to occur, almost frequently	90 per cent
Likely	Could occur in many instances	70 per cent
Possible	Just as likely to happen as not	50 per cent
Unlikely	Very limited occurrence	30 per cent
Rare	Unlikely to occur	10 per cent

1.4.3 Significance of impact

Potential impacts are identified as part of the scoping process (see Section 7.1). They are then analysed based on the nature of the impact and its predicted severity. A mitigation strategy is proposed if necessary and finally both impacts are assigned a Social Risk Rating (SRR) for a scenario with and a scenario without mitigation. The matrix used to calculate SRR is contained below in Table 4. Using this rating system, the Social Risks for the proposed development are assessed as follows:

Table 4: Social Risk Matrix

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

Social Risk Rating: Low Moderate High Extreme

Source: NSW Planning & Environment (2017) | Vanclay, F; Esteves, A; Aucamp, I; Franks, D (2015)

THE PROPOSAL

2.0 THE PROPOSAL

2.1 The Subject Site

The Subject Site is identified as Faunce Street West (Lot 2 DP 1226023), West Gosford NSW, within the Central Coast LGA. The site exhibits an overall site area of 31,391m², with significant frontages on to Racecourse Road and Faunce Street W. The site adjoins the Gosford Tennis Centre and Golf Course to the north, Henry Kendall High School and Gosford Public School to the east, industrial style buildings to the south and west. The existing site was formally owned by Ausgrid and is currently occupied by a number of single storey buildings.

Figure 3: The Subject Site



Source: Willow Tree Planning, 2019

2.2 Proposal

The State Significant Development applications seeks consent for the staged redevelopment of the site including:

- **Stage 1** – Concept and Built Form Development Application - the demolition of the existing buildings and a built form development application for a part 11 storey, part 5 storey building with 2 basement levels and a lower ground floor level. Stage 1 will consist of in-patient units, general practitioner clinics, radiology rooms, pathology room, intensive care unit, operating theatres and ancillary retail. The basement levels will consist of parking, waste storage and loading dock.
- **Stage 2** – Concept Development Application - Stage 2 comprises a concept development application for a 4 storey building along Racecourse Road and it is anticipated that it will be used for retail tenancy, ancillary tenancies and medical tenancies

Stage 2 detailed built form approval will be sought later and does not comprise part of this submission. As such the associated socio-economic impacts have not been assessed within this report.

Figure 5 identifies the location of the proposed building, within the south western portion of the subject site. A 23,406m² site is proposed to be subdivided to accommodate the Proposed Development.

Figure 5: Proposed building site layout and building footprint



Source: HPI, 2020

Figure 6: Artists impression of completed Northside Private Hospital, Racecourse Road frontage.



Source: SJB, 2020

2.2.1 Operational hours

The proposed development will operate 24 hours a day, seven hours a week.

2.2.2 Employment and service generation

Estimated job creation stemming from the proposal is as follows:

- 460 operational jobs
- 2,200 construction jobs
- 600 patients

Approximately 600 patients will be serviced by the development once completed.

THE SURROUNDS

3.0 THE SURROUNDS

3.1 The Surrounds

The site forms part of the western boundary of the Gosford City Centre area, the major commercial and retail centre for the Central Coast local government area. The Central Coast is located at the centre of the State's fastest growing corridor – between Sydney and Newcastle.

The Gosford City Centre is the subject of a State government lead revitalisation strategy, aiming to facilitate investment in the city to attract new residents, business, tourists and cultural activity.

The surrounding site context is characterized by a number of significant community land uses important to the region. Adjacent to the property boundary is Gosford Tennis Centre to the north, and Henry Kendall High School and Gosford Public School to the east. Presidents Hill public reserve is to the south of the subject site on Faunce St West, and Gosford Golf Course is further to the north on Racecourse Road. Additionally, it's important to note that Gosford Regional Hospital is located approximately 200m to the North-East of the site. Additionally, there are employment generating uses to the south and west.

The closest residential uses are located on Blackett Street to the west and Young and Etna Streets and beyond to the south.

3.1.1 Access

The site is in an accessible location for the purposes of the proposed development, being centrally located within the Gosford City Centre area. There is appropriate road access and some existing road parking currently available on Faunce St W. As it stands, the site is currently connected from Racecourse Road, direct to the Central Coast highway, which links directly to the M1 motorway to the west, and east to Terrigal. There is also access from Faunce St W 300m east to Gosford Train Station and the Gosford CBD. Major bus routes pass down Racecourse Road every half hour in peak times.

3.2 Planned infrastructure development

Significant improvements to the Gosford City Centre are identified under the Central Coast Regional Plan and the State Government's Gosford City Centre revitalisation strategy. This includes precinct planning for the hospital and railway precincts, and to enhance health related industries within the precincts. The site is also part of the Southern Growth Corridor under the Regional Strategy, which is identified as a key location for investment in economic development, residential growth and investment in health, education, research, knowledge-based industries, professional services, sport and leisure, agribusiness, food manufacturing, high-tech manufacturing and clean technologies. Upgrades to the train station precinct and parking around the CBD are also identified in the Strategy.

STRATEGIC POLICY CONTEXT

4.0 STRATEGIC POLICY CONTEXT

This section reviews the planning and legislative context for the Proposed Development based on State and local government planning guidelines. The following strategic policy documents have been reviewed.

4.1 Central Coast Regional Plan (2036) and Implementation Plan

The Central Coast Regional Plan (2036) represents the whole of government commitment to the vision and direction of the Central Coast. The plan identifies planning priorities to deliver the long term vision of the Central Coast area and specifically focuses on major growth potential areas.

Gosford is included as an area of importance due to its established city centre and related infrastructure. And identifies the area as suitable for revitalisation. Through improved planning instruments, growth and reinvestment into the city centre, and a City with vibrancy can be achieved by government and private sector investment, increasing employment opportunities and decreasing the need for skilled workers to travel out of the area for work. This plan is acknowledged as ‘only as good as its delivery’. Achieving the visions outlined in the plan are a shared responsibility between the NSW Government, Central Coast Council along with business, industry, institutions and the community.

This action outlined in this plan are considered to support the objectives of the proposed development, that being to provide a high quality hospital in the Central Gosford area, to meet current and future demands of residents. The Directions and Actions from the Regional Strategy that are relevant to the Proposed Development are outlined in the Table below.

Table 5: Central Coast Regional Plan – Directions and Actions Relevant to the Proposed Development.

Directions	Actions
Direction 1: Grow Gosford City Centre as the regions capital	<ul style="list-style-type: none"> Action 1.1 - Grow Gosford City Centre as the region’s Capital and focus of professional, civic and health services for the region’s population Action 1.2 - Undertake and integrate precinct planning for the Waterfront, Arts and Entertainment, City Core, Railway and Hospital precincts – to grow jobs and coordinate the delivery of improved transport infrastructure. Action 1.3 - Attract and facilitate greater commercial development in Gosford City Centre by improving the public domain and providing opportunities for development through local planning controls Action 1.5 - Enhance the growth potential of the health precinct around Gosford Hospital and allied health facilities in Gosford City Centre to drive the growth of services and specialisation in the region
Direction 2: Focus economic development in the Southern and Northern Growth Corridors	<ul style="list-style-type: none"> Action 2.3 - Deliver renewal plans for the Gosford City Centre to enhance the function of the Southern Growth Corridor.
Direction 3: Support priority economic sectors	<ul style="list-style-type: none"> Action 3.1 - Promote growth and renewal in centres by providing planning controls that create the right conditions for this to occur Action 3.3 – Establish the Northern and Southern Growth Corridors as key locations for economic development, residential growth and investment in health, education,

Directions	Actions
	research, knowledge-based industries, professional services, sport and leisure, agribusiness, food manufacturing, high-tech manufacturing and clean technologies
Direction 7: Increase job containment in the region	<ul style="list-style-type: none"> Action 7.1 - Facilitate economic development that will lead to more local employment opportunities on the central coast
Direction 16: Grow investment opportunities in the regions centres	<ul style="list-style-type: none"> Action 16.2 - Enhance the network of centres by encouraging business and infrastructure investment in centres and planning for attractive mixed-use places that respond to the character and role of the centre
Direction 17: Align land use and infrastructure planning	<ul style="list-style-type: none"> Action 17.1 - Align land use and infrastructure planning to maximise the use and capacity of existing infrastructure, and the efficiency of new infrastructure Action 17.2 – identify sites in partnership with the infrastructure providers for health, education, emergency services, energy production and supply, waste disposal cemeteries and crematoria
Direction 18: create places that are inclusive well designed and offer attractive lifestyles	<ul style="list-style-type: none"> Action 18.6 – Work with council to support initiatives that allow people to age positively on the central coast.

4.2 SEPP Gosford City Centre 2018 and Gosford City Centre DCP

The Gosford City Centre State Environmental Planning Policy (SEPP) 2018 was introduced as a means to facilitate the objectives in the Regional Strategy to revitalise the Gosford City Centre. The subject site of the Proposed development is located within the area subject to the Gosford City Centre SEPP (2018). Of specific relation to the development under assessment are the following SEPP Policy aims:

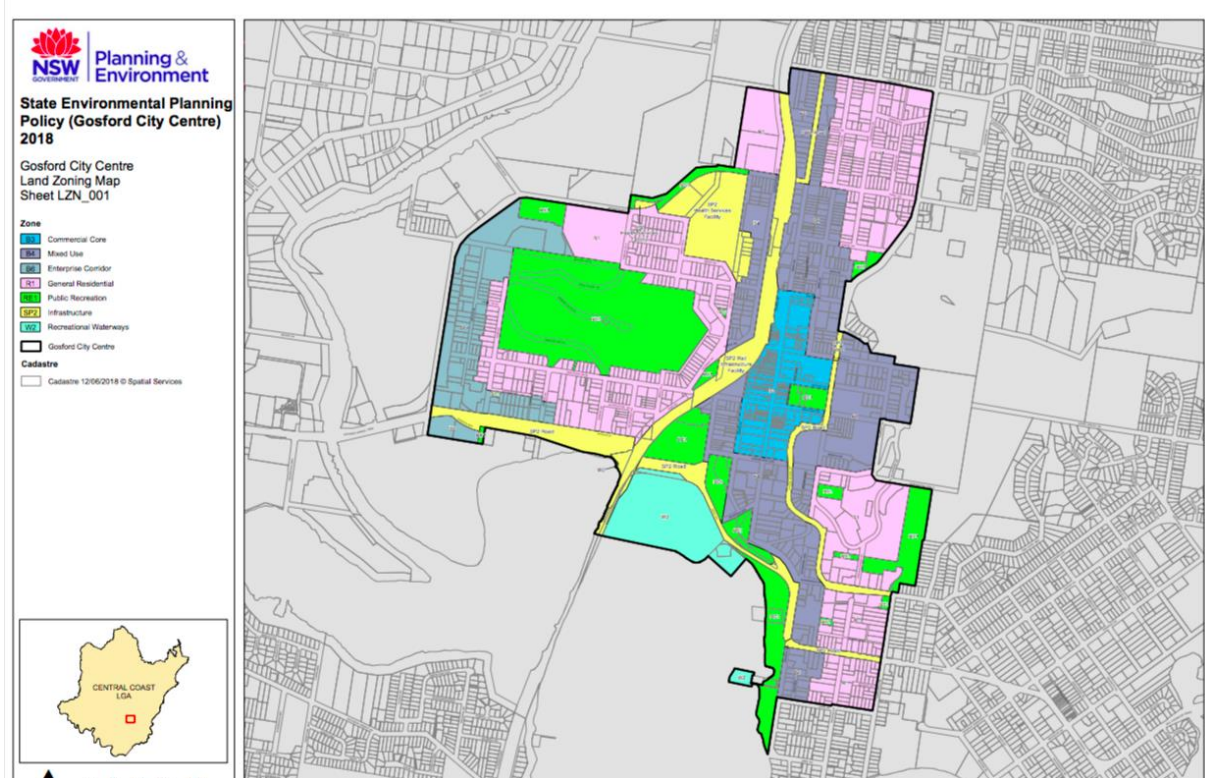
- to promote the economic and social revitalisation of Gosford City Centre
- to strengthen the regional position of Gosford City Centre as a multi-functional and innovative centre for commerce, education, health care, culture and the arts, while creating a highly liveable urban space with design excellence in all elements of its built and natural environments,
- to protect and enhance the vitality, identity and diversity of Gosford City Centre,

The subject site falls within zone B6: Enterprise corridor. The objectives of this zone are:

- To promote businesses along main roads and to encourage a mix of compatible uses.
- To provide a range of employment uses (including business, office, retail and light industrial uses).
- To maintain the economic strength of centres by limiting retailing activity.
- To provide for residential uses, but only as part of a mixed use development.

A hospital is permitted with consent under this zone and is subject to various other controls such as FSRs and Height controls.

Figure 4: Gosford City Centre SEPP (2018) – Land Zoning Map



Source: NSW Planning & Environment, 2018.

The Gosford City Centre DCP outlines the detailed requirements for development that falls within the boundary of the Gosford City Centre SEPP. It aims to promote design excellence resulting in quality urban design through ensuring development aligns with the vision, recommendations and place character in the Urban Design Framework prepared by the NSW Government Architect.

4.3 NSW Government Architect's Gosford Urban Design Framework 2018

The Urban Design Framework (UDF) helps to shape the continued development and renewal of the Gosford City Centre and support implementation of the Central Coast Regional Plan 2036 vision for Gosford. Historically, attempts to support revitalisation of the City Centre have been ad hoc, with sporadic development of new buildings, largely residential, concentrated around the fringe of the city centre. The framework recognises a run-down appearance of buildings with vacant shops remains, with poor quality public domain and way finding and poor connectivity and pedestrian amenity. This strategy aims to overcome these issues in a coordinated approach by putting people and place first.

The revitalisation of the city centre will entice investment to energise the city, attract new residents, businesses, tourism, and culture. The Urban Design Framework outlines a future focus for Gosford and provides recommendations and urban design strategies.

Underpinning the framework, it recognises:

- Gosford needs to fulfil its role as a regional capital
- The framework connects people in the city to its landscape
- Public domain and people come first
- Revitalisation is about a network of well-connected places that create an attractive and lively city
- Kibble Park is the Civic heart
- The landscape, water and city come together

- The expansion of the hospital is a major investment in the future of Gosford
- A network of engaging places and connections ensures Gosford is resilient and adaptive

The Framework identifies the importance of place based precinct planning to create identities within the City Centre, and ensure connectivity exists between precincts. City North is identified as a health and education precinct, with opportunity to build on these, as well as utilising the proximity to the train station, and also the potential of a diverse range of development and housing. Therefore this part of the city becomes an innovation district.

The rail corridor as a geographic divider and the poor amenity and public domain are seen as barriers to change. The strategy identifies that “Investment in the hospital will promote growth in allied services in the area and attract health workers to live in the City Centre”. Design principles for the north include significant public domain improvements which will impact the pedestrian connects across the rail corridor and promote diversity of built form. A Gosford station upgrade is recommended, as is an active transport loop around the precinct, including Faunce Street.

4.4 Central Coast Community Strategic Plan 2018-2028

The One-Central Coast Community Strategic Plan 2018-28 is a long term strategy for the community developed with Council and sets the long term direction to achieve the community’s vision for the future. The vision for the community is: “We are one Central Coast: a smart, green and liveable region with a shared sense of belonging and responsibility”. Strategic economic development, revitalising key urban locations and establishing new industry partnerships is one of the key directions in achieving a “Smart Central Coast”. Investing in health care solutions including infrastructure services and preventative programs to keep people well for longer is also an objective of the plan.

COMMUNITY PROFILE

5.0 COMMUNITY PROFILE

The section provides a snapshot of the socio-economic characteristics of the study area to better understand the underlying and emerging social needs of the community and potential social impacts of the Proposed Development.

5.1 Study Area

For the purposes of this assessment, the study area is defined as the Gosford – West Gosford as defined by .id- the Population Experts – and includes the suburb of Narara and Narara Creek in the north, the railway line, Etna Street and the suburbs of North Gosford, Springfield and East Gosford in the east, Henry Parry Drive, Masons Parade, Brisbane Water and the suburb of Point Clare in the south, and the Pacific Highway and the suburb of Somersby in the west. Gosford – West Gosford forms the commercial centre of the Central Coast Council area. The Central Coast Council area uses the same geographic boundary as the Central Coast Local Heath District.

Figure 5: Gosford – West Gosford Study Area



Source: HillPDA, Carto Maps

5.2 Demographic snapshot

A summary of key demographic characteristics is provided over page.

Table 6 Demographic snapshot

Indicator	West Gosford - Gosford	Central Coast Council Area
People		
Population (ERP)	5,095	342,047 (3rd Largest LGA in NSW)
0-14	11.3%	18.5%
15-29	23.4%	16.8%
30-44	23.4%	17.5%
45-59	17.8%	20.0%
60-74	14.1%	17.4%
75+	9.9%	9.7%
Median Age	37	42
Persons aged 65+	19%	20.9%
Dependency Ratio	0.44	0.65
Overseas born	28%	14.6%
Aboriginal and Torres Strait Islander Population	2.8%	3.8%
Language other than English	21%	5.8%
Housing		
Total Dwellings	2,797	144,420
Owned or Being Purchased (%)	15.8%	33.4%
Renting (%)	56.8%	25.7%
Separate House	12.1%	76.6%
Townhouse	35.5%	18.3%
Flat / Unit	50.9%	3.4%
Households		
Group Household	6.2%	2.9%
Family Households	45.7%	67.1%
Lone Person Households	40%	25%
Average Occupancy Rate	1.85	2.49
Average per house	1.0	1.5
Income and employment		
Median Income - Household	\$1,123	\$1,256
Median Weekly rent	\$348	\$352
Median Weekly Mortgage	\$314	\$410
Top 5 Industries of Employment	Health Care and Social Assistance – 20.9% Retail Trade – 11.9% Accommodation and Food Services – 7.2% Public Administration and Safety – 6.5% Professional, Scientific, and Technical Services – .4%	Health Care and Social Assistance – 15.3% Construction – 11.3% Retail Trade – 11.1% Education and Training – 7.7% Accommodation and Food Services – 7.6%

5.3 Social advantage and disadvantage

The Socio-Economic Indices for Areas (SEIFA) has been developed by the ABS to provide an overview of social and economic wellbeing and welfare of communities across a range of spatial scales. The SEIFA measures the relative level of socio-economic advantage and disadvantage based on various census characteristics, such as income, education, unemployment and occupations. In the context of this Index, a lower score indicates an area that is relatively disadvantaged compared to an area with a higher score. Table 7 below identifies the index rankings and quantiles.

Table 7: SEIFA rankings and quantiles

Measure	Interpretation
Rank	To determine the rank of an area, all the areas are ordered from lowest score to highest score. The area with the lowest score is given a rank of 1; the area with the second-lowest score is given a rank of 2 and so on, up to the area with the highest score which is given the highest rank.
Decile	Deciles divide a distribution into ten equal groups. In the case of SEIFA, the distribution of scores is divided into ten equal groups. The lowest scoring 10% of areas are given a decile number of 1, the second-lowest 10% of areas are given a decile number of 2 and so on, up to the highest 10% of areas which are given a decile number of 10.
Percentile	Percentiles divide a distribution into 100 equal groups. In the case of SEIFA, the distribution of scores is divided into 100 equal groups. The lowest scoring 1% of areas are given a percentile number of 1, the second-lowest 1% of areas are given a percentile number of 2 and so on, up to the highest 1% of areas which are given a percentile number of 100.

The SEIFA rankings were analysed at the SA2 geography level from the ABS. This area is slightly broader than the West Gosford – Gosford area analysed in section 5.2 and includes the suburbs of West Gosford, North Gosford, East Gosford and Springfield

Table 8: Gosford – Springfield (SA2) SEIFA score and decile

Gosford – Springfield (SA2)						
	Australia			NSW		
	Rank	Decile	Percentile	Rank	Decile	Percentile
Advantage and disadvantage	885	5	41	247	5	45
Disadvantage	741	4	34	220	4	40
Economic resources	370	2	17	90	2	17
Education and occupation	1319	7	61	344	7	62

Source: ABS, 2016

The area was ranked around the mid-point to bottom half of SA2s for all advantage and disadvantage when compared with other SA2s across NSW and Nationally. This is likely a reflection of the area being located at the centre of the Central Coast business district, but still a fair distance from key financial and economic centres of greater Sydney and opportunity to access higher paying employment. This is likely to change with the availability of more professional roles as a result of this development proposal.

Economic resources are the factors used in producing goods or providing services. In other words, they are the inputs that are used to create things or help you provide services. The economic resources index analyses 15 variables to measure a wide range of concepts, such as: household income, housing expenditures (e.g. rent) and wealth (e.g. home ownership). At 17 per cent, Gosford - Springfield 'economic resources' index is low when compared with other statistical areas across NSW and Australia. This is likely to be because of

combination of low home ownership, lower household incomes, lower rents, and very low incidence of high income households.

5.4 Employment

Data from Census 2016 indicates that the main employing industries for residents of Gosford – Gosford West is the population serving industries, with Health Care and Social Assistance making up 20.9% employed residents and retail trade making up 11.9% of industries. Unemployment in Gosford – Gosford West is relatively high, with 9.1% of residents unemployed, above the Central Coast Council Area rate of 6.7% and NSW 6.3% (Census 2016).

With population in the Central Coast LGA projected to grow by 23.7% by 2036 (.id – The Population Experts), it will be important to ensure the continuing availability of local employment in the region.

Table 9: Comparison of employment by industry

	Gosford - West Gosford		Central Coast Council area		New South Wales	
	Total	Percent	Total	Percent	Total	Percent
Health Care and Social Assistance	460	20.9	21416	15.3	422201	12.5
Retail Trade	262	11.9	15491	11.1	326394	9.7
Accommodation and Food Services	159	7.2	10584	7.6	239221	7.1
Public Administration and Safety	142	6.5	8698	6.2	204171	6.0
Professional, Scientific and Technical Services	141	6.4	7521	5.4	274081	8.1
Education and Training	139	6.3	10708	7.7	282567	8.4
Financial and Insurance Services	130	5.9	4660	3.3	167257	4.9
Manufacturing	124	5.6	8728	6.3	197335	5.8
Construction	123	5.6	15723	11.3	282493	8.4
Administrative and Support Services	96	4.4	4986	3.6	117484	3.5
Information Media and Telecommunications	57	2.6	2685	1.9	73402	2.2
Wholesale trade	57	2.6	3442	2.5	103720	3.1
Transport, Postal and Warehousing	55	2.5	5260	3.8	158763	4.7
Arts and Recreation Services	42	1.9	2127	1.5	51776	1.5
Rental, Hiring and Real Estate Services	35	1.6	2433	1.7	59650	1.8
Electricity, Gas, Water and Waste Services	10	0.5	1554	1.1	31881	0.9
Agriculture, Forestry and Fishing	8	0.4	1114	0.8	72623	2.1
Mining	3	0.1	764	0.5	31735	0.9
Other Services	71	3.2	5869	4.2	124479	3.7
Inadequately described or not stated	86	3.9	5836	4.2	159107	4.7
Total employed persons aged 15+	2205	100.0	139599	100.0	338034	100.0

Source: ABS, 2016

The occupations of residents within the Study Area are typical of CBD living, with professionals making up over a quarter (26.7%); although the proportion of Managers was low at 10.3%. Blue collar workers (Machinery Operators and Drivers, and Labourers) made up the lowest proportion of workers in the study area.

Table 10: Comparison of employment by classification of occupation

	Gosford – West Gosford		Central Coast Council Area		New South Wales	
	Total	Percent	Total	Percent	Total	Percent
Professionals	595	26.7	25906	18.6	798128	23.6
Clerical and Administrative Workers	322	14.5	19085	13.7	467982	13.8
Technicians and Trades Workers	263	11.8	21599	15.5	429235	12.7
Community and Personal Service Workers	253	11.4	17317	12.4	350259	10.4
Managers	230	10.3	15642	11.2	456086	13.5
Labourers	223	10.0	14462	10.4	297888	8.8
Sales Workers	220	9.9	14849	10.6	311413	9.2
Machinery Operators and Drivers	91	4.1	8356	6.0	206840	6.1
Not stated or inadequately described	31	1.4	2384	1.7	62509	1.8
Total	2,002	100.00%	93,049	100.00%	2,228,483	100.00%

Source: ABS, 2016

The 2016 Census showed that residents within the study area tended to travel less distance for work than the City-wide median, which is most likely evidence of existing jobs in the CBD area. However, both residents of the study area and the wider Central Coast LGA display great variance across the range of distances travelled to work (51.22km and 38.52km interquartile range respectively).

Table 11: Commuting distance from place of usual residence

	Gosford - Springfield SA2	Central Coast Council Area	NSW
Average commuting distance (kms)	25.12	28.25	16.27
Median Commuting Distance (kms)	7.88	14.38	9.80
Interquartile range (kms)	51.22	38.52	17.42
Standard deviation (kms)	29.88	31.86	21.43

Source: ABS, 2016

5.5 Health Statistics

In 2017, the life expectancy from birth for the Central Coast Local Health District was lower than the regional and state comparisons, at 82.1 years. Incidents as a result of accidents (including preventable hospitalisations deaths, and falls) were also higher than state averages.

There are social, economic, psychological and physiological factors that impact on health of individuals. Results for selected determinants of health indicate that the Central Coast area performs similarly to NSW, except in the areas of Overweight and Obese adults and recommended vegetable consumption: 63% of adults were either overweight or obese in 2018, as opposed to 54.2% for NSW. Only 5.1% of adults are consuming their recommended daily amount of vegetables, opposed to 5.9% in NSW.

Table 12: Selected Population Health Statistics

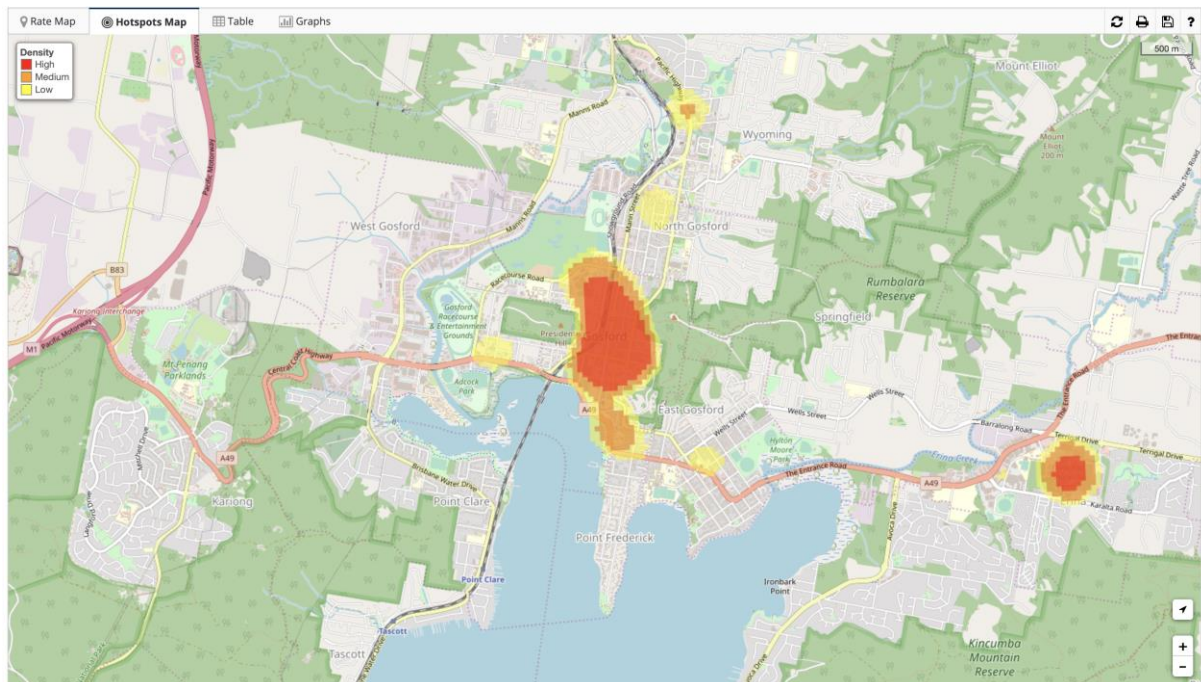
	Central Coast Local Health District	Hunter, New England and Central Coast PHN	NSW
Description	Total	Total	Total
<i>HEALTH PERFORMANCE INDICATORS (selected)</i>			
Life Expectancy from Birth (years) (2017)	82.1	83.7	83.6
Potentially preventable hospitalisations (rate per 100,000ppl) (2017-18)	2327.2	2309.9	2192.0
Fall Related Injury Hospitalisations (rate per 100,000ppl) (2017-18)	574.6	551.7	531.6
Potentially avoidable deaths (rate per 100,000ppl) (2015-16)	121.2	128.1	104.0
<i>DETERMINANTS OF HEALTH (selected)</i>			
Overweight and Obesity in Children (5-16years) (2015-2018)	22.6%	...	22.4%
Smoking in Adults (2018)	10.4%	11.0%	10.3%
Overweight and Obese Adults (2018)	63%	62.6%	54.2%
Vegetables recommended daily consumption (2018)	5.1%	6.6%	5.9%

Source: NSW Health, 2019.

5.6 Crime 'hot spots'

According to data from the Bureau of Crime Statistics and Research (BOSCAR), there is a significant high-density crime hot spot over the Gosford CBD. This subject site is directly connected to the hot spot area in accessing public transport nodes via Faunce St W. Consideration of the safety of employees and visitors to the hospital who will commute by train, particularly at night, should be considered in the development proposal. A second less significant hotspot is near the intersection of the Central Coast Highway and Racecourse Road is evident, near the bulk goods stores. It is considered this will have no impact on the development proposal.

Figure 6: Crime Hotspots Map – Incidents of Assault (non-domestic) – April 2018 – March 2019



5.7 Summary of key findings

- The Gosford – West Gosford area had a population of 5,095 people (Census 2016).
- The area has high proportions of young adults, rental housing, and high-density dwellings when compared to the LGA (Census 2016).
- The most represented industry amongst workers living in the Gosford – West Gosford area is Health Care and Social Assistance (Census 2016).
- Local residents across the broader Central Coast Local Government Area generally travelled greater distances to work, than those located within Gosford – Springfield area. Although there still appears to be a significant contingent of workers from Gosford-Springfield travelling outside of the LGA for work.
- Life expectancy, preventable hospitalisations and death, and other social determinants were higher in the Central Coast LGA than NSW (NSW Health, 2018).
- There is a significant crime hotspot in around the train station precinct of Gosford (BOCSAR, 2018).

STAKEHOLDER VIEWS

6.0 STAKEHOLDER VIEWS

Community consultation has been undertaken by Australian Public Affairs to inform the State Significant Development Application.

6.1 Background to the consultation

The consultation objectives were to:

- Identify, target and inform stakeholders of the project to provide useful, relevant and timely information and create general community awareness and understanding of the project.
- Create opportunities for stakeholder engagement through multiple channels and at appropriate decision points of the project to obtain inputs and satisfy all statutory and regulatory community consultation requirements.
- Obtain stakeholder and community feedback for the use of the project team during planning, design and construction.
- Build positive relationships with stakeholders to obtain timely and meaningful inputs into the project and leave a legacy of goodwill.

Two community drop-in sessions were held:

- Saturday 31 August 2019 from 1pm – 4pm.
- Wednesday 4 September 2019 from 6pm – 9pm.

Local residents and interested stakeholders were invited to drop-in to the Henry Kendall High School library.

The drop-in sessions were advertised to the local community and key stakeholders as follows:

- Flyer letterbox-dropped to properties along Faunce, Cape, Sinclair, Batley, Ward and Young streets and parts of Racecourse Drive on 22 August 2019 (Appendix B).
- Advertisement placed in the Central Coast Express Advocate on 22 August 2019, with supporting editorial on 29 August 2019 (Appendix C).

Information about the proposal and the planning pathway was presented on display. Representatives of the project team were available to describe and discuss the proposal, answer questions and explain key aspects of the SSDA process. A total of 13 people attended the sessions, providing feedback directly to the project team and via feedback forms.

6.2 Issues raised

Issues raised during consultations are summarised below:

- Services at the private hospital should complement other services provided in the area
- Planning for future hospital needs is supported
- Extra ICU and radiology are vital to the area
- Additional private hospital bed capacity is essential for health care on the Central Coast
- Essential that the future operator is a competitor to the existing service provider to promote a competitive environment
- Detailed design of the hospital should include the provision of cooking and meal preparation areas for patients
- There is not enough parking available in the area now
- Parking is a big issue in this area

- Parking and movement are vital around this area
- Interaction between movements around the hospitals and schools will be important
- Consider building a roundabout at the Faunce Street and Racecourse Road intersection
- Prefer to have cycling and pathway separated
- Staff parking should be provided at reasonable rates
- Parking needs to be affordable
- A shuttle bus from Gosford Station should be made available for patients and visitors.

6.3 Future Consultation

In progressing beyond lodgement, it is required that the EIS for the Proposed Development be publicly exhibited for 28 days. It is anticipated that the public exhibition would also include wide notification by means of newspaper advertisements, notice on the Department of Planning, Industry and Environment's website and further written correspondence to surrounding landowners.

In addition to this, in the event of approval, the proponents have stated their intent to continue with ongoing community consultation in the interest of transparency, aligning with the wider aspiration for the Proposed Development. This would entail a range of future communication activities taking place.

IMPACT ASSESSMENT

7.0 IMPACT ASSESSMENT

This section details the potential social impacts to arise from the proposed development. The assessment is informed by the analysis from the previous chapters and scoping of potential impacts using the Department of Planning and Environment's scoping template.

The assessment of social impacts uses the methodology described in section 1.4. Each potential impact is assessed having regard for the level of impact (section 1.4.1), the likelihood of impact (section 1.4.2) and the significance of impact (section 1.4.3).

7.1 Scoping

The impacts to arise from the proposed development will be influenced by the existing situation, the eventual consequences of the proposed development and measures put in place to mitigate against any negative impacts and enhance positive impacts.

Issues already in existence are relevant only as context, within which, the impacts of the proposed subdivision must be examined. Issues have been assessed based on their impact during the construction and operational period of the development.

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.

Economic impacts can involve changes to:

- Employment generation
- Expenditure
- Gross value added
- Investment stimuli

The Department of Planning, Industry and Environment's Social Impact Assessment Guidelines contains a scoping tool which has been applied to the proposed development. The completed scoping tool is included in Appendix A.

7.2 Area of influence

Social and economic impacts of the proposed development may extend beyond the immediate surrounds.

Table 17: Area of influence of potential impacts

Impact type	Local Community	Broader Community
Amenity	<ul style="list-style-type: none"> Noise Lighting Visual Building Impact 	<ul style="list-style-type: none"> Increased vehicle movements on road network
Access	<ul style="list-style-type: none"> Some on street parking expected 	Increased demand for public transport
Built environment	<ul style="list-style-type: none"> Increased use of local roads 	Increased demand for health related commercial office rentals with the creation of a “health precinct”
Community	<ul style="list-style-type: none"> Health Road Safety Public Safety Increased demand for local services and facilities 	<ul style="list-style-type: none"> Public Safety Increase demand for short and longer term housing
Economic	<ul style="list-style-type: none"> Job creation 	<ul style="list-style-type: none"> Job creation

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

7.3 Amenity impacts

Amenity has its meaning of pleasantness, but also has a physical (or tangible) component. This includes the character and appearance of buildings, proximity to commercial or recreational facilities, quality of infrastructure and absence of noise, unsightliness or offensive odours. It also has a psychological or social component.

Amenity is what makes one location feel different from another, but it also contributes to a place’s identity and can be what makes our physical surroundings worth caring about. Amenity can affect the ability of a resident, a visitor or the community to enjoy or undertake activities within the local area.

7.3.1 Impact of construction

The construction process has the potential to affect the amenity of sensitive receivers within the surrounding area. Sensitive receivers 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.

During construction, the following may affect local amenity:

- The removal of established vegetation
- The introduction of construction facilities to the environment
- Noise and dust arising from construction activities
- Unpleasant odours
- Increased traffic volumes and/or congestion.

Short term reduction in amenity may impact the neighbouring school and some existing residential properties within the vicinity of the site, however due to the distance of nearby properties disruption is likely to be minimised. Construction impacts on local amenity are generally contained within close proximity to construction sites. Best practice for construction in established residential areas is to include consultation with neighbouring residents to outline expectations and standards.

A range of mechanisms can be applied to minimise any potential construction impacts on amenity. Such mechanisms are typically required as a condition of development consent and are employed by most building contractors and implemented through a Construction Management Plan. Such plans tend to focus on issues such as demolition and construction staging, noise, air and water quality, construction traffic management, pedestrian safety and site management. They include simple but effective measures such as screening, noise mitigation at source and varying work hours.

These mechanisms can be as simple as avoiding noisy or disruptive construction activities during the hours when residents are likely to want to enjoy surrounding open space or rest, for example on evenings and weekends. Overall, the social impacts arising from construction are considered to be “minor” in the circumstances.

With these mechanisms in place, it is deemed that the impacts would be minor and “unlikely” to affect those nearby, presenting “low” social risk, with mitigation according to the social risk matrix (section 1.4.3).

7.3.2 Noise

Exposure to environmental noise may also affect the function of social and business services (both positively and negatively), especially those that are dependent on a quiet environment. Noise impacts may also affect the way people use space, their ability to communicate and the way individuals undertake daily activities. This includes heightened annoyance, stress and sleep disturbance.

An acoustic assessment undertaken by JHA Acoustic Services, dated April 2019 provides an assessment of the noise impacts to arise from the Proposed Development. JHA Acoustic Service carried out attended and unattended noise surveys around the proposed site in order to establish the ambient and background noise levels of the site and surrounds. Long-term noise monitoring was carried out from Friday 8th to Tuesday 19th March 2018. On Tuesday 19th March 2019, short-term noise measurements were carried out during day-time.

The key noise sources on site during the construction stage will be from heavy plant / equipment such as excavators, bulldozers, hand-held pneumatic tools, grinders, etc. In order to meet the noise and vibration requirements of the site, the Contractor will be required to engage a qualified acoustic consultant to assist in the compilation of a Construction Noise and Vibration Management Plan (CNVMP) and undertake noise and vibration monitoring for the duration of the project.

The report by JHA Acoustic Services recommends that construction noise and vibration be managed by implementing the strategies listed below:

- Plant and equipment. In terms of both, cost and results, controlling noise and vibration at the sources is one of the most effective methods of minimising the impacts from any work site activities. Work practices that will reduce noise and vibration at the source include:
 - Employing quieter techniques for all high noise activities such as rock breaking, concrete sawing, and using power and pneumatic tools
 - Use quieter plant and equipment based on the optimal power and size to most efficiently perform the required tasks
 - Selecting plant and equipment with low vibration generation characteristics
 - Operate plant in a quietest and most effective manner
 - Where appropriate, limit the operating noise of equipment
 - Regularly inspecting and maintain plant and equipment to minimise noise and vibration level increases, to ensure that all noise and vibration reduction devices are operating effectively
 - Where appropriate, obtain acoustic test certificates for equipment.

- A site noise management practices that will reduce noise from the site include:
 - Maximising the distance between noise activities and noise sensitive receivers. Strategically locate equipment and plant
 - Undertaking noisy fabrication work off-site where possible
 - Avoid the use of reversing beeping alarms or provide for alternative systems, such as broadband reversing alarms, particularly during night or out-of-hours works
 - Maintaining any pre-existing barriers or walls on a demolition or excavation site as long as possible to provide optimum sound propagation control
 - Constructing barriers that are part of the project design early in the project to afford mitigation against site noise
 - Using temporary site building and material stockpiles as noise barriers. These can often be created using site earthworks and may be included as a part of final landscape design
 - Installing purpose built noise barriers, acoustic sheds and enclosures.
- Scheduling work during periods when people are least affected is an important way of reducing adverse impacts. The following scheduling aspects may reduce impacts:
 - Provide respite periods, including restricting very noisy activities to daytime, restricting the number of nights that after-hours work is conducted near residences, or by determining any specific requirements, particularly those needed for noise sensitive receivers.
 - Scheduling activities to minimise impacts by undertaking all possible work during hours that will least adversely affect sensitive receivers and by avoiding conflicts with other scheduled events.
 - Scheduling work to coincide with non-sensitive periods.
 - Scheduling noisy activities to coincide with high levels of neighbourhood noise so that noise from the activities is partially masked and not as intrusive.
 - Planning deliveries and access to the site to occur quietly and efficiently and organising parking only within designated areas located away from sensitive receivers.
 - Optimising the number of deliveries to the site by amalgamating loads where possible and scheduling arrivals within designated hours.
 - Designating, designing and maintaining access routes to the site to minimise impacts.
 - Including contract conditions that include penalties for non-compliance with reasonable instructions by the principal to minimise noise or arrange suitable scheduling.
- Consultation, notification and complaints handling.
 - Provide information to neighbours before and during construction.
 - Maintain good communication between the community and Project staff.
 - Have a documented complaints process and keep register of any complaints.
 - Give complaints a fair hearing and provide for a quick response.
 - Implement all feasible and reasonable measures to address the source of complaint. Implementation of all reasonable and feasible mitigation measures for all works will ensure that any adverse noise impacts to surrounding receivers are minimised when noise goals cannot be met due to safety or space constraints.

JHA Acoustic Service conclude that the above implementation measures will result of any adverse noise impacts to surrounding residential, commercial and recreational receivers being minimised. Further *“that the SSD application should not be refused on the grounds of excessive noise and vibration generation.”*

On the basis of the findings of the acoustic assessment, HillPDA identifies noise as an “unlikely” and “minor” negative impact. Adoption of the measures identified in the acoustic assessment will help mitigate any potential negative social impacts stemming from noise in the immediate area. As such, noise is deemed to present “low” social risk on the social risk matrix at section 1.4. .

7.3.3 Visual Impact

The maximum building height under the Gosford City Centre SEPP is 12 metres. Clause 8.4 allows for an increase in building height on certain lots in the B6 Enterprise Corridor zone. The Proposed Development’s building height is 48.5m. Gosford City Council, during the preliminary consultations in February 2019 raised concerns with visual and scenic amenity with the proposal.

The proposed development site is located on the corner of Faunce St W and Racecourse Road. There are no residential uses directly adjoining the site, and therefore any privacy or solar access issues are unlikely.

The proposal has been subject to a design excellence process and a visual impact assessment is submitted under a separate cover.

A Visual Analysis was undertaken by Roberts Day, dated August 2019 and provides an assessment of the visual impacts to arise from the Proposed Development. This Visual Analysis reviewed and assessed the sensitivity and magnitude of the proposed changes on the existing landscape and from various key locations. Overall, the assessment considered all potential visual impacts to be in the none/ negligible to low ranges. This is mostly due to the physical absorption capacity of the surrounding environment including Presidents Hill, existing public hospital, limited public streets with direct views to the proposal and narrow streets with mature trees.

The proposal establishes a gateway built form and landmark to the City North identified as a health precinct and is consistent with the existing public hospital and future character of the area.

The potential for social or economic impacts to arise from the building height is considered to be “minimal” and “unlikely.” Overall, visual impact presents a “low” social risk on the social risk matrix at section 1.4.2.

7.4 Access

7.4.1 Access

The proposed development provides an access driveway to Racecourse Road approximately 10 metres to the south west of the existing vehicular crossing. The access driveway will link Racecourse Road to an internal driveway that will provide connections to the loading dock and basement car park.

Traffic have undertaken an assessment of the access arrangements at the site. Allowing for a maximum of 211 vehicle trips at peak time between 3pm and 4pm, the proposed access arrangements were found to work satisfactorily.

The site has good connections to the public transport network with reliable access to regular bus and rail services. The site is located within 400 metres of four bus stops, providing staff, visitors and patients connections to Gosford town centre, Somersby, Erina and West Gosford.

As such, the proposal is deemed to present a “low” social risk, with some positive impacts on access.

7.4.2 Parking

The proposed development includes onsite carparking over 4 levels in the order of 389 car spaces. This is 151 spaces more than required by the RMS demonstrating that adequate parking is proposed and parking demand can be adequately accommodated on site. The proposal also includes adequate bicycle parking.

As such, the proposal is deemed to present a “low” social risk, with some positive impacts on parking.

7.5 Built Environment

7.5.1 Public Domain

There are no public spaces with proximity to the subject site that would be materially affected by the activities proposed in the Proposal. Presidents Hill recreational area is the only public park / recreational area nearby and no impacts are anticipated from the proposed development. Any potential impacts to the public domain will be confined primarily to the roadways and the amenity of the domain immediately surrounding them (e.g. footpaths).

The traffic management and acoustic reports cited above indicate that any amenity impacts are likely to be minimal on these areas. As such, the impact on the public domain is assessed as being “minor” with an “unlikely” likelihood and is deemed to present “low” social risk.

The impact of the proposed development to public domain is considered to be “unlikely” and with a “minor” level of consequence. Overall the Proposed Development presents a “low” social risk to the public domain on the social risk matrix.

7.6 Heritage

There are no known heritage items or artefacts on site and therefore the Proposed Development is unlikely to negatively impact upon heritage.

The SEARs require an Aboriginal Cultural Heritage Assessment Report to be considered as part of the EIS.

The SEARs also require the proponent is required to carry out an assessment of European Heritage including potential impacts on the surrounding site and surrounding area, including any built landscape items, conservation areas, views and settings.

The conclusion of this segment is contingent upon the findings of those reports.

7.7 Community

7.7.1 Health

The potential for increased risk to health has been considered including risk arising from disposal of waste, increased traffic emissions and dust during construction. There are no waste activities associated with the Proposed Development that will impact on surrounding properties. Traffic movements could potentially generate additional emissions, however this presents a low level of risk due to the minimal number of pedestrianised areas that front Racecourse and Faunce St W and the relative isolation of the site amongst other industrial uses.

After construction, the development is expected to have positive health impacts. The delivery of additional medical and allied health services is likely to improve physical health due to increased access to medical and allied health services. It is unclear from the development proposal the role the hospital will play in preventative health or mental health programs or services.

Overall, the potential health impacts to arise from the Proposed Development are considered to present an “unlikely” risk to the community of “minimal” level impacts using the criteria in section 1.4. Overall, the

Proposal presents a “low” social risk to the health and wellbeing of the wider community (section 1.4.3). It will be important for waste management procedures and operational practices to ensure that the potential for health impacts to workers is minimised.

7.7.2 Safety

Developments can increase or decrease perceived and actual safety. The earlier investigation of the community identified a crime hot spot around the train station precinct, 300 metres to the east. The proposed development, as well as the continued activation of the precinct under the City Centre revitalisation strategy, may be the catalysts to improve actual crime rates in the precinct. Perceptions of safety may still exist, particularly for workers accessing train services at night.

Concerns about traffic and transport, including road safety were raised as an issue during the community consultation. However, the traffic assessment prepared by Traffix indicated that the proposed development will not compromise the safety of the road network.

On the basis of the above, the potential risks to safety of the proposed development are considered to be “unlikely” with “minimal” level of impact. The Proposed Development presents a “low” social risk in terms of safety on the social risk matrix (section 1.4.3).

7.7.3 Services and Facilities

The Proposed Development is anticipated to employ 2,200 during construction, then 460 people ongoing. There is existing social infrastructure in the immediate area, and its anticipated employees will create an additional demand on these services.

The long day care and preschool facilities in the wider area have capacity to cater for the potential extra demand from before and after work pickup and drop-off. Consequently the impact of the additional workers would be minimal. It is also feasible that with the staged nature of the Proposed Development, and the warehouses and offices themselves being constructed on an individual basis, the increase in demand for relevant services and facilities will be gradual.

Overall, the proposed development is likely to result in a modest increase to the demand for social infrastructure in the local community. A slight mismatch between demand and supply could occur in the short term, however, plans to provide social infrastructure on-site would remedy this. The existing social infrastructure in the surrounds has capacity to accommodate short term needs. On this basis, the proposed development is considered to have an “unlikely” and “minor” level of impact. On the social risk matrix, the proposed development presents a “low” risk in terms of social infrastructure.

7.7.4 Cohesion, capital and resilience

Community cohesion refers to the connections and relationships between individuals and their neighbourhoods. A socially cohesive society is one which works towards the wellbeing of all its members, fights exclusion and marginalisation, creates a sense of belonging, promotes trust and offers its members the opportunity of upward mobility.

The Proposed Development concerns the construction of a hospital. The development site falls within a precinct that has been identified as a key growth precinct under the City Centre SEPP and related Urban Design Framework. As such, the Proposed Development is in line with broader changes throughout the City Centre, as well as in keeping with the growing health services and educational developments to the north-east and east of the Subject Site.

Based on feedback gathered through the community and stakeholder engagement process, the Proposed Development is seen as encouraging for the local and wider regional community, who stand to benefit from the

increased health services availability, and the additional employment generated. In creating additional employment opportunities, the Proposed Development will positively impact on cohesion by adding to opportunities for meaningful engagement in the workforce. The proposed development also creates more opportunities for residents in the area to work closer to home, thereby adding to time that they can spend in their families and communities.

Overall, the Proposed Development is considered “likely” to have “major” positive impacts on the wider community. Consequently, the proposed development has an “extreme” but positive social risk on the social risk matrix (section 1.4.3).

7.7.5 Housing

The development proposal may see the demand for short and long term accommodation in the precinct increase. The demographic analysis indicated that median rents and mortgage repayments are below state averages. The area also falls within the broader City Centre precinct, which is undergoing a major revitalisation program via the Gosford City Centre SEPP and the Gosford City Centre Urban Design Framework. Activation of key sites within the City Centre through increased residential development is encouraged, and therefore additional supply of residential properties is anticipated over the next 10 years.

The demographic analysis revealed that residents in the Central Coast LGA tend to commute long distances to their place of work. The Proposed Development creates employment opportunities in the region, closer to workers’ homes. Moreover the Central Coast region has an expanding population and the Subject Site is strategically located in an area intended to supply employment for the region.

The Proposed development is not anticipated to negatively impact on housing and therefore presents a “unlikely” and “minimal” level of impact for housing. The Proposed Development presents a “low” social risk on the social risk matrix (section 1.4.3).

7.8 Economic impacts

The SSD application is for the construction of the hospital shell and core only estimated at \$100m. However for the purpose of understanding the total economic impacts to arise from the proposed development, HillPDA has adopted the total estimated cost to construct including fit out at approximately \$350m.

7.8.1 During construction

Total construction cost has been estimated at \$350m. based on the following assumed rates:

Table 7: Estimated Construction costs

Area	GFA (sqm)	\$/sqm	\$m
Total cost	51,875	6,746	350

Sources: DCWC

The construction industry is a significant component of the economy accounting for 5.96% of Gross Domestic Product (GDP) and employing just over one million workers across Australia.¹ The industry has strong linkages with other sectors, as such it's impacts on the economy go further than the direct contribution of construction. These follow-on impacts are captured by multipliers which refer to the level of additional economic activity generated by a source industry.

There are two types of multipliers, being production and consumption induced:

Production induced

- first round effect: which comprises all outputs and employment required to produce the inputs for construction, and
- an industrial support effect: which is the induced extra output and employment from all industries to support the production of the first-round effect.

Consumption induced: which relates to the demand for additional goods and services due to increased spending by the wage and salary earners across all industries arising from employment.

The multipliers used in this report are sourced from the ABS Australian National Accounts: Input-Output Tables 2015-16 (ABS Pub: 5209.0). These tables identify first round effects, industrial support effects and consumption induced multiplier effects at rates of \$0.62, \$0.67 and \$0.94 respectively to every dollar of construction.

The table below quantifies the associated economic multipliers resulting from the construction process. The estimated construction cost for the proposed scheme of \$350m will generate further economic activity described as:

- First round effects of \$219m
- Industrial supported effects of \$238m
- Consumption induced effects of \$327m.

¹ Source: IBIS World Construction Industry Report 2018

Table 8: Investment multipliers

	Direct Effects	Production Induced Effects		Consumption Induced Effects	Total
		First Round Effects	Industrial Support Effects		
Output multipliers	1	0.626	0.679	0.934	3.239
Output (\$million)	350	219	238	327	1,134

Source: Hill PDA Estimate using data from ABS Australian National Accounts: Input-Output Tables 2015-16 (ABS Pub: 5209.0)

Note that the multiplier effects are national, and not necessarily local. The ABS states that:

“Care is needed in interpreting multiplier effects; their theoretical basis produces estimates which somewhat overstate the actual impacts in terms of output and employment. Nevertheless, the estimates illustrate the high flow-on effects of construction activity to the rest of the economy. Clearly, through its multipliers, construction activity has a high impact on the economy.”

In particular the multiplier impacts can leave the impression that resources would not have been used elsewhere in the economy had the development not proceeded. In reality many of these resources would have been employed elsewhere. Note that the NSW Treasury guidelines state:

“Direct or flow on jobs will not necessarily occur in the immediate vicinity of the project – they may be located in head office of the supplier or in a factory in another region or State that supplies the project”².

Nevertheless, economic multiplier impacts represent considerable added value to the Australian economy.

7.8.1.1 Construction related employment

Every one million dollars of construction work undertaken generates 2,154 job years directly in construction.³ Based on the estimated construction cost 2,989 job years⁴ would be directly generated by the proposed development as shown in the table below.

Table 9: Construction employment

	Direct Effects	Production Induced Effects		Consumption Induced Effects	Total
		First Round Effects	Industrial Support Effects		
Multipliers	1	0.741	0.839	1.384	3.965
Employment per \$million	2.154	1.597	1.808	2.981	8.540
Total job years generated	754	559	633	1,043	2,989

Source: HillPDA Estimate using data from ABS Australian National Accounts: Input-Output Tables 2015-16 (ABS Pub: 5209.0) adjusted by CPI to 2019

The ABS Australian National Accounts: Input-Output Tables 2015-16 identified employment multipliers for first round, industrial support and consumption induced effects of 0.741, 0.839 and 1.384 respectively for every job year in direct construction. Including the multiplier impacts the project is forecast to generate a total of 2,989 job years directly and indirectly in construction.

² Source: Office of Financial Management Policy and Guidelines Paper: Policy and Guidelines: Guidelines for estimating employment supported by the actions, programs and policies of the NSW Government (TPP 09-7) NSW Treasury

³ Source: ABS Australian National Accounts: Input – Output Tables 2015-16 (ABS Pub: 5209.0) adjusted to 2019 dollars

⁴ Note: One job year equals one full-time job for one year

7.8.2 Employment generation

The proposed development would support permanent employment post-construction through the operation of the hospital. The table below provides an estimate of the number of jobs that would be supported on site.

Table 10: Additional employment from development

Land Use	Employment Density*	GLA	Units	Jobs
Hospital*	1 / 52 sqm	34,296	sqm	660
Total				660

Sources: HillPDA research of equivalent hospitals

*based on Northern Beaches Hospital development

Based on the table above, the proposed development is estimated to accommodate 660 jobs on site. These are jobs in full, part-time and casual positions. The site is currently vacant; therefore this project will produce 660 ongoing jobs for the Gosford region.

7.8.3 Total salaries

Based on IBIS World Industry Reports, HillPDA has estimated total remuneration of workers at the proposed hospital as approximately \$76.4mil per annum.

Table 11: Additional staff remuneration

Land Use	Jobs	Avg Annual Wage	Total (\$m)
Private Hospital	660	\$115,693	\$76.4
Total	660	\$115,693	\$76.4

Sources: IBIS World Reports; HillPDA

7.8.4 Gross value added

Gross value added (GVA) of an industry refers to the value of outputs less the costs of inputs. It also measures the contribution that the industry makes to the country's wealth or gross domestic product (GDP). We forecast the marginal GVA to be around \$98.4mil each year (measured in 2019 dollars) based on the following table.

Table 12: Gross value added from development

Land Use	Jobs	GVA / Worker	Gross Value Added (\$m)
Hospital	660	\$149,152	\$98.4
Total	660	\$149,152	\$98.4

Source: IBIS World Reports; HillPDA

7.8.5 Investment stimulus

Where a significant property investment decision has been made, such as a hospital, it demonstrates businesses belief in the commercial prospects of the region. Such an investment can in turn stimulate and attract further investment. The direct investment in the Subject Site would support a wide range of economic multipliers as outlined above which would in turn support investment in surrounding industries. It would also raise the profile of Gosford to potential investors.

7.9 Mitigation Measures and Monitoring

As part of the preparation of an EIS for the Proposed Development, comprehensive reporting has been undertaken in a variety of possible short and long term impacts by construction and operation. Owing to the Subject Site's relative isolation and the Proposed Development not concerning the usage of the warehouses themselves, the need for ongoing monitoring is minimal until subsequent development is undertaken on the constituent blocks.

The assessment of potential social impacts to arise from the Proposed Development has been outlined above. Opportunities to enhance the positive impacts and minimise the potential negative social risks have been considered. Key actions in this regard are outlined in Table 13.

Table 13: Proposed Mitigating Measures

Action / Purpose / Target	Considerations
Construction Management Plan: <ul style="list-style-type: none"> To minimise the risk of negative impacts during construction Target Neighbouring residents and businesses 	<p>The CMP could address potential social impacts, including reducing stress and inconvenience to neighbouring businesses and residents, by:</p> <ul style="list-style-type: none"> Identifying construction vehicle traffic routes that minimise impacts to neighbours, as far as possible Providing arrangements for parking of worker and construction vehicles on-site Storing all equipment on site Identifying management practices to minimise and manage interruptions to traffic flows establishing practices to maintain traffic and pedestrian safety to local residents minimising disruption proposed road closures, temporary traffic routes, loss of pedestrian or cyclist access or reversing manoeuvres Providing queueing space onsite for the standing of vehicles Providing clear signage to direct construction vehicles Provide signage on site that provides a contact number for residents to direct enquiries and report incidents (e.g. theft or break and enter to the site while unattended), should they occur.
Noise amelioration: <ul style="list-style-type: none"> To minimise disturbance and discomfort during operation Target Neighbouring residents and businesses 	<ul style="list-style-type: none"> Minimise noise disturbance to local residents and businesses during construction by implementing the recommendations of the Acoustic Assessment including: <ul style="list-style-type: none"> Preparation of a Construction Noise Management Plan in accordance with the <i>NSW Interim Construction Guideline</i>. Minimise noise disturbance to local residents and businesses during operation Note the need for future acoustic assessments to be undertaken in relation to future applications relating to building construction and use of the site, to ensure that proposed building construction will adequately attenuate internal noise sources, especially where industrial use or factory production is proposed for any of the warehouses. Note the need for mechanical plant equipment installed on site to undergo an assessment by qualified acoustic consultant be conducted prior to installation to determine any requirements for acoustic treatments.
Traffic management: <ul style="list-style-type: none"> To minimise inconvenience and 	<ul style="list-style-type: none"> Minimise the risks to residents from increased movement of vehicles (including heavy vehicles) by implementing the recommendations of the Traffic Impact Assessment report by Traffix (dated March 2019)

Action / Purpose / Target	Considerations
risks to pedestrians and motorists <ul style="list-style-type: none"> Target local residents and businesses 	
Lighting: <ul style="list-style-type: none"> To confirm the development does not result in unacceptable light spill Target neighbouring residents 	Monitor potential light spill impacts by inspecting the site (during night time) after construction and confirm compliance with the relevant Australian Standard.
Social infrastructure delivery : <ul style="list-style-type: none"> To provide adequate social infrastructure for future workers on the site 	Recognise the limited social infrastructure in the area for future workers and plan to support social infrastructure as part of the ongoing development of the site.
Community liaison: <ul style="list-style-type: none"> To inform neighbours of construction activity To provide an avenue for conflicts to be addressed 	<ul style="list-style-type: none"> Undertake to establish good relations with neighbours by regularly liaising with neighbours to: <ul style="list-style-type: none"> Advise them of the construction timeframe and construction activity Monitor impacts to neighbouring residents and businesses Provide neighbours with contact details to report incidents or voice complaints Establish clear responsibility within the construction team for neighbourhood liaison.
Safety: <ul style="list-style-type: none"> To ensure safety during flood events 	<ul style="list-style-type: none"> A copy or copies of the evacuation route and plan are kept at several locations on site.

It is suggested that monitoring should be undertaken to:

- monitor possible impacts to residents and public domain (e.g. air quality, noise)
- Monitor traffic levels to ensure that the efficiency of the road network is maintained ahead of any planned further enhancement
- Monitor the need for road maintenance in the surrounds.

Ongoing responsive community engagement will assist in determining if existing mitigation measures are sufficient for those communities upstream.

Ongoing monitoring should be considered as part of any future additions to the Proposed Development, particularly for any future uses that might negatively impact upon the surrounding area.

CONCLUSIONS

8.0 CONCLUSION

Approval is being sought for the construction of a private hospital at Faune St W, West Gosford. The development includes construction of an 11 storey hospital, with 8 floors of medical and allied services, associated administrative and public amenities, 2 retail tenancies, a basement and loading dock, and 391 parking spaces.

The proposal has been assessed having regard for the requirements of the Department of Planning and Environment's Social Impact Assessment Guidelines, local demography and the community's views. The potential for negative impacts to arise from construction, noise and increased traffic has been identified. However, these impacts are able to be appropriately managed and mitigated. Mitigation measures have been proposed.

Potential benefits arising from the development include:

- Job creation, with a projected 2,200 jobs created during construction and a further 460 when operational
- Improved work-life balance for residents in the region where commutes are typically longer through the creation of local employment opportunities
- Increased provision of medical and allied health services to residents of the Central Coast region
- Increased activation of the City Centre west area inline with the State Government's revitalisation strategy for the Gosford City Centre.

Overall, the proposal is supported.

APPENDIX A: SCOPING TOOL

Social and environmental matters			Without any mitigation, is the proposal likely to impact on the matter?	Cause of impact
What does the proposal mean for people?	AMENITY	acoustic	Likely	Construction, additional vehicle movements
		visual	Likely	Scale of development
		odour	Unlikely	
		microclimate	Unlikely	
	ACCESS	access to property	Unlikely	
		utilities	Unlikely	
		road and rail network	Likely	Additional vehicle movements on Racecourse Road
		offsite parking	Unlikely	
	BUILT ENVIRONMENT	public domain	Likely	Enhancement to public domain in and around site, improvements to pedestrian amenity at Racecourse Road and Faunce street intersection
		public infrastructure	Likely	Additional vehicles on road, enhancement to local infrastructure
		other built assets	N/A	
	HERITAGE	natural	Unlikely	
		cultural	Unlikely	
		Aboriginal cultural		
		built	Unlikely	
	COMMUNITY	health	Unlikely	
		safety	Likely	Worker and employee safety during emergency events, enhancement to public safety at Racecourse Road and Faunce street intersection
		services and facilities	Likely	Additional usage of local facilities by workers (primarily long day care and parks)
		cohesion, capital and resilience	Unlikely	

What does the proposal mean for the natural environment?

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SYDNEY

Level 3, 234 George Street
Sydney NSW 2000
GPO Box 2748 Sydney NSW 2001
t: +61 2 9252 8777
f: +61 2 9252 6077
e: sydney@hillpda.com

MELBOURNE

Suite 114, 838 Collins Street
Docklands VIC 3008
t: +61 3 9629 1842
f: +61 3 9629 6315
e: melbourne@hillpda.com

WWW.HILLPDA.COM