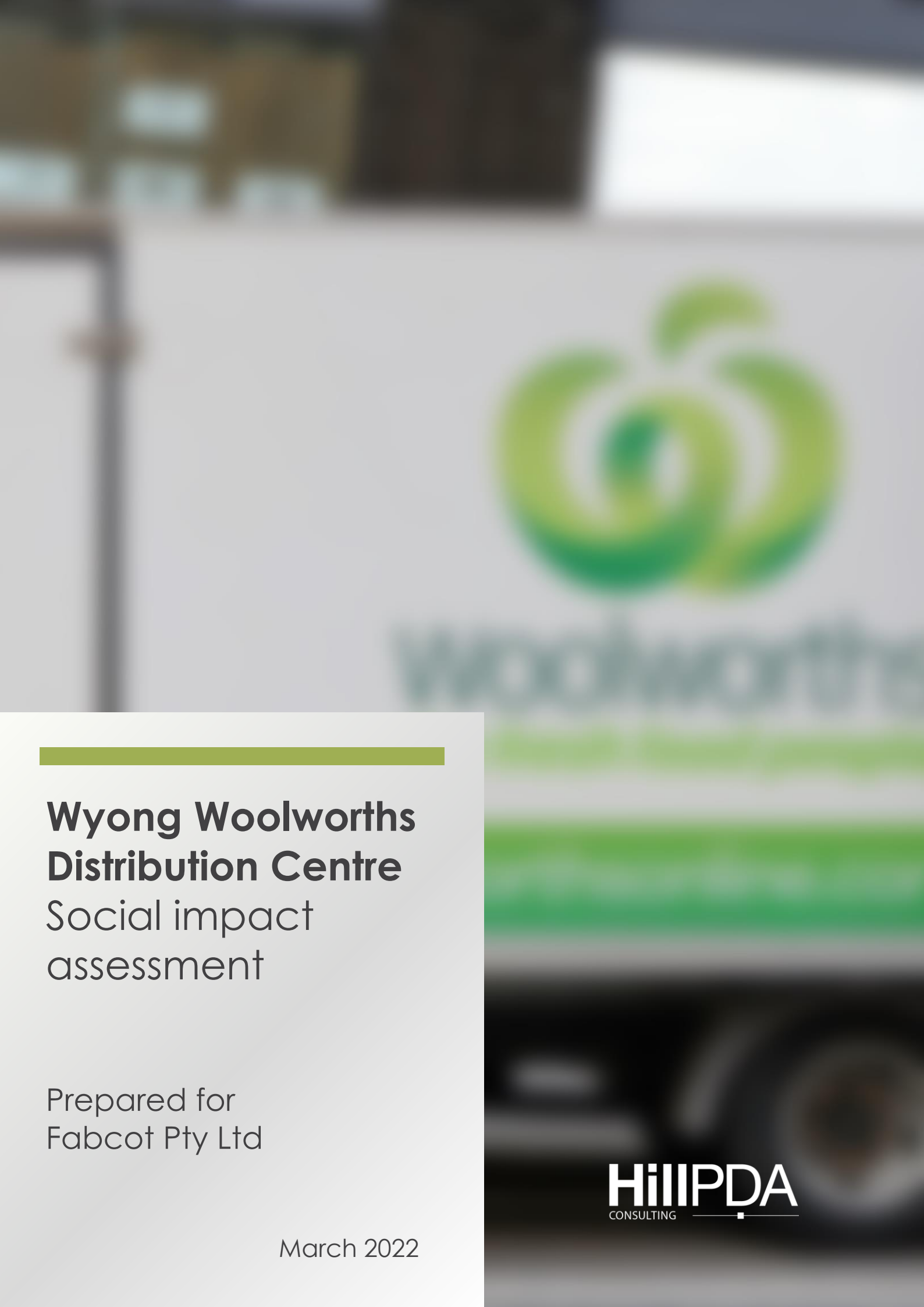

Wyong Woolworths Distribution Centre

Social impact assessment

Prepared for
Fabcot Pty Ltd

March 2022

HillPDA CONSULTING

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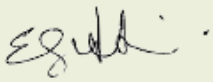
Signature		Dated	22/03/22

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INTRODUCTION

1.0 INTRODUCTION

This Social Impact Assessment (SIA) has been prepared to accompany a State Significant Development Application (SSDA) for the upgrade/expansion of an existing Distribution Centre in Wyong NSW. The proposed development is located at 11 Warren Road, Warnervale NSW 2259. The project comprises alterations and additions to the existing warehouse and distribution centre development including expansion of the existing building envelopes and hardstand areas. The Distribution Centre services stores from Sydney to Southern QLD.

1.1 The proposed development

1.1.1 Description

The project comprises the following:

- Alterations and additions to the existing warehouse or distribution centre building including:
  - 7,038 square metre extension of the existing temperature-controlled warehouse (including new exhaust fans)
  - 14,190 square metre extension of the ambient warehouse including B-double drive-through
  - 4,215 square metre extension of the Return Transfer Facility warehouse including B-double drive-through
  - Expansion of the confectionary storage floorspace
  - 13 new banana ripening rooms
  - Refurbishment of the existing canteen, locker rooms and amenities.
- Expansion of the existing hardstand areas to accommodate a truck wash and maintenance facility and refuel station, with two new weigh bridges and total on-site parking provided as follows:
  - 485 car parking spaces (existing)
  - 98 pan-tech parking spaces, including 48 new spaces
  - 18 existing truck parking spaces, including six new spaces.
- Site services infrastructure including relocation of existing fire tank and pumphouse.
- Vehicle access will continue to be provided via Warren Road with provision for additional entry/exit movements via the existing driveway to Woolworths Way.

1.1.2 Staging/phasing

The project is proposed based on a single stage competitive tender on a design construct basis.

1.2 Planning Secretary's Environmental Assessment Requirements

The Planning Secretary's Environmental Assessment Requirements (SEARs) issued for this proposal on 21 December 2021 indicate that the following specific matters relevant to this report are to be considered:

20. Social Impact

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

This report has been prepared to satisfy these requirements. It provides background to the development application, a description of the existing social environment and a statement regarding potential social impacts from the proposed development. The methodology used to identify potential socio-economic impacts for the proposed development is broadly consistent with the NSW Department of Planning Industry and Environment (DPE) *Social Impact Assessment Guideline*. This report also suggests mitigation measures that aim to maximise socio-economic benefits and minimise negative impacts, to the community.

The *Social Impact Assessment Guideline* allows for varying scales of impact assessment depending on the nature of development and its associated risks to the social environment. The proposed development, being an expansion to an existing distribution centre, located within an appropriately zoned industrial area, is considered to present a limited risk to the social environment. This SIA report has been prepared accordingly.

SOCIAL LOCALITY

2.0 SOCIAL LOCALITY

2.1 The site

The site is located at 11 Warren Rd, Warnervale NSW 2259 and is legally described as Lot 413 of Deposited Plan 1058215. It is located within an existing industrial area with industrial development to the north west, vacant industrial zoned land to the north east and woodland to the south east and south west zoned for conservation. The M1 Motorway is runs north-south approximately 500 metres west of the site. Approximately 500 metres east of the site is Warnervale Airport. The site is approximately 23.16 hectares in area and is access via road from the north west.

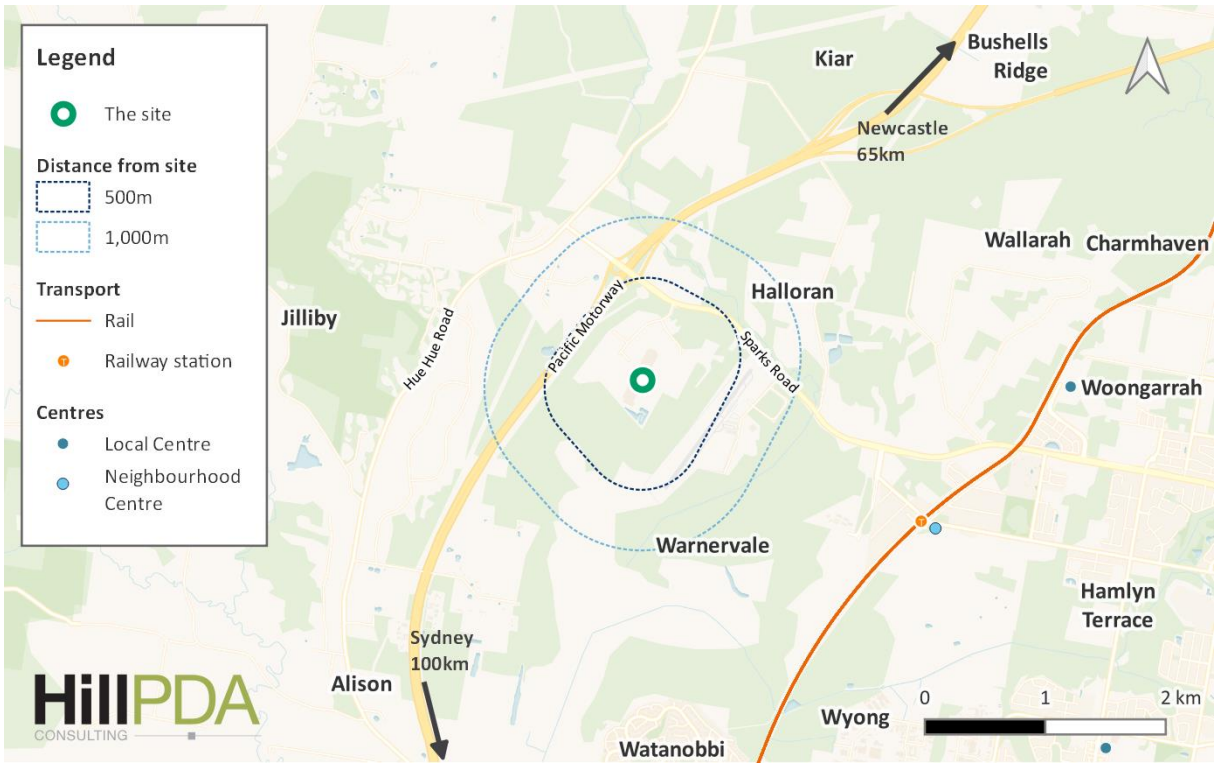
Figure 1: The site

2.2 The surrounds

The site is located in an industrial area, within the suburb of Warnervale, in the Central Coast LGA. It lies approximately 2 kilometres north west of the existing Warnervale centre and Warnervale Railway Station. The future Warnervale Town Centre will be situated approximately 2.5 kilometres east of the site. The industrial area itself is isolated from residential uses, being access via an intersection with Sparks Road.

The site is approximately 500 metres east of the M1 Motorway, with the Sparks Road Interchange situated approximately 500 metres north. The two major centres within the northern Central Coast, Wyong and Tuggerah are situated approximately 4.5 kilometres and 7.5 kilometres to the south, respectively.

Figure 2: The surrounds



2.3 Access

Road access to the site and the broader industrial area it is situated in is via Sparks Road, which affords it direct connections to the M1 Motorway and northern NSW, the area serviced by the DC. To the east Sparks Road also directly connects with the Pacific Highway and Central Coast Highway, affording access to local road Networks on the broader Central Coast and Lake Macquarie regions.

The site is serviced by limited public transport, with the nearest bus stops located approximately 700 metres' walk north, on Sparks Road. These stops receive limited local services throughout the day, predominantly in the peak, inbound to Wyong and Tuggerah in the morning and outbound to Warnervale and Lake Haven in the evening.

2.4 Surrounding infrastructure

Surrounding social infrastructure and sensitive land uses are shown below in Figure 3. The site is located within an industrial area off a major arterial route. The isolation of the industrial area is such that the only uses near to the site are similar industrial, transport, storage and distribution businesses. There are no sensitive community or residential land uses within the immediate surrounds of the site, with the nearest dwellings located beyond the motorway to the west. With the location of the airport to the east of the site, the nearest dwellings are 2 kilometres away around Warnervale Railway Station.

Figure 3: Surrounding infrastructure

APPROACH

3.0 APPROACH

3.1 Method

This SIA has been prepared having regard to the relevant NSW Government guidelines. Figure A presents the key steps and tasks undertaken to prepare this SIA.

Figure 4: Assessment approach

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

3.1.1 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. Individual impacts are evaluated in terms of the likelihood of the impact occurring, the characteristics of the impact and the magnitude of the impact.

3.1.2 Likelihood of impact

The likelihood of a potential impact is a primary element of considering each social impact and its risk rating. The criteria used to determine the likelihood of any potential impact are described in Table 1.

Table 1: Likelihood of impact

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

Source: DPIE (2021), *Social Impact Assessment Guideline*. Adapted from Esteves A.M.et. al. (2017)

3.1.3 Characteristics of impact magnitude

The magnitude of a potential impact is a key consideration to determine a risk rating, in determining the magnitude of a potential impact there are five key characteristics that must be considered, these are shown below in Table 2.

Table 2: Characteristics of social impact magnitude

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

Source: DPIE (2021), *Social Impact Assessment Guideline*. Adapted from Esteves A.M.et. al. (2017)

3.1.4 Levels of impact magnitude

Below in Table 3, categories of scale to assess the overall level of magnitude of social impacts.

Table 3: Magnitude levels for social impact

Magnitude	Description
Minimal	No noticeable change experienced by people in locality.
Minor	Mild deterioration/improvement, for a reasonably short time, for a small number of people who are generally adaptable and not vulnerable.
Moderate	Noticeable deterioration/improvement to something that people value highly, either lasting for an extensive time, or affecting a group of people.
Major	Substantial deterioration/improvement to something that people value highly, wither lasting for an indefinite time or affecting many people in a widespread area.
Transformational	Substantial change experienced in community wellbeing, livelihood, amenity, infrastructure, services, health and/or heritage values; permanent displacement or addition of at least 20% to a community.

Source: DPIE (2021), *Social Impact Assessment Guideline*. Adapted from Esteves A.M.et. al. (2017)

3.1.5 Significance of impact

Potential impacts are identified as part of the scoping process (see Section 6). 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). The matrix used to calculate SRR is below in Table 4. The Social Risks for the proposed development are assessed using this matrix.

Table 4: Social risk matrix

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

Source: DPIE (2021), *Social Impact Assessment Guideline*. Adapted from Esteves A.M.et. al. (2017)

3.2 Stakeholder engagement

Stakeholder engagement was undertaken by Urbis, and a detailed Engagement Report has been produced outlining the approach and outcome process. This chapter summaries the findings of the community engagement.

Urbis utilised multiple engagement techniques including stakeholder briefings, newsletters, door knocking, media releases, an online community information sessions, a project website and email and phone number engagement. The report notes that no issues were raised by community stakeholders.

For additional details on community consultation refer to the full Urbis report. The following section provides a summary of consultation outcomes and project responses:

- Central Coast Council raised no concerns and was broadly supportive of the commitment to retain jobs on site
- Other agencies (e.g. Transport for NSW) stated that their requirements were covered in the SEARs
- Residents contacted within 500 metres of the site raised no concerns.

A part of the SSDA process, the project must complete an Environmental Impact Statement (EIS) that will outline the impacts of the proposal and the proposed mitigation and management methods. This would include further traffic and noise assessments. The EIS will be available for public comment as part of the approval process and the proponent will continue to engage with the community as part of the EIS process.

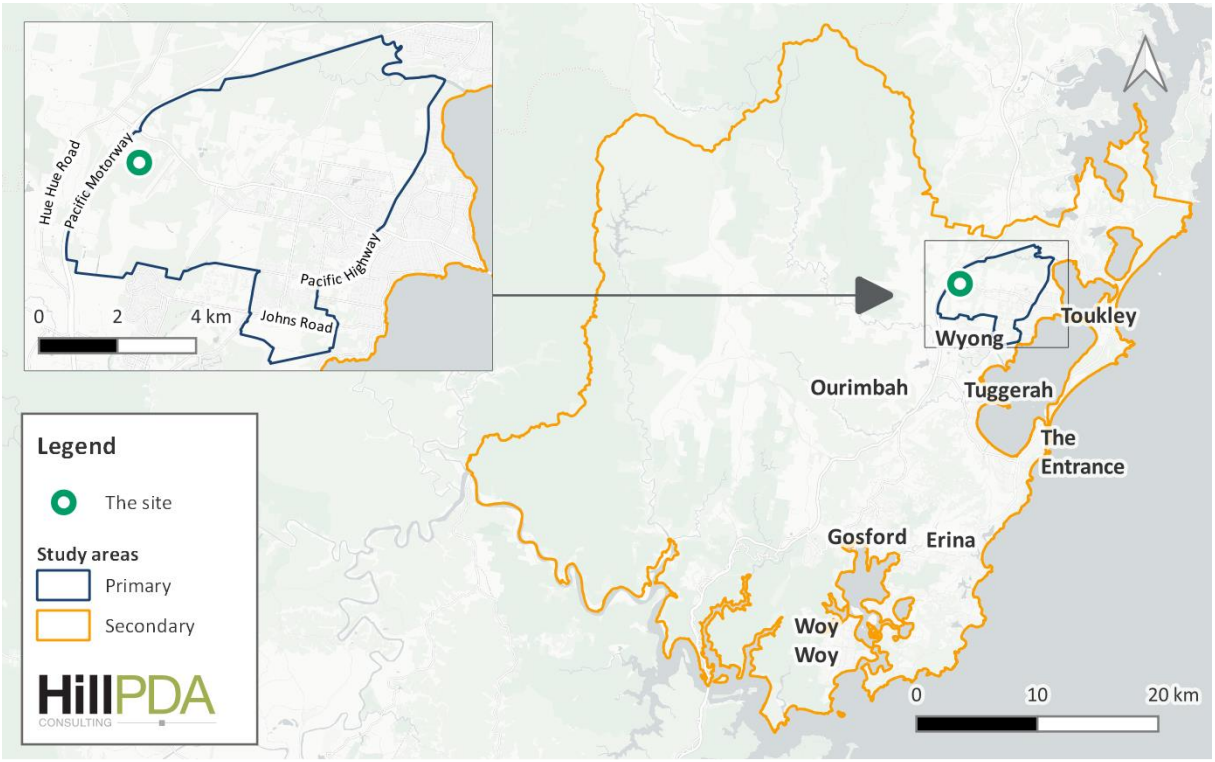
SOCIAL BASELINE

4.0 SOCIAL BASELINE

4.1 Study area

The primary study area has been defined under the Australian Statistical Geography Standard (ASGS) as Warnervale – Wadalba SA2, with the secondary study area defined as the Central Coast LGA and is shown below in Figure 5.

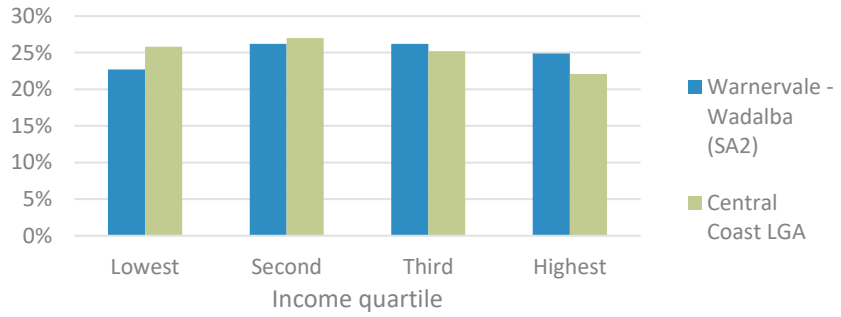
Figure 5: Study areas



4.2 Demographic overview

The table below presents a summary of the salient characteristics of Warnervale – Wadalba SA2 and Central Coast LGA.

Population	• In 2020, Warnervale - Wadalba (SA2) were estimated to be home to approximately **18,257** residents. At the 2016 Census **4,674 dwellings** were recorded with an **average household size of 3.1** • In 2016, the proportion of residents who identified as **Aboriginal or Torres Strait Islander** was **4.6%**, compared to **3.8%** for the wider Central Coast LGA.
Median age	• In 2020, the **median age** of Warnervale - Wadalba (SA2) was estimated at **34.2 years**, which was much younger than the Central Coast LGA, with **42.1 years**.
Age profile	• In 2020, approximately **63.3%** of people in Warnervale – Wadalba (SA2) were **of working age** (15-64 years). This was higher than the wider Central Coast LGA, where 60.3% of residents were of working age.
Population growth	• Forecast.id has projected the future population of Council's social planning district of Warnervale – Wadalba, which includes the study area and the suburb of Bushell's Ridge immediately to the north

	• Forecast.id estimate the population of Warnervale - Wadalba District at **24,021 in 2020**, and is forecast to grow to **46,183 by 2036** (92% increase, or an **average 6.6% per annum**) • Forecast.id projects that between 2016 and 2026, the age structure forecasts for Warnervale - Wadalba social planning district indicate a 103.6% increase in population under working age, a 75.7% increase in population of retirement age, and a 104.4% increase in population of working age.
Labour force	• At the 2016 Census, **7,129** or **62.4%** of residents in Warnervale – Wadalba (SA2) were participating in Labour Force, compared to **56%** of across the wider Central Coast LGA • Of those residents in the Labour Force, **6%** were unemployed in Warnervale – Wadalba (SA2), compared with **6.8%** unemployed across the wider Central Coast LGA • Of employed residents, the following occupations were most common: **Warnervale - Wadalba (SA2)** 1. Professionals 15.6% 2. Technicians and trades workers 14.9% 3. Clerical or administrative workers 14.4% **Central Coast LGA** 1. Professionals 18.6% 2. Technicians and trades workers 15.5% 3. Clerical or administrative workers 13.7%
Education	• At the 2016 Census, approximately **39.6%** of residents in Warnervale – Wadalba (SA2) have completed year 12 or equivalent, compared to **40.3%** across Central Coast LGA • Amongst residents aged 15 and over at the 2016 Census, approximately **54.8%** of in Warnervale – Wadalba (SA2) possessed a non-school qualification, compared to **58.2%** across Central Coast LGA • Of those residents with non-school qualification **26%** were for a certificate level qualification, **9.8%** were for a diploma or advanced diploma and **8.2%** were for a bachelor degree. These proportions were **24.4%**, **9.2%** and **10.3%** across the wider Central Coast LGA, respectively.
Income	 • As of 2018, the **median total personal income** (excl. Government pensions and allowances) in Warnervale – Wadalba (SA2) was estimated at **$50 766**, compared to **$47 148** across Central Coast LGA • At the 2016 Census, the **median weekly household income** (equivalised) for Warnervale – Wadalba (SA2) was **$875**, compared with **$774** across Central Coast LGA.

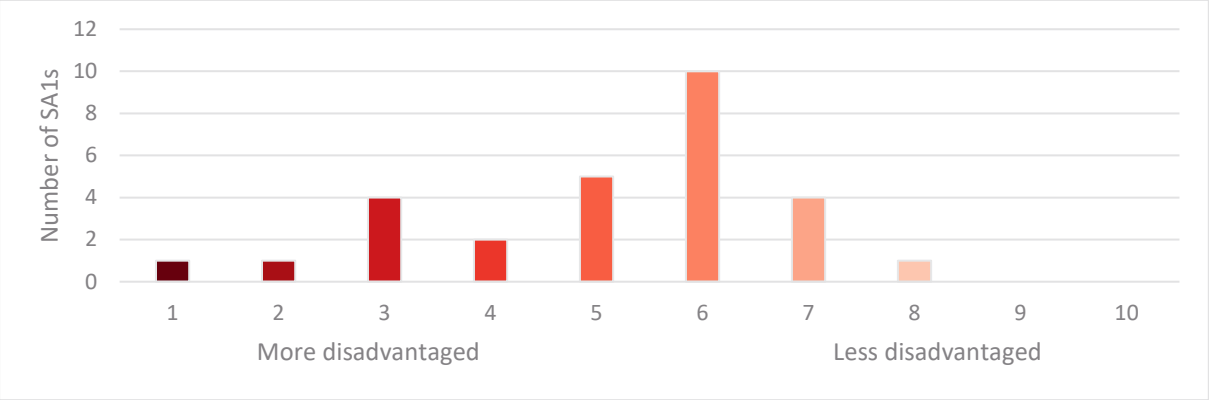
4.3 Social advantage and disadvantage

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

4.3.1 Relative socio-economic disadvantage

Index of Relative Socio-economic Disadvantage (IRSD) examines factors like unemployment, proportion of lower income households, lower education levels or lack of internet access to compare overall levels of disadvantage in areas. Figure 6 shows the distribution of IRSD rankings for SA1s within Warnervale – Wadalba SA2. The SA1s within the study area are generally moderately to less disadvantaged, with most being concentrated within the sixth most disadvantaged deciles (60 per cent most disadvantaged).

Figure 6: Distribution of SA1s within Warnervale – Wadalba (SA2) on the IRSD (national)

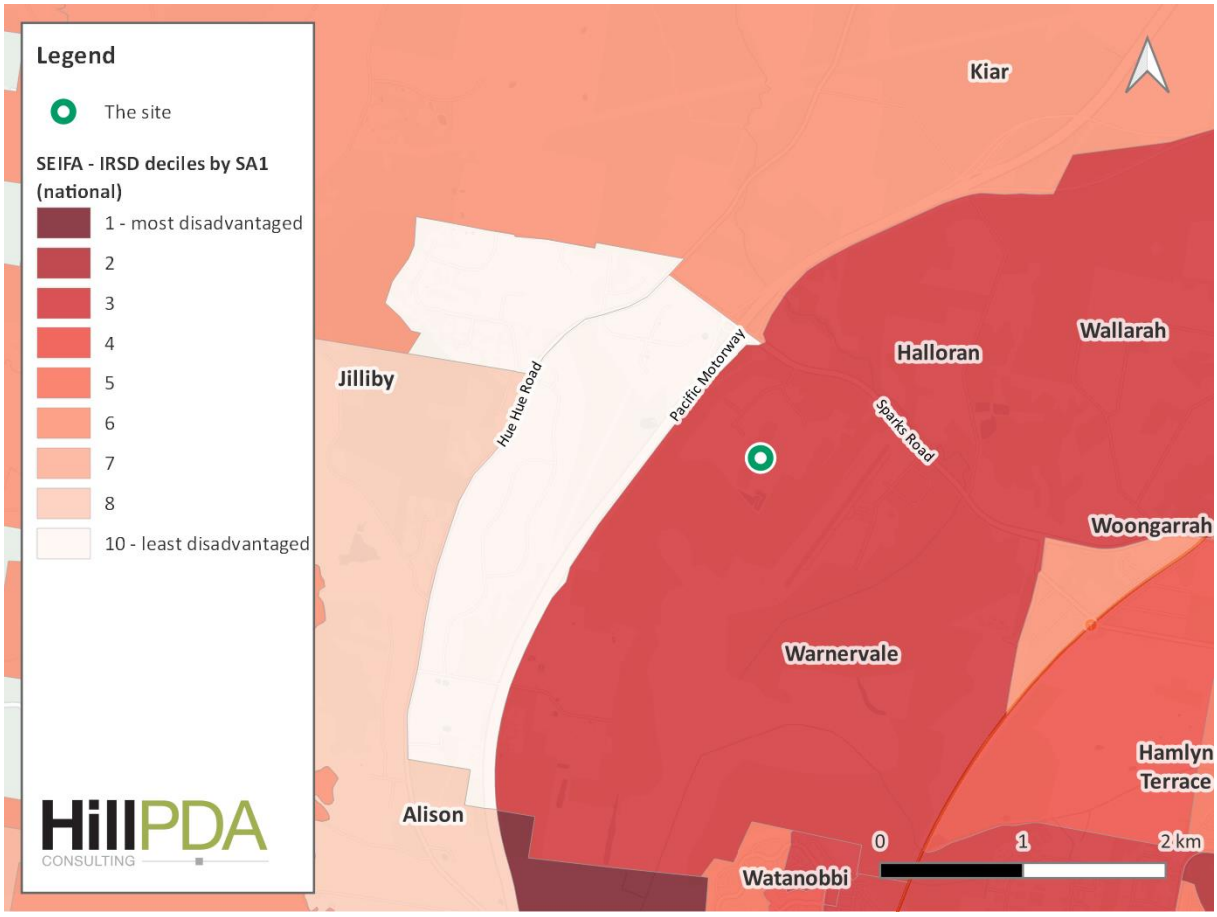


Source: ABS (2016). SA1s for which no score is recorded (low population) have been excluded.

Deciles for SA1s surrounding the site has been mapped in Figure 7. The SA1s immediately surrounding the subject site have higher levels of disadvantage, potentially indicating:

- More households with lower incomes
- More residents with no qualifications
- More residents in low skilled occupations.

Figure 7: SA1s near the site ranked against others on the IRSD using deciles

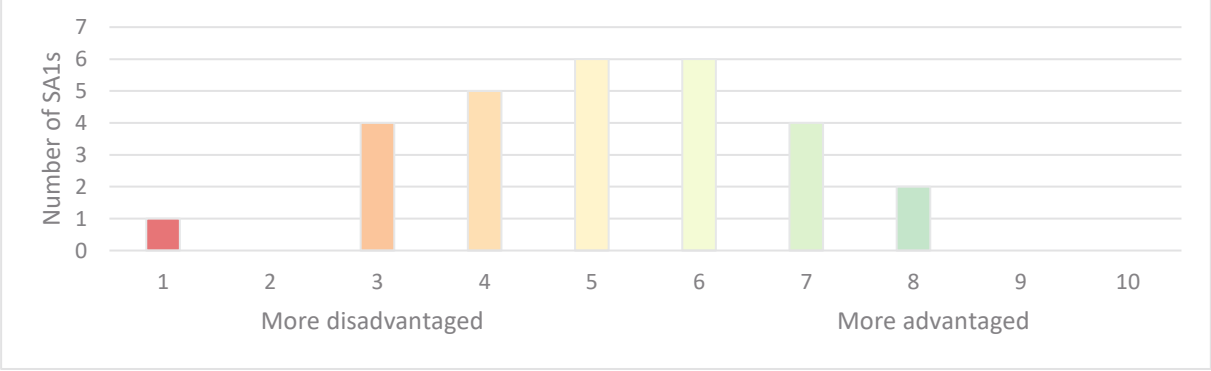


Source: ABS (2016). SA1s for which no score is recorded (low population) have been excluded.

4.3.2 Relative socio-economic advantage and disadvantage

Index of Relative Socio-economic Advantage and Disadvantage (IRSAD), in addition to the indicators of disadvantage above, examines factors like professional occupations, high income, higher education levels, larger houses to compare overall levels of advantage and disadvantage in areas. Figure 8 shows the distribution of IRSAD rankings for SA1s within Warnervale – Wadalba SA2. The SA1s within the study area are generally moderately advantaged and disadvantaged, with most being concentrated within the centre three deciles, indicating neither extreme levels of advantage or disadvantage.

Figure 8: Distribution of SA1s within Warnervale – Wadalba (SA2) on the IRSAD (national)

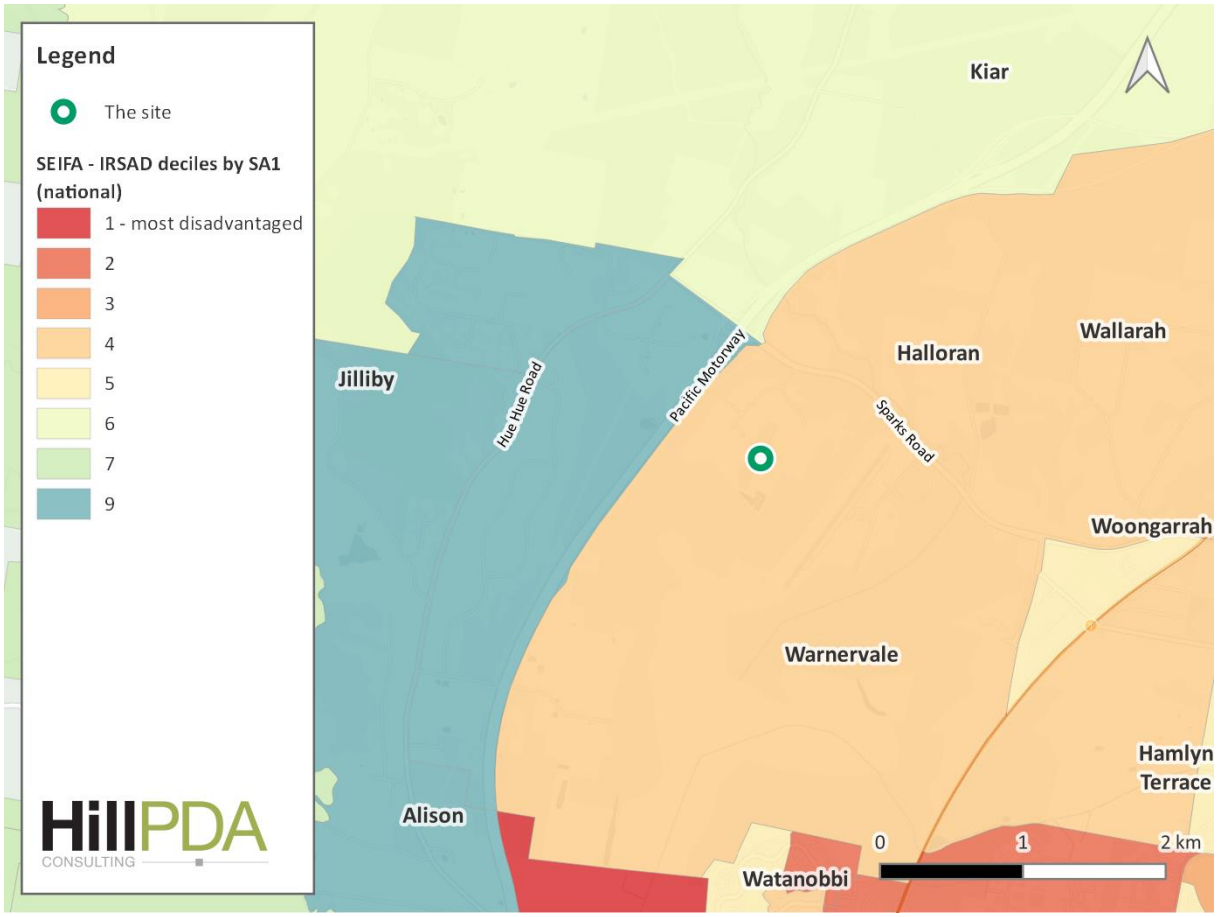


Source: ABS (2016). SA1s for which no score is recorded (low population) have been excluded.

Deciles for SA1s surrounding the site has been mapped in Figure 9. The SA1s immediately surrounding the site have moderate levels of disadvantage, potentially indicating:

- An average number of households with high incomes and an average number of people in skilled occupations
- An average number of households with low incomes, or an average number of people in unskilled occupations.

Figure 9: SA1s near to the subject site ranked on the IRSAD using deciles

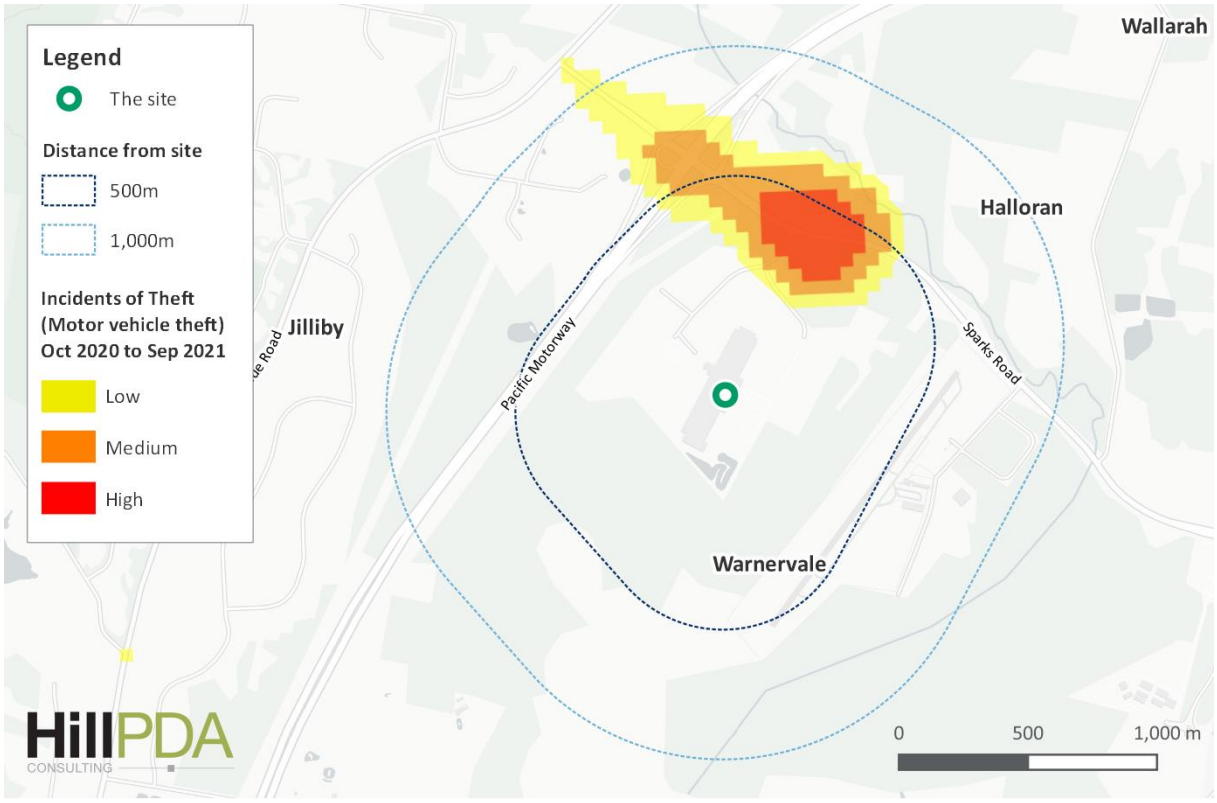


Source: ABS (2016). SA1s for which no score is recorded (low population) have been excluded.

4.4 Crime

Data from the NSW Bureau of Crime Statistics and Research (BOCSAR) has been mapped below in Figure 10 to show crime hotspots near to the site. There was a high level hotspot for motor vehicle theft during the year to September 2021. There were no hotspots for any crime type within one kilometre of the site over the same period.

Figure 10: BOCSAR crime hotspot maps for incidents between October 2020 and September 2021



Detailed data obtained from BOCSAR for the Suburb of Warnervale is shown below in with the wider Central Coast LGA and state averages for rates of malicious damage to property and domestic assault included for comparison.

It can be seen in Table 5 that rates of motor vehicle theft are decreasing at the state and LGA level, while at levels too low within Warnervale to identify a trend.

Table 5: Incidents of theft (motor vehicle theft) from October 2019 to September 2021 (rate per 100,000 population)

Area	Trend (2 year)	Year to Sep 2021		Year to Sep 2020	
		Count	Rate	Count	Rate
Warnervale (SSC)	n.c.	6	n.c.	1	n.c.
Central Coast (LGA)	Down 23.5% per year	601	174.7	460	133.7
New South Wales	Down 9.9% per year	12086	149.4	10893	134.7

Source: BOCSAR 2021

The above tables identify that the overall crime rates for the higher density crime hotspot near to the site have remained relatively low within wider suburb of Warnervale.

4.5 Key insights

HillPDA have identified several key insights to direct the social impact assessment process. These are outlined below:

- The site is located in an industrial area, surrounded by light industrial and freight/logistics land uses similar to that proposed. The industrial area is significantly isolated from the nearest residential areas, being separated by the M1 freeway to the west and Warnervale Airport to the east

- The area currently has a younger median age than the Central Coast at large, with a greater proportion of working age residents. This is possibly a result of the study area including significant areas of recent urban release land, which would be attractive and more affordable to young families
- The population of the area is rapidly growing, with the population projected to increase by an average of 6.6 per cent per annum to 2036. This has factored on the continued release of residential areas in the wider surrounds, which also maintains a younger median age as younger families continue to move to the area
- Owing to the higher proportion of working aged residents, there was a higher labour force participation rate. Of those residents in the labour force, a higher proportion were employed at the time of the Census than the average for the wider Central Coast, typically working in professional roles, in trades, or in administrative roles
- The overall level of education was lower than the wider Central Coast, with a slightly lower proportion of residents having completed year 12 and a lower proportion with a non-school qualification
- Incomes in the area were higher than the wider Central Coast, with a significantly higher median weekly household income. This was borne out in the socio-economic indicators for the area indicating a distribution of areas around the middle SEIFA indices, demonstrating a level of advantage and disadvantage that was around the average, nationally
- With the exception of one recent hotspot for motor vehicle theft, there was no crime within the vicinity of the site. Further investigation revealed that rates of motor vehicle theft are decreasing at the state and LGA level, while at levels too low within Warnervale to identify a trend.

Overall, the area is growing and has a high proportion of residents of working age suggesting an increased need of supermarket goods and delivery. With the continued release of housing in the wider vicinity, it is likely that the proportion of working age residents will remain high, likely driving demand for employment opportunities within the local area. The area is around the national average for socioeconomic status, with residential incomes being higher than the Central Coast average.

The current operates at the site have not contributed to any incidence of crime or crime “hotspots” in the surrounds. Consequenty, expansion of the existing operations presents a relatively low level of risk in terms of crime.

IMPACT ASSESSMENT AND PREDICTION

5.0 IMPACT ASSESSMENT AND PREDICTION

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 Industry and Environment's *Social Impact Assessment Guideline*.

The method for the social impact assessment is described in Chapter 3.0. Each potential impact is assessed having regard for the level of impact, the likelihood of impact, and the significance of impact, and a social risk rating matrix (see Table 6).

5.1 Scoping

The social 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.

Social 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.

5.2 Area of influence

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

Table 6: Area of influence of potential impacts

Impact type	Local Community	Broader Community
Amenity	• Construction disturbance • Noise • Lighting • Odours	• Increased truck movements on road network
Access	• Traffic volumes • On street parking • Manoeuvring of large vehicles	• Increased access to goods • Improved efficiencies in supply chains and distribution of goods
Built environment	• Visual impact and local character • Public domain • Development of underutilised site/efficient use of infrastructure	• Ongoing design improvements in logistics and warehousing • Maximise use of available serviced land supply
Heritage	• Potential impacts to European heritage items • Potential impact to Aboriginal heritage items	• Cultural heritage

Impact type	Local Community	Broader Community
Community	• Health • Safety • Increased demand for local services and facilities	• Increase demand for district and regional facilities and services
Economic	• Job creation • Livelihood • Increased local spending/flow on effects	• Economic performance • Efficient distribution of goods regionally, nationally and internationally
Natural Environment	• Protection and enhancement of local natural features	• Carbon emissions (through increased truck movements)

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

5.3 Amenity

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, a worker or the community to enjoy or undertake activities within the local area.

5.3.1 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 childcare 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. As the site is located within an industrial precinct there are few sensitive receivers in the surrounds. One notable sensitive receiver is the BML Café at the corner of Burnet Road and Dougherty Close which may be impacts by construction traffic. However, this potential impact needs to be balanced against the café providing a convenient eating location for construction workers.

During construction, the following may affect local amenity:

- The introduction of construction facilities
- Noise and dust arising from construction activities
- Unpleasant odours
- Increased traffic volumes and/or congestion.

Construction impacts are considered to be short term as they will be present only while construction is occurring. Construction impacts on local amenity are also generally contained within close proximity to a construction site. A short-term reduction in amenity may impact the neighbouring properties within the immediate vicinity of the site. It would be appropriate for the proponent to consultation with neighbouring businesses regularly throughout the construction period to inform them of construction timelines, expectations and standards that will be met.

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 can 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. Considering the context of the proposal being expansion of an existing use on the site and the site's context within an industrial area that is isolated from other sensitive land uses, 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 appropriate mitigation measures in place.

5.3.2 Noise

Exposure to noise may affect the function of businesses and operations, especially where a business is dependent on a quiet environment. Noise may also affect the way people use space, their ability to communicate and the way individuals undertake daily activities. Heightened annoyance, stress and sleep disturbance can also impact productivity and wellbeing.

An noise impact assessment undertaken by Renzo Tonin & Associates (dated 22 February 2022) provides an assessment of the noise impacts to arise from the proposed development. This assessment was carried out in accordance with NSW regulatory requirements, including the NSW *Noise Policy for Industry*. The report considered existing ambient noise levels with readings taken at key sensitive locations surrounding the site. With reference to the analysis in the acoustic assessment, it is noted that:

- Background and ambient noise in the area is affected by the nearby M1 Motorway
- Modelling undertaken predicts that the increased level of vehicle activity would have an insignificant effect on noise levels
- Should construction occur near the western boundary of the site, a neighbouring industrial receiver would be affected by noise
    - The report suggests that this can be mitigated by implementing consultation with the affected receiver, on-site measurements, and a complaints management process
- The noise generated during operations of the proposed development would comply with noise levels at all identified receivers, including at night time
- The existing buildings and large distances to nearest residences also mitigate any potential noise impact
- The proposed development would be in accordance with the NSW *Noise Policy for Industry*.

On the basis of the findings of the acoustic assessment, HillPDA identifies the social impacts to arise from noise generated at the site as an "possible" and "minimal" negative impact. Adoption of the measures identified in the noise impact 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.

5.3.3 Light

Light spill can cause disturbance to sleep and amenity. As noted earlier, there are no residential properties nearby and the potential for light spill to impact on amenity, sleep and wellbeing is considered to be minimal. Further, it is highly unlikely that the proposed development will impact on surrounding properties through obtrusive light glare or spill. Additionally, the site is separated from residential areas by other industrial developments and the M1 Motorway, limiting the potential impact of light spill.

Based on feedback received through the consultation process, neither community nor government stakeholders raised any issues with proposed lighting. The potential for negative impacts from light is assessed to of "minimal" consequence and an "unlikely" impact, presenting a "low" social risk.

5.3.4 Odour

Unpleasant odours can impact on the pleasantness of a place and ability for businesses to operate. It is unlikely that the proposed development will impact amenity in the surrounding area through odour. No impacts from odours have been identified from the proposed operations of the development and no concerns in this regard have been raised as part of the consultation process.

5.4 Accessibility

5.4.1 Access to property

The proposed development is an extension of existing use on site and, as such, will make no significant change to the existing access arrangements in the locality. Vehicular traffic to the proposed development will be via existing roads. There is unlikely to be obstruction on existing roads.

The distance of existing residences indicates that there is unlikely to be impacts to access. The community engagement process noted no concerns regarding access.

As such, the potential of the proposal to have a negative impact on access to property is assessed to be of "minimal" consequence and "unlikely", indicating a "low" social risk.

5.4.2 Utilities

Utilities are important to the day-to-day operations of the neighbouring businesses and residential properties, albeit more distant. The proposed development is unlikely to result in any disruption to utility services in the surrounds. Utilities are available at the site including water, sewer, electricity and communications. The proposal is a expansion of existing uses on site and is not anticipated to impact access to utilities.

Overall, the potential impact is negligible. The proposal presents "low" social risk.

5.4.3 Road, rail and public transport

There is potential for movement of construction vehicles and, once operational, movement of vehicles to and from the site, to impact on the social environment. Movement of large vehicles, in particular, can lead to increased stress to drivers and pedestrians in the vicinity of the site. Reduced on street parking could impact on the convenience of workers and visitors to neighbouring businesses. Changes to access arrangement can also add to stress and inconvenience.

A Transport Assessment has been prepared by Colston Budd Rogers & Kafes dated March 2022 in relation to the proposed development. The report analysed the existing traffic conditions and modelled potential impacts during construction and operation, concluded that the existing road network would be able to cater for the proposed distribution centre expansion. The report includes a Construction Traffic Management Plan (CTMP), which is to be finalised with the appointment of a construction company. The recommendations of the plan are endorsed by this report and should be implemented in full to mitigate social impacts arising from construction vehicle movement.

With consideration of the above, the potential for social impacts to arise from increased traffic and changes in vehicular movement is "minimal." The likelihood of transport impacts is considered "unlikely". The proposal presents "low" social risk.

5.5 Built Environment

Potential impacts to the built environment can impact on way of life, local character and the community's sense of connectedness to a place.

The proposed development is appropriately located within an industrial area. The Visual Impact Assessment (VIA) prepared by Hatch RobertsDay, dated March 2022, suggests that there would be a low or negligible impact on the surrounding built environment due to the proposal's consistency with existing development.[1] The visual appearance of the proposed development is not expected to impact negatively on local character or sense of community. The VIA also rated the visual impact from five selected viewpoints (including nearby roads and the nearest neighbouring residential properties) as *none*.[1] This is due to the presence of surrounding industrial warehouses, large setbacks, and a lack of street frontages, in addition to the surrounding dense vegetation along neighbouring roads and to the east and south of the site.

The public domain plays an important role in supporting public and community life. The potential for the proposed development to impact on the public domain will be confined to roadways and the amenity of the domain immediately surrounding them including footpaths.

The review of existing social infrastructure found that there are no parks or public spaces in proximity to the subject site that would be materially affected by the activities proposed.

The acoustic assessment cited above indicate that any amenity impacts are likely to be minimal on these areas which are not presently used by pedestrians, and traffic impacts are negligible according to the transport assessment.

As such, the impact of the proposed development on the built environment is assessed as being "minimal" with an "unlikely" likelihood and is deemed to present "low" social risk.

5.6 Heritage

Potential impacts to the heritage value of place can impact on way of life, local character, and the community's sense of connectedness to a place. These concepts are important constituent parts of the social environment and any impact on them could have negative flow-on effects in the community.

Fabcot has procured an Aboriginal Cultural Heritage Assessment Report (ACHAR) from Artefact Heritage (Artefact). Artefact established that the site surrounds had been subject to a range of Aboriginal archaeological heritage assessments associated with neighbouring developments.

Artefact undertook a search of the NSW Aboriginal Heritage Information Management System (AHIMS) and other relevant databases on 17 September 2021, identifying no Aboriginal sites within the study area.[2] Artefact also completed a pedestrian survey of the site, revealing no previously unrecorded objects on a site heavily disturbed by previous construction and land clearing.[2] Artefact did note, however, that in previous works undertaken on neighbouring sites, small artefacts were found (and reburied onsite).

Artefact concluded that there was *nil to low potential for archaeological deposits at the site*. Despite this, a tree onsite was identified as culturally significant to the local Aboriginal community, due to its age and traditional uses of the species.

HillPDA notes that Artefact *did not recommend* that further archaeological assessment be required at the site. Artefact did recommend that the culturally significant tree identified above be either retained and protected within the site if possible, or be replanted.[2] The report also recommends that if any archaeological material is identified that was not assessed or anticipated within the report, works should cease and a qualified archaeologist be contacted to assess the situation.

Considering the low historical significance and highly disturbed nature of the site, HillPDA considers that the proposal represents a "minor" social risk with an "very unlikely" likelihood, therefore presenting a "low" social risk.

[1] Hatch RobertsDay, *Visual Impact Assessment,* March 2022
[2] Artefact Heritage, *Aboriginal Cultural Heritage Assessment Report*, February 2022

5.7 Community

5.7.1 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, and any air quality impacts in the operation phase. There are no waste activities associated with the proposed development that will impact on surrounding properties. Traffic movements could potentially generate some small increases in emissions, which could have a very limited impact on the health of workers in the immediate surrounds. However, this presents a low level of risk due to the minimal number of pedestrians in the area.

The Air Quality Impact Assessment prepared by Northstar Air Quality (dated February 2022) confirms that both the construction and operation phases of the proposed development would have a low risk to surrounding premises and residential receivers.[3] The minimal air quality impacts would be due to diesel and petrol emissions, as well as on-site storage of any material during the construction process. The air quality impact is likely to be minimal due to a lack of demolition works proposed at the site, and no odour-producing operations located at the site once operational. The assessment notes that the proposal suggests that the proposed use of ethylene on site (as a ripening agent for bananas) would not impact air quality due to its lack of odour.[3]

Overall, the potential health impacts to arise from the proposed development are considered to present an "very unlikely" risk to the community of "minimal" level impacts. Overall, the proposal presents a "low" social risk to the health and wellbeing of the wider community.

5.7.2 Safety

Developments can increase or decrease perceived and actual safety. The earlier investigation of the community identified low levels of crime in the immediate area (see section 4.4). The analysis identified a moderate crime hotspot for motor vehicle theft near the site, though this was revealed to be reflective of a low total count of incidents.

The proposed development is unlikely to change this, with the proposed alterations and additions being secure and illuminated. The proposed development may improve activation and passive surveillance of the area through expanded operations and activity. This may also restrict the development of negative perceptions of safety in the area.

The Transport Assessment prepared by Colston Budd Rogers & Kafes dated March 2022 does not identify any risks to the safety of the road and pedestrian 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 therefore presents a "low" social risk in terms of safety.

5.7.3 Social infrastructure

The proposed development employment related, concerning alterations and additions to an existing warehouse and distribution centre. As shown in section 2.4, there is limited social infrastructure offer in the immediate area. HillPDA anticipate that employees would most likely access social infrastructure at their area of residence, rather than their place of work. The impact of the proposed development on services and facilities is likely to be small.

However, should employees seek childcare options close to or on their route to their place of work, there may be some impacts to the demand for childcare. Should this be the case, child care facilities in Warnervale (approximately 2 kilometres from the site) may see a small increase in demand.

[3] Northstar Air Quality Pty Ltd, *Air Quality Impact Assessment*, February 2022

Overall, the proposed development is likely to result in a very minor increase to the demand for social infrastructure in the local community. The presence of multiple child care facilities within the broader area suggests that there should be sufficient capacity for a minor increase in demand for these services. On this basis, the proposed development is considered to have an "unlikely" and "minimal" level of impact. On the social risk matrix, the proposed development presents a "low" risk in terms of social infrastructure.

5.7.4 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 alterations and additions to an existing warehouse and distribution centre in an industrial area. Based on feedback gathered through the community and stakeholder engagement process, the proposed development is seen appropriate for the location. 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 with their families and in their communities.

Overall, the proposed development is considered "likely" to have "moderate" positive impacts on the wider community. Consequently, the proposed development has an "high" positive social impact.

5.8 Economic

The proposal would affect the local and regional economy both during construction and operation. The extents of economic effects are discussed in the following sections.

The construction of the development is expected to have short and long-term benefits with respect to construction employment and the purchase of materials. During construction, the proposed development would generate additional construction jobs. Local centres are also likely to benefit from increased construction related trade. The construction industry has strong linkages with other sectors, so its impact on the economy goes further than the direct contribution of construction.

The proponent has advised that the proposed development would generate in the order of 30 additional operational jobs, while retaining 650. There would also be significant employment generated during construction, from both workers directly employed on site and their expenditure within the broader community.

The secondary benefits of this new employment will be money invested into businesses and services across the region. This new expenditure will benefit and grow local economies, generating further employment in service industries.

The proposed development stands to make a positive contribution to the livelihood of residents across the wider region, creating new employment opportunities closer to residents' homes. The proposed development is considered "likely" to have a "moderate" level of positive impact and as such, presents a "high" and positive social impact.

5.9 Natural environment

For the purposes of Social Impact Assessment, impacts to the natural environment are considered in the way that peoples' surroundings are affected, including access to and use of ecosystem services, public safety and security, access to and use of the natural and built environment and their aesthetic value and/or amenity.

The proposed development will impact on the natural environment and as such, will change people's surroundings and the local ecosystem. As the site has been identified as being suitable for industrial development for an extended period, the changes are largely anticipated by stakeholders. Additionally, as the proposed development includes alterations and additions to an existing site, it is anticipated that minimal impact will occur.

ENHANCEMENT, MITIGATION AND RESIDUAL IMPACTS

6.0 ENHANCEMENT, MITGATION AND RESIDUAL IMPACTS

The following tables draw on the above sections to predict the likely social impacts arising from the proposal. The impacts have been separately considered at the construction and operational phases. Impacts are assessed using the framework outlined in Chapter 3.0.

During the project development phase, steps have been taken to mitigate some impacts through the project design. Further mitigations measures have been identified and are described below against each impact area with residual impacts noted, post mitigation.

6.1 Construction

The construction process has the potential to affect the amenity of sensitive receivers within the surrounding area through noise, dust, odours and the movement of construction vehicles to and from the site. Sensitive receivers for these types of impacts generally relate to nearby residents and neighbouring premises but may also include childcare 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.

Table 7: Social impact evaluation and mitigation response – construction

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
Dust from construction activity cause a decline in air quality, potentially impacting the amenity of surroundings and health and wellbeing of neighbouring workers and residents	Very unlikely + Minimal = Low	• Construction phase air quality impacts shall be minimised or avoided by incorporation of appropriate dust suppression and air quality control measures at various stages of the project.	• Implementation of recommendations in Air Quality Impact Assessment, including: – Record all dust and air quality complaints – Undertake monitoring on and off site as required – Prepare the site so dust-generating activities occur away from the site boundaries or neighbouring premises – Minimise vehicle idling – Cover any stockpiles	Low
Noise and vibration from construction activity may negatively affect amenity for businesses surrounding the site, impacting upon quiet enjoyment of surroundings, way of life and health and wellbeing	Possible + Minimal = Low	• When planning construction work that will generate significant noise or vibration, consider: – Restricting times when work is carried out – Informing potentially affected neighbouring properties.	• Implementation of a Construction Management Plan, including: – Limiting noise-generating construction activity to approved site operating hours – Utilising noise and vibration monitoring	Low

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
			equipment to ensure that activities remain within specified tolerances	
Additional construction vehicle movements may increase congestion on surrounding roads, impacting way of life, accessibility and livelihoods for surrounding residents, workers and businesses	Possible + Minimal = Low	• Construction activity to be provided for on-site or within on-street work zones • the construction activity to be coordinated with the construction of other developments in the vicinity of the site where required; • construction vehicle access to be provided from Warren Road and Woolworths Way, via the existing site driveways; • the movement of trucks on and off the site to be managed and controlled in accordance with a safe work method statement and appropriate traffic control plans.	• Maintain vehicle access via existing access points and implement other access recommendations arising in Traffic Report	Low
Additional employment opportunities on site arising from construction activity (direct and indirect) positively impacting livelihoods, community, and way of life in Central Coast LGA	Almost certain + Moderate (positive) = High (positive)	• Construction activity will draw resources from and thereby generate economic activity in Central Coast LGA as well as from outside the LGA.	• Consideration could be given to hiring from within the Central Coast LGA.	High (positive)
Potential changes to access for surrounding businesses from parking for workers on site during construction, impacting way of life and access	Unlikely + Minor = Low	• Ensure dedicated parking is provided for workers, or that they are encouraged to travel via alternative means (e.g., public transport).		Low
Potential feeling of powerlessness or lack of means to have input or say on the proposal during construction for surrounding properties and the wideer community, negatively impacting decision-making systems	Unlikely + Minor = Medium	• Standard engagement mechanisms as part of DA process	• Engagement undertaken as part of proposal has identified minimal community interest or concerns with the proposal • Engagement activities will continue, through the exhibition and determination process, specifically: – Continuing to engage with the community about the project, its impacts, and the approval process – Providing information on how the	Low

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
			– community's views have been addressed in the EIS – Enabling the community to seek clarification about the project through the two-way communication channels.	
Potential impact on community and culture through fear of impacts to Aboriginal and European cultural heritage sites during construction.	Uunlikely + Minor = Low	• Engagement with Local Aboriginal Land Council • Adherence to requirements under AHIP	• Aboriginal Cultural Heritage Assessment Report (ACHAR) has been completed. Recommendations from the ACHAR should be followed: – Protect where possible, or replant, culturally significant tree – Cease works and contact qualified archaeologist if previously unassessed archaeological material is identified during construction.	Low

6.2 Operation

Operational impacts arise from the day to day activities of the proposal once complete and are experienced long term. These are summarised below with mitigation measures identified where appropriate.

Table 8: Social impact evaluation and mitigation response – operation

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
Increase in provision of environmental amenity on site through landscaping works, positively impacting surroundings and health and wellbeing.	Likely + Minor (positive) = Medium (positive)	• Ensure retention of existing trees (if any) on site where possible. • Maximise opportunities to contribute to landscape setting, urban heat island effect, and urban tree canopy through plantings and landscaping.	• Maximise provision of new plantings	Low (positive)

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
Additional employment opportunities on site arising from operational activity (direct and indirect) positively impacting livelihoods, community, and way of life in the Blacktown LGA.	Almost certain + Moderate (positive) = High (positive)	• Operational activity will draw resources from and thereby generate economic activity in Central Coast LGA as well as from outside the LGA.	• The proposal retains the approximately 710 existing jobs on site, while generating an estimated 30 additional operational jobs. • Consideration could be given to hiring from within the Central Coast LGA.	High (positive)
Additional demand for and pressure upon childcare services arising from increase in worker population on site. This could potentially impact upon way of life, and access to service for existing local workers.	Unlikely + Minimal = Low	• N/A	• N/A	Low
Additional vehicular congestion on nearby streets arising from road users on site, which could impact upon access and way of life for road users.	Unlikely + Minor = Low	• None, the traffic report concluded that the road network will be able to cater for the traffic from the proposed distribution centre extension.		Low

The following measures have been proposed to mitigate or enhance social impacts identified as part of this assessment, during construction:

- Implementation of recommendations in Air Quality Impact Assessment, including:
  - Record all dust and air quality complaints
  - Undertake monitoring on and off site as required
  - Prepare the site so dust-generating activities occur away from the site boundaries or neighbouring premises
  - Minimise vehicle idling
  - Cover any stockpiles
- Implementation of a Construction Management Plan, including:
  - Limiting noise-generating construction activity to approved site operating hours
  - Utilising noise and vibration monitoring equipment to ensure that activities remain within specified tolerances
  - Maintain vehicle access via existing access points and implement other access recommendations arising in Traffic Report
- Consideration could be given to hiring from within the Central Coast LGA
- Engagement undertaken as part of proposal has identified minimal community interest or concerns with the proposal
- Engagement activities will continue, through the exhibition and determination process, specifically:
  - Continuing to engage with the community about the project, its impacts, and the approval process

  - Providing information on how the community's views have been addressed in the EIS
  - Enabling the community to seek clarification about the project through the two-way communication channels.
- Aboriginal Cultural Heritage Assessment Report (ACHAR) has been completed. Recommendations from the ACHAR should be followed:
  - Protect where possible, or replant, culturally significant tree
  - Cease works and contact qualified archaeologist if previously unassessed archaeological material is identified during construction.

The following mitigation measures have been proposed during operation:

- Maximise provision of new plantings
- The proposal retains the approximately 710 existing jobs on site, while generating an estimated 30 additional operational jobs.
- Consideration could be given to hiring from within the Central Coast LGA.

CONCLUSION

7.0 CONCLUSION

This SIA has considered the potential social impacts of a proposed expansion to the existing Woolworths distribution centre at Warnervale. The assessment has identified the potential for amenity impacts during construction, which could be effectively mitigated through the implementation of a Construction Management Plan. A culturally significant tree has been identified within the site, which should be retained or, if required, moved. The construction process would also be of benefit to the surrounding community, contributing additional construction jobs and economic activity directly and indirectly.

No significant operational social impacts were identified, with the proposal unlikely to produce impacts significantly differing from the existing use on site. The addition of approximately 30 jobs on site and accompanying economic activity would be of benefit to the wider community, particularly in the context of the large and growing working age population in the area.

With the minimal nature of impacts and the likely benefits of improved access to employment and local economic activity, is considered that the proposal would have an overall positive social impact and is supported by this report.

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