

The logo for URBIS, featuring the word "URBIS" in a bold, sans-serif font. The text is contained within a square frame that is open on the right side. A thick black horizontal line extends from the right side of the square frame across the top of the page. A thick black vertical line runs down the left side of the page, intersecting the horizontal line at the top of the square frame.

**URBIS**

# **SOCIAL IMPACT ASSESSMENT**

42 Raymond Avenue  
Matrville

Prepared for  
**HALE CAPITAL PARTNERS**  
9 March 2022

**This Social Impact Assessment was prepared and reviewed by:**

Director **Dr Rachel Trigg**  
Doctor of Philosophy (Built Environment)  
Bachelor of Arts (Social Geography)  
Member of Planning Institute of Australia

I confirm this SIA contains all relevant information and complies with legal and ethical obligations of social impact practitioners, including those set out in the Social Impact Assessment Guidelines for State Significant Project, 2021, prepared by the Department of Planning, Industry and Environment.

I further confirm that none of the information contained in the SIA is false or misleading.



**This Social Impact Assessment was prepared by:**

Senior Consultant **Alyce Noney**  
Bachelor of Planning  
Master of Urban Management and Planning  
Member of Planning Institute of Australia

Project Code P0036718  
Report Number Final

---

**Urbis acknowledges the important contribution that  
Aboriginal and Torres Strait Islander people make in  
creating a strong and vibrant Australian society.**

**We acknowledge, in each of our offices the Traditional  
Owners on whose land we stand.**

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

© Urbis Pty Ltd  
50 105 256 228

All Rights Reserved. No material may be reproduced without prior permission.

You must read the important disclaimer appearing within the body of this report.

**urbis.com.au**

# CONTENTS

<b>Executive Summary</b> .....	<b>i</b>
<b>1. Introduction</b> .....	<b>1</b>
1.1. Project overview.....	1
1.2. Report purpose and scope .....	2
1.3. Structure of this report .....	2
<b>2. Methodology</b> .....	<b>3</b>
2.1. Approach to assessing social impacts.....	3
<b>3. Policy context</b> .....	<b>5</b>
<b>4. Social baseline</b> .....	<b>6</b>
4.1. Social locality .....	6
4.2. Community profile .....	8
4.3. Relevant engagement outcomes .....	9
4.4. Areas of social influence .....	9
<b>5. Assessment of likely social impacts</b> .....	<b>10</b>
5.1. Availability of local jobs .....	10
5.2. Noise and health .....	11
5.3. Potential change to the visual landscape .....	12
5.4. Potential increase in traffic.....	13
<b>6. Conclusion</b> .....	<b>14</b>
6.1. Recommendations .....	14
6.2. Overall impact assessment.....	14
<b>References</b> .....	<b>15</b>
<b>Disclaimer</b> .....	<b>16</b>

## FIGURES

Figure 1 Expected street view of the proposal from the east .....	1
Figure 2 Social impact categories .....	2
Figure 3 Documents reviewed.....	5
Figure 4 Site map .....	6
Figure 5 Site photos.....	7

## PICTURES

Picture 1 View of the site from Raymond Avenue .....	7
Picture 2 Eastern boundary on Raymond Avenue .....	7
Picture 3 Adjoining warehouse on Raymond Avenue .....	7
Picture 4 Northern boundary on Raymond Avenue.....	7
Picture 5 Southern site boundary .....	7
Picture 6 View east along Raymond Avenue .....	7

## TABLES

Table 1 Social impact significance matrix.....	i
Table 2 SIA methodology .....	3
Table 3 Social impact significance matrix.....	3



# EXECUTIVE SUMMARY

This Social Impact Assessment (SIA) has been prepared for Hale Capital Partners for 42 Raymond Avenue, Matraville (the site). The SIA is to inform a State Significant Development Application (SSDA) on site to construct a two-storey warehouse and distribution centre.

Secretary Environmental Assessment Requirements (SEARs) were issued for this project (SSD-31552370) on 18 November 2021. Item 20 of SEARs state to:

- Provide a Social Impact Assessment prepared in accordance with the Social Impact Assessment Guidelines for State Significant Projects.

This SIA has been prepared in response to the above requirement.

## Assessing social impacts

A SIA is a specialist technical study which identifies and analyses the potential positive and negative social impacts associated with a proposal. Social impacts are the consequences that people experience when a new project brings change. Social impacts are those that impact on people’s way of life, community, accessibility, decision making, culture, livelihoods, surroundings and health and wellbeing.

The potential impacts of the proposal are assessed by comparing the magnitude of impact (minimal to transformational) against the likelihood of the impact occurring (very unlikely to almost certain). This risk assessment methodology has been applied from the DPIE SIA Guideline: Technical Supplement (2021) and is outlined below.

Table 1 Social impact significance matrix

		Magnitude level				
		1	2	3	4	5
Likelihood level		Minimal	Minor	Moderate	Major	Transformational
A	Almost certain	Low	Medium	High	Very high	Very high
B	Likely	Low	Medium	High	High	Very high
C	Possible	Low	Medium	Medium	High	High
D	Unlikely	Low	Low	Medium	Medium	High
E	Very unlikely	Low	Low	Low	Medium	Medium

Source: DPIE, 2021, SIA Guideline for State Significant Projects: Technical Supplement, p. 13

## Potential social impacts

Based on the assessment in this report, the key social impacts of the proposal are considered to be:

- **Availability of local jobs:** The proposal will contribute to the generation of new jobs in an industry which already employs many local residents. The creation of new, ongoing jobs in the industrial sector is therefore likely to provide a high positive social impact to the community.
- **Noise and health:** Based on the Noise Impact Assessment, it’s likely that the residential community immediately surrounding the site will not experience significant noise or amenity impacts associated with the construction and operation of the proposal. However, if mitigation measures are not implemented, it’s highly likely the community will experience some impacts to human health as a result of dust emissions from construction.

The Air Quality Impact Assessment considers these health impacts can be significantly minimised and managed to an acceptable industry standard through the implementation of standard mitigation

measures. If these measures are implemented, the construction and operation of the proposal are unlikely to generate any significant health impacts and will have a low negative impact on the community. Given the potential for human health risks during construction, this SIA advocates that the recommendations of the Air Quality Impact Assessment are prioritised and implemented prior to the construction of the proposal. If these measures are not implemented, the significance and magnitude of this social impact would be far greater.

- **Potential change to the visual landscape:** Based on the findings of the Visual Impact Assessment, the proposal will likely have a low positive impact on the community by improving the visual amenity of the site and avoiding the likelihood of obstructive views.
- **Potential increase in traffic:** Based on the findings of the Transport Assessment, the construction and operation of the proposal can be accommodated adequately by the existing road network and will not generate any significant traffic impacts. The proposal is therefore unlikely to result in any change to the existing environment and is expected to have a neutral impact on the community.

Recommendations are provided below to help further manage and improve the potential impacts arising from the proposal.

## Recommendations

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

- Consider ways to target local recruitment on site. This can be undertaken post SSDA approval and may include measures such as using local advertising campaigns or inclusion quotas. These measures should be discussed with the future tenants on site, when confirmed.
- Prioritise and implement the mitigation measures and recommendations outlined in the Air Quality Impact Assessment prior to construction.

## Overall impact assessment

Overall, it's expected the proposal will have a low positive impact on the local community. This is largely influenced by the creation of new, local jobs in the area and the potential improvement to visual amenity.

It's recognised that the proposal is largely consistent with the existing environment and is unlikely to generate any significant changes to the community. The immediate community are also highly familiar with living next to industrial uses and therefore have a higher capacity to adapt to changes which may arise from the proposal. The type of recommendations and management measures provided within this SIA are therefore limited to reflect the scale and impact of this proposal.

# 1. INTRODUCTION

Urbis Pty Ltd (Urbis) was engaged by Hale Capital Partners to prepare a Social Impact Assessment (SIA) for 42 Raymond Avenue, Matraville (the site). The SIA is to inform a State Significant Development Application (SSDA) on site to construct a two-storey warehouse and distribution centre.

Secretary's Environmental Assessment Requirements (SEARs) were issued for this project (SSD-31552370) on 18 November 2021. Item 20 of SEARs requires the applicant to:

- Provide a Social Impact Assessment prepared in accordance with the Social Impact Assessment Guidelines for State Significant Projects.

This SIA has been prepared in response to the above requirement.

## 1.1. PROJECT OVERVIEW

The SSDA seeks approval for the following works:

- Construction, fit out and operation of a two-storey warehouse and distribution centre comprising approximately 19,460 sqm GFA including:
  - 17,789 sqm of warehouse and distribution GFA
  - 1,671 sqm GFA ancillary office space.
- Provision of 11 bicycle parking spaces and 101 car parking spaces at ground.
- Approximately 2,250 sqm of hard and soft landscaping at ground.
- Provision of one additional access crossover from Raymond Avenue.
- Provision of internal vehicle access route and loading docks.
- Upgrades to existing on-site infrastructure.
- Building identification signage.
- Operation 24 hours per day seven days per week.

Figure 1 Expected street view of the proposal from the east



Source: SBA Architects

## 1.2. REPORT PURPOSE AND SCOPE

A SIA is a specialist technical study which identifies and analyses the potential positive and negative social impacts associated with a proposal. It involves a detailed and independent study to scope potential social impacts, identify appropriate mitigation measures and provide recommendations aligned with professional standards and statutory obligations.

According to the Department of Planning, Industry and Environment's (DPIE) SIA Guideline for State Significant Projects (2021), social impacts are the consequences that people experience when a new project brings change. For the purposes of an SIA, 'people' can be individuals, households, groups, communities, businesses or organisations. These impacts can be considered in eight categories, as shown in Figure 1.

Figure 2 Social impact categories



Source: DPIE, 2021, SIA Guideline for State Significant Projects

## 1.3. STRUCTURE OF THIS REPORT

This report has six chapters as summarised below:

- **Chapter 1** (this chapter) introduces the proposal, purpose and scope of this report.
- **Chapter 2** outlines the methodology applied to complete this SIA
- **Chapter 3** reviews the key findings and strategic directions from relevant state and local policies, as they relate to the proposal
- **Chapter 4** provides a social baseline of the study area including the site's locality, social and demographic characteristics, and consultation outcomes
- **Chapter 5** assess the likely significant social impacts of the proposal, including mitigation and management measures
- **Chapter 6** concludes the SIA by setting out a summary of the social impacts, recommendations and overall impact assessment.

## 2. METHODOLOGY

The following methodology was undertaken to prepare this SIA and was informed by the guidance contained within the DPIE’s SIA Guidelines for State Significant Projects.

Table 2 SIA methodology

Background review	Impact scoping	Assessment and reporting
<ul style="list-style-type: none"> <li>▪ Desktop review of surrounding land uses.</li> <li>▪ Review of relevant state and local policies to understand potential implications of the proposal.</li> <li>▪ Analysis of relevant data to understand the existing community.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Consultation with Council to identify potential impacts and review of community consultation outcomes.</li> <li>▪ Review of site plans and technical assessments.</li> <li>▪ Identification of impacted groups and initial scoping of impacts.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Assessment of significant impacts considering management measures.</li> <li>▪ Provision of recommendations to enhance positive impacts, reduce negative impacts and monitor ongoing impacts.</li> </ul>

### 2.1. APPROACH TO ASSESSING SOCIAL IMPACTS

The assessment of social impacts can be approached in several ways. The International Association for Impact Assessment (IAIA) highlights a risk assessment methodology, whereby the significance of potential impacts is assessed by comparing the consequence of an impact against the likelihood of the impact occurring. This approach is used in the Technical Supplement which supports DPIE’s SIA Guideline.

The DPIE’s risk assessment methodology is outlined below and has been applied in this SIA.

Table 3 Social impact significance matrix

		Magnitude level				
		1	2	3	4	5
Likelihood level		Minimal	Minor	Moderate	Major	Transformational
A	Almost certain	Low	Medium	High	Very high	Very high
B	Likely	Low	Medium	High	High	Very high
C	Possible	Low	Medium	Medium	High	High
D	Unlikely	Low	Low	Medium	Medium	High
E	Very unlikely	Low	Low	Low	Medium	Medium

Source: DPIE, 2021, SIA Guideline for State Significant Projects: Technical Supplement, p. 13

#### Likelihood and magnitude level characteristics

The likelihood and magnitude levels are determined by subjective and objective components. They consider individual experiences, community perceptions and technical evaluations.

The likelihood level assesses the probability of the impact occurring impact. The level of magnitude assesses the likely significance of the impact and considers characteristics including:

- **Extent:** the volume of people expected to be affected and their relative location to the proposal
- **Duration:** the timeframe and frequency of potential impacts
- **Severity or scale:** the degree of change from the existing condition as a result of the impact
- **Intensity or importance:** the extent to which people or an environment can adapt to or mitigate the impact, including the value they attach to the matter and their capacity to cope and/or adapt to change
- **Level of concern/interest:** the level of interest or concern among the people affected.

### **Management measures**

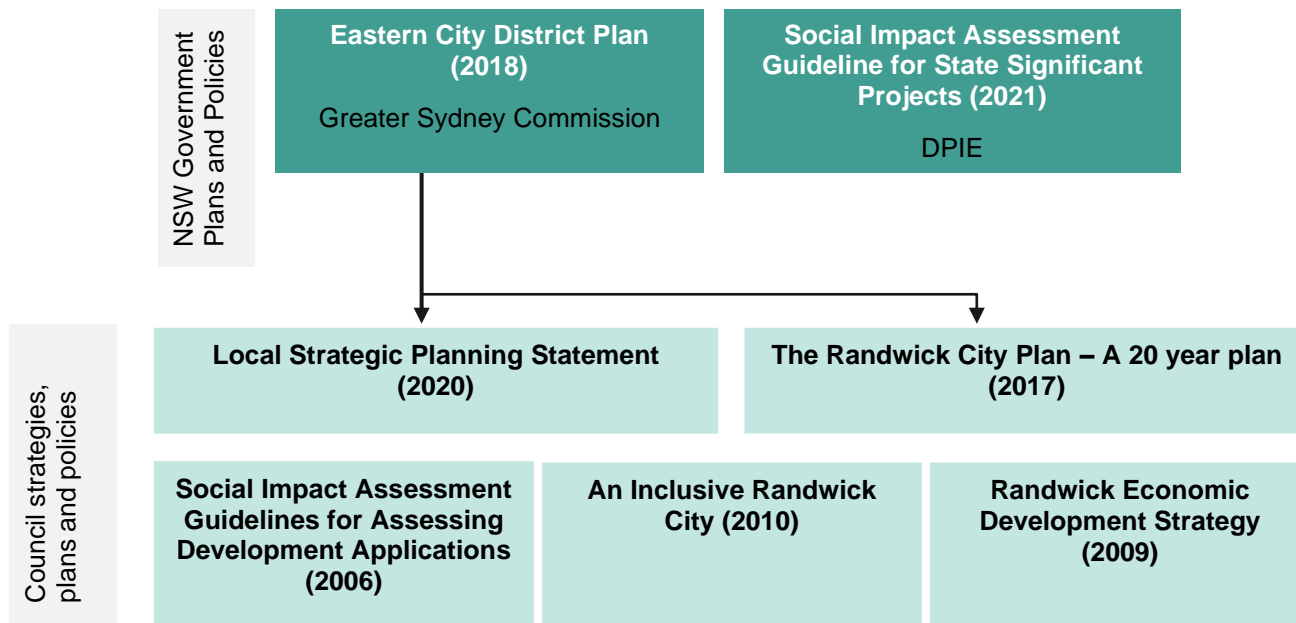
Social impacts are assessed before and after the implementation of management measures. Management measures are designed to reduce negative impacts and enhance positive impacts. These measures can take different forms and may be incorporated in the planning, construction, or operational stage of the proposal.

Section 5 of this report assess potential impacts with any planned mitigation measures to determine the residual impact level.

### 3. POLICY CONTEXT

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

Figure 3 Documents reviewed



The policy review provides some key insights into the priorities for industrial uses across the LGA. These include:

- The Eastern City District Plan (the District Plan) identifies that **industrial land is a key contributor to the NSW economy**. The District Plan estimates that industrial land in the Eastern City District (where the site is located) contributed approximately 123,000 jobs and \$15.4 billion to the NSW Gross Domestic Product in 2015.
- Due to the economic and employment value, the District Plan directs that **all industrial land should be safeguarded from competing pressures**, particularly from residential and mixed use zones. To support this, both the District Plan and Council’s Local Strategic Planning Statement (LSPS) contain a planning action to retain and manage the industrial and urban services zoned land in and near the Port Botany Precinct.
- The LSPS also recognises that, as demand for online shopping grows, the value of using industrial land for distribution and logistics purposes is increasing. This is furthering the **need to protect and utilise industrial land** within the Randwick LGA, **particularly around Matraville and Port Botany**.
- In addition to protecting industrial land, Council documents identify a **need to reduce adverse impacts of industrial operations on residential amenity**. This is particularly important for industrial land around Port Botany, where Council’s LSPS and Community Strategic Plan identify existing challenges with industrial traffic and noise on resident amenity.
- Council’s LSPS also contains a key planning priority to **increase tree canopy and landscape cover** across the LGA. This is particularly important for areas which have limited planting and landscaping, such as the LGA’s suburbs and town centres.

## 4. SOCIAL BASELINE

This section provides a social baseline of the study area including the site's locality, social context, demographic characteristics, engagement outcomes and areas of social influence.

### 4.1. SOCIAL LOCALITY

The site is located at 42 Raymond Avenue, Matraville within the Randwick LGA. The suburb of Matraville is geographically divided by residential uses to the east and industrial uses to the south and south-west.

The site is located in an industrial area within 500m of Port Botany, which is the largest container port in NSW. Botany Road is used as a major freight corridor to service both the port and surrounding industrial areas, including the site area.

The site is surrounded by a mix of warehouse, distribution and general industrial uses. The closest residential uses are located approximately 290m away on McCauley Street and Australia Avenue. The surrounding industrial developments vary in lot sizes and capabilities, ranging from smaller business units to larger warehouse lots. The site previously contained a warehouse building which has since been cleared. The site is now vacant hardstand.

Figure 4 Site map



Source: Urbis

Figure 5 Site photos



Picture 1 View of the site from Raymond Avenue



Picture 2 Eastern boundary on Raymond Avenue



Picture 3 Adjoining warehouse on Raymond Avenue



Picture 4 Northern boundary on Raymond Avenue



Picture 5 Southern site boundary

Source: Urbis



Picture 6 View east along Raymond Avenue

## 4.2. COMMUNITY PROFILE

A community profile identifies the demographic and social characteristics of a proposal's likely area of social influence. This is an important tool in understanding how a community currently lives and that community's potential capacity to adapt to changes arising from a proposal.

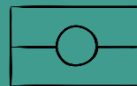
A community profile has been developed for Matraville suburb based on demographic data from Profile id (as sourced from the ABS Census 2016) and the DPIE NSW population projections. The demographic characteristics of Randwick LGA and Greater Sydney have been used for comparison where relevant. While population data from the 2016 Census now dates to five years ago, it remains the most recent population data source until the release of 2021 Census data in June 2022.

In 2020, it's estimated there were **10,916 people** living in Matraville. Key characteristics of this community include:



### Older adult population

Matraville has a median age of 40 years, which is considerably higher than that in Randwick LGA (34) and Greater Sydney (36). Most of the suburb's population are aged 40 – 54 years (22%).



### Aboriginal and Torres Strait Islander population

Matraville has a higher proportion of residents who identify as Aboriginal and Torres Strait Islander (3%) compared to Randwick LGA and Greater Sydney (both 2%).



### Lower rates of cultural diversity

There is a lower proportion of residents born overseas (34%) and speaking a language other than English at home (32%) in Matraville compared to Greater Sydney (37%; 36%).



### High socio-economic advantage

The suburb is in the top 20% of NSW suburbs for socio-economic advantage and has a lower unemployment rate (4%) compared to Greater Sydney (6%).



### Mix of employment industries

Health care and social assistance is the most common industry of employment in Matraville. Construction (8%) and transport, postal and warehousing (8%) were ranked fourth and fifth respectively as sources of local employment.



### Broader LGA growth

Over the next 10 years, Randwick LGA is expected to experience moderate population growth, increasing by 11% by 2031. The number of people aged 20 – 29 years is expected to decrease slightly, while all other age groups will increase in line with the overall rate of population growth.

## Crime and safety

As part of the community profile, data from the NSW Bureau of Crime Statistics and Research (BOCSAR) was analysed in November 2021 to understand the crime and safety context around the site. This data indicated there are low rates of crime in the area, with the site not in a crime hotspot for theft or malicious damage to property crimes.

### 4.3. RELEVANT ENGAGEMENT OUTCOMES

As part of the EIS process, engagement was undertaken with government agencies and community groups to inform them of the project and provide an opportunity for feedback on the proposal. This engagement has been documented within the Consultation Outcomes Report prepared by Urbis Engagement, which is lodged with the EIS.

This section contains a short overview of the key consultation outcomes as they relate to the SIA. The Consultation Outcomes Report should be referred to for a complete source of all engagement activities and feedback.

#### Community consultation

Urbis Engagement undertook community consultation for the proposal from November 2021 to December 2021. The purpose of this consultation was to provide balanced and objective information to assist people in understanding the proposal's potential impacts and benefits.

As part of this process, the following community consultation activities were undertaken:

- Distribution of a project factsheet to 318 residential and industrial neighbours on surrounding streets. The factsheet was also emailed to identified community groups, including the Matraville Community Group.
- Establishment of a dedicated 1800 phone line and email address to address any project enquiries or concerns from the community.

As of 17 December 2021, no enquiries or feedback have been received through the engagement activities.

#### Stakeholder consultation – Randwick City Council

As part of this SIA, a videoconference was held with Council's Community Development team to help understand the local characteristics of the community and any potential positive or negative social impacts of the proposal. The videoconference took place on 8 December 2021.

Key feedback from this interview includes:

- Matraville is a predominately low density area and has a large industrial precinct. In recent years, there has been an increase in people residing in Matraville who work in the warehousing sector.
- The creation of new jobs as part of the proposal was regarded as a positive social impact. Council officers suggested this impact could be enhanced by looking at ways to provide employment opportunities for Randwick LGA residents. While Council officers recognised that this at the discretion of future tenants, such measures could include advertising employment opportunities locally.
- Council officers also suggested that including distribution uses on site may generate a positive impact to the community by increasing local delivery capabilities and service times. Council's representatives identified that this would be dependent on the future tenant and the services they intend to provide.
- Council's representatives view the proposal as being unlikely to generate any significant negative social impacts on the local community. The industrial precinct in Matraville is well established, and the community is highly familiar with the uses and impacts it has on their surrounds. Officers suggested that the proposal is therefore unlikely to generate a significant change to the community's current environment and day to day life.

### 4.4. AREAS OF SOCIAL INFLUENCE

Considering the outcomes of the social baseline, the area of social influence is mostly confined to the immediate context. Within this area, the following individuals and communities are likely to be impacted by the proposal:

- Randwick LGA and Matraville residents
- Residents and businesses on streets immediately surrounding the site, including on Beauchamp Road, Raymond Avenue, McCauley Street and Australia Avenue.

## 5. ASSESSMENT OF LIKELY SOCIAL IMPACTS

A proposal may cause a range of direct and indirect social impacts which can have a positive, negative or neutral impact on the existing community. A SIA should assess the expected and perceived impacts which are considered to have the most significant impacts on the community and identified stakeholder groups.

The following sections outline the key social impacts of the proposal. These impacts have been informed by Sections 1 to 4 of this SIA and the supporting EIS technical assessments. All identified impacts have been assessed against the SIA criteria described in Section 2.

### 5.1. AVAILABILITY OF LOCAL JOBS

Description of impact	Impacted groups	Social impact category
Increased employment opportunities within industrial lands	<ul style="list-style-type: none"> <li>Randwick LGA and Matraville residents</li> </ul>	<ul style="list-style-type: none"> <li>Livelihoods</li> <li>Way of life</li> </ul>
<b>Impact assessment summary</b>		
<p>Industrial land is an important source of employment opportunities across NSW. In 2018, the Eastern City District Plan outlined that industrial lands provided 123,000 jobs across the state. Within the Randwick LGA, there is a high value placed on industrial land due to the economic and employment benefits it generates. As a result, Council's Local Strategic Planning Statement contains a key planning action to retain all existing industrial land in the LGA.</p> <p>The industrial precinct in Matraville is a key employer in the area. Data from the 2016 ABS Census indicates that transport, postal and warehousing services are the fifth highest employment industry for the suburb. Consultation with Council also indicates that there has been an increase in people working in the warehousing sector in Matraville in recent years.</p> <p>Based on employment projections undertaken by Rider Levett Bucknall, the proposal will likely provide up between 168 – 210 jobs once operational. The development of industrial lands on site will therefore help increase local employment opportunities across the LGA, aligned to Council's strategic planning directions. A further 186 jobs are also expected to be created during construction of the proposal.</p>		
<b>Residual impact summary (considering mitigation measures)</b>		
<b>Likelihood:</b> Likely	<b>Magnitude:</b> Moderate	<b>Resultant impact:</b> High positive
<p>The proposal will contribute to the generation of new jobs in an industry which already employs many local residents. The creation of new, ongoing jobs in the industrial sector is therefore likely to provide a high positive social impact to the community.</p> <p>Post SSSDA approval, this impact could be further enhanced by considering ways to target local recruitment on site. This may include measures such as using local advertising campaigns or inclusion quotas. These measures should be discussed with the future tenants on site, when confirmed.</p>		

## 5.2. NOISE AND HEALTH

Description of impact	Impacted groups	Social impact category
Potential impact to residential amenity and human health from increased noise and dust emissions	<ul style="list-style-type: none"> <li>▪ Residents and businesses on streets immediately surrounding the site</li> </ul>	<ul style="list-style-type: none"> <li>▪ Health and wellbeing</li> <li>▪ Surroundings</li> </ul>
<b>Impact assessment summary</b>		
<p>The construction and operation of any industrial development can generate noise and emissions which may impact on an individual's way of life. As outlined in Section 3, Council strategies indicate there is a need to reduce any adverse impacts of industrial operations on residential amenity within the LGA. These impacts can generally be minimised by understanding the severity of the impact and adopting suitable design and site measures to decrease the intensity of noise and emissions.</p> <p>The Noise Impact Assessment (NIA) prepared by SLR Consulting considers the construction and operation of the proposal will not generate negative noise impacts to surrounding residents. During construction, the NIA identified that some commercial neighbours immediately next to the site will experience an exceedance in noise criteria standards. This is mainly due to the limited distance between the site and their buildings, and the nature of construction work. As this exceedance will be minor and short term, the NIA considers this impact can be adequately managed and minimised through standard mitigation measures. These measures are detailed in full within the NIA.</p> <p>Regarding dust emissions, the Air Quality Impact Assessment prepared by Northstar Air Quality considers there is likely to be a high risk to human health during construction if no mitigation measures are implemented. This is mainly due to the proximity between surrounding neighbours and the site, and the high likelihood for dust emissions during construction related activities.</p> <p>The Air Quality Impact Assessment provides several standard mitigation measures to help reduce the potential risk to human health. These measures are detailed in full within the assessment and include measures such as:</p> <ul style="list-style-type: none"> <li>▪ Developing and implementing a Dust Management Plan (DMP)</li> <li>▪ Situating machinery and dust causing activities away from sensitive receptors</li> <li>▪ Developing and implementing a stakeholder communications plan to make sure the community is regularly informed and able to seek out information throughout the construction process.</li> </ul>		
<b>Residual impact assessment summary (considering mitigation measures)</b>		
<b>Likelihood:</b> Unlikely	<b>Magnitude:</b> Minimal – Minor	<b>Resultant impact:</b> Low negative
<p>Based on the NIA, it's likely that the residential community immediately surrounding the site will not experience significant noise or amenity impacts associated with the construction and operation of the proposal. However, if mitigation measures are not implemented, it's highly likely the community will experience some impacts to human health as a result of dust emissions from construction.</p> <p>The Air Quality Impact Assessment considers these health impacts can be significantly minimised and managed to an acceptable industry standard through the implementation of standard mitigation measures. If these measures are implemented, the construction and operation of the proposal are unlikely to generate any significant health impacts and will have a low negative impact on the community. Given the</p>		

potential for human health risks during construction, this SIA advocates that the recommendations of the Air Quality Impact Assessment are prioritised and implemented prior to the construction of the proposal. If these measures are not implemented, the significance and magnitude of this social impact would be far greater.

### 5.3. POTENTIAL CHANGE TO THE VISUAL LANDSCAPE

Description of impact	Impacted groups	Social impact category
Potential change to views and visual landscape of the site and surrounds	<ul style="list-style-type: none"> <li>▪ Residents and businesses on streets immediately surrounding the site on Beauchamp Road, Raymond Avenue, McCauley Street and Australia Avenue</li> </ul>	<ul style="list-style-type: none"> <li>▪ Surroundings</li> </ul>
<b>Impact assessment summary</b>		
<p>The proposal will introduce a new, two-storey warehouse and distribution centre on site, within an existing industrial precinct. As the site has been cleared, the construction of the warehouse will change the view aspects of neighbours immediately surrounding the site. Changes to views may generate a range of social impacts on an individual’s surroundings, including impacts on privacy and aesthetic value.</p> <p>The Visual Impact Assessment (VIA) prepared by Geoscape considers the proposal is aligned to the existing and future landscape of the area. The proposal is therefore unlikely to generate any significant visual impacts to the community, with all but one viewpoint considered to generate a minor or negligible visual impact. Of the viewpoint assessed as a moderate/minor visual impact, the VIA considers this would only be seen by passing motorists. As a result, the VIA considers this impact would be temporary and not significant to the community.</p> <p>The proposal has also implemented various design and landscaping measures to make the building less obtrusive to the landscape and surrounding neighbours. These measures include the use of muted colours, perimeter landscaping and high quality building finishes throughout the site. As a result of these finishes, the VIA considers the proposal will improve the visual amenity of the streetscape from its current condition.</p>		
<b>Residual impact assessment summary (considering mitigation measures)</b>		
<b>Likelihood:</b> Likely	<b>Magnitude:</b> Minimal	<b>Resultant impact:</b> Low positive
Based on the findings of the VIA, the proposal is likely to have a low positive impact on the community by improving the visual amenity of the site and avoiding the likelihood of obstructive views.		

## 5.4. POTENTIAL INCREASE IN TRAFFIC

Description of impact	Impacted groups	Social impact category
Potential increase in traffic generation and network delays during construction and operation of the proposal	<ul style="list-style-type: none"> <li>▪ Residents and businesses on streets immediately surrounding the site</li> <li>▪ Matraville residents</li> </ul>	<ul style="list-style-type: none"> <li>▪ Accessibility</li> <li>▪ Way of life</li> </ul>
<b>Impact assessment summary</b>		
<p>As a warehouse and distribution centre, the proposal will create increased traffic movement around the site. As outlined in Section 3, Council strategies identify a need to manage traffic impacts around industrial lands to reduce any potential impacts to the community, such as delays to movement and accessibility.</p> <p>The Transport Assessment (TA) prepared by Ason Group considers the existing road network can accommodate the projected traffic from the proposal with a negligible delay in service. The inclusion of 101 carparking spaces on site also meets minimum Council standards and is therefore unlikely to result in a demand or need for off-street parking.</p> <p>The TA finds that there will be fewer traffic movement during the construction of the proposal than during its operation. Construction movements can be accommodated adequately within the road network without negligible delays in service. A Preliminary Construction Traffic Management Plan (CTMP) has also been prepared by Ason Group to help further reduce potential traffic impacts on the community. The preliminary CTMP contains a range of measures to facilitate the safe movement of construction vehicles and pedestrians around the site, including dedicated access paths and traffic control procedures.</p>		
<b>Residual impact (considering mitigation measures)</b>		
<b>Likelihood:</b> Unlikely	<b>Magnitude:</b> Minimal	<b>Resultant impact:</b> Low - neutral
<p>Based on the findings of the TA, the construction and operation of the proposal can be accommodated adequately by the existing road network and will not generate any significant traffic impacts. The proposal is therefore unlikely to result in any change to the existing environment and is expected to have a neutral impact on the community.</p>		

## 6. CONCLUSION

This SIA has been undertaken to assess the potential social impacts arising from the construction of a new warehouse and distribution centre at 42 Raymond Avenue, Matraville.

Based on the assessment in this report, the key social impacts of this proposal are:

- **Availability of local jobs:** The proposal will contribute to the generation of new jobs in an industry which already employs many local residents. The creation of new, ongoing jobs in the industrial sector is therefore likely to provide a high positive social impact to the community.
- **Noise and health:** Based on the Noise Impact Assessment, it's likely that the residential community immediately surrounding the site will not experience significant noise or amenity impacts associated with the construction and operation of the proposal. However, if mitigation measures are not implemented, it's highly likely the community will experience some impacts to human health as a result of dust emissions from construction.

The Air Quality Impact Assessment considers these health impacts can be significantly minimised and managed to an acceptable industry standard through the implementation of standard mitigation measures. If these measures are implemented, the construction and operation of the proposal are unlikely to generate any significant health impacts and will have a low negative impact on the community. Given the potential for human health risks during construction, this SIA advocates that the recommendations of the Air Quality Impact Assessment are prioritised and implemented prior to the construction of the proposal. If these measures are not implemented, the significance and magnitude of this social impact would be far greater.

- **Potential change to the visual landscape:** Based on the findings of the Visual Impact Assessment, the proposal will likely have a low positive impact on the community by improving the visual amenity of the site and avoiding the likelihood of obstructive views.
- **Potential increase in traffic:** Based on the findings of the Transport Assessment, the construction and operation of the proposal can be accommodated adequately by the existing road network and will not generate any significant traffic impacts. The proposal is therefore unlikely to result in any change to the existing environment and is expected to have a neutral impact on the community.

### 6.1. RECOMMENDATIONS

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

- Consider ways to target local recruitment on site. This can be undertaken post SSDA approval and may include measures such as using local advertising campaigns or inclusion quotas. These measures should be discussed with the future tenants on site, when confirmed.
- Prioritise and implement the mitigation measures and recommendations outlined in the Air Quality Impact Assessment prior to construction.

### 6.2. OVERALL IMPACT ASSESSMENT

Overall, it's expected the proposal will have a low positive impact on the local community. This is largely influenced by the creation of new, local jobs in the area and the potential improvement to visual amenity.

The proposal is largely consistent with the existing environment and is unlikely to generate significant changes to the community. The community immediately surrounding the site is also highly familiar with living near to industrial uses and therefore has a high capacity to adapt to changes which may arise from the proposal. The recommendations and management measures provided within this SIA are therefore limited to reflect the low scale and social impact of this proposal.

# REFERENCES

This SIA has been informed by a range of data sources, information and technical studies. The following data sources have been used:

## **Demographic, crime and health data**

Australian Bureau of Statistics, Census of Population and Housing, 2016, Greater Sydney, Randwick LGA (SA3) and Matraville (SA2) data.

Bureau of Crime Statistics and Research, Matraville and NSW hotspot maps and crime rates.

Department of Planning, Industry and Environment, 2019, NSW population projections.

Profile id. Matraville community profile.

## **Policy documents**

Greater Sydney Commission, 2018, Eastern City District Plan.

NSW Department of Planning, Industry and Environment, 2021, Social Impact Assessment Guideline: State significant projects.

Randwick City Council, 2020 Local Strategic Planning Statement

Randwick City Council, 2017, The Randwick City Plan – A 20 year plan

Randwick City Council, 2010, An Inclusive Randwick City

Randwick City Council, 2009, Randwick Economic Development Strategy

Randwick City Council, 2006, Social Impact Assessment Guidelines for Assessing Development Applications

## **Technical studies**

SLR Consulting 2021, Noise Impact Assessment

Northstar Air Quality 2021, Air Quality Impact Assessment

Geoscapes 2021, Visual Impact Assessment

Ason Group 2021, Transport Assessment

# DISCLAIMER

This report is dated 9 March 2022 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Hale Capital Partners (**Instructing Party**) for the purpose of Social Impact Assessment (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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

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

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

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

