42 Boorea Street, Lidcombe

Social Impact Assessment

Prepared for
Hale Property Services Pty Ltd

May 2022

HillPDA CONSULTING

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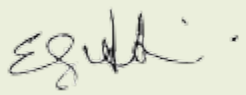
Signature		Dated	30/05/22

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INTRODUCTION

1.0 INTRODUCTION

HillPDA has been commissioned by Hale Property Services Pty Ltd to prepare a Social Impact Assessment (SIA) to accompany State Significant Development Application (SSDA) (SSD-36464788) for the construction of a multi-storey warehouse at 42 Boorea Street, Lidcombe. Development approval is being sought for a 39,249 square metre development including 35,111 square metres of warehousing, industrial, and dock office floorspace and 4,138 square metres of office floorspace.

This SIA has been developed to align with industry best practice including the *Social Impact Assessment Guideline* developed by the Department of Planning and Environment (DPE). This assessment includes an analysis of the existing social environment. It aims to identify both positive and negative social impacts associated with the proposed development, while also suggesting mitigation measures to maximise social benefits and minimise negative impacts to the community.

1.1 Secretary's Environmental Assessment Requirements

The industry-specific SEARs for this SSDA, dated 15 February 2022 indicate that this SIA must provide the following information:

Key Issue No. & Description	Issue & Assessment Requirements	How It Is Addressed	Section of This Report
Issue 20: Social Impact	Provide a Social Impact Assessment prepared in accordance with the *Social Impact Assessment Guideline for State Significant Projects.*	This SIA has been prepared to align with the *Guideline*. It provides a social baseline and utilises a framework to evaluate and respond to social impacts.	Sections 4.0, 6.0, 7.0 & 8.0

In order to meet the SEARs for this SSDA, this SIA has been prepared to align with the *Guideline*.

1.2 SIA Guideline

The Department of Planning Industry and Environment published the *Social Impact Assessment Guideline* in July 2021. The Guideline provides detailed guidance on the requirements for preparing an SIA for state significant development applications. This SIA has been prepared to satisfy the requirements of the Guideline as per the direction in the SEARs.

The methodology for this assessment, outlined in Chapter 2.0, is consistent with the requirements of the Guideline. The qualifications of the project team are available on page 4 and they comply with the requirements of the Guideline. The Guideline includes a suggested report structure, to which this report has been aligned.

1.3 The proposal

1.3.1 Project description

The proposal is for the construction of a two-storey warehouse and distribution centre comprising 39,249 square metres GFA including ancillary office space, landscaping, bicycle and car parking. The proposal comprises the redevelopment of the site as summarised below:

- Construction, fit out and operation of a two-storey warehouse and distribution centre comprising approximately 39,249 square metres of GFA including:
  - 35,111 square metres of warehouse and distribution GFA; and

  - 4,138 square metres GFA office space.
- Provision of 34 bicycle parking spaces at ground.
- Provision of 191 car parking spaces across all levels.
- Provision of 10 motorcycle parking spaces across all levels.
- Approximately 4,579 square metres of hard and soft landscaping at ground.
- Provision of internal vehicle access route and loading docks on ground and first floor.
- Upgrades to existing on-site infrastructure.
- Building identification signage.
- Operation 24 hours per day, seven days per week.

1.3.2 The site

The site is located at 42 Boorea Street, Lidcombe within the Cumberland Local Government Area (LGA). The site is legally described as Lot 1 in DP 740385. The site is approximately 4.1 hectares and 151 metres x 276 metres. The site has a fall of approximately 3.75 metres from north eastern corner to the south western corner. A 9.1m easement for sewer runs along the western side of the site in a north south direction.

The site is located at the rear of 44 Boorea Street, Lidcombe and is accessed via an access handle from Boorea Street. The site contains a warehouse building and associated loading docks and car park. Trees and vegetation are planted along the site boundary. See Figure 1 below for aerial imagery of the site.

Figure 1: Site location

Source: Urbis (2021), Nearmap (2021)

1.3.3 Site context

The site is located approximately 7.5 kilometres east from Parramatta. It is within a highly accessible location with connections to regional roads such as the M4 Motorway and Great Western Highway and public transport including Auburn and Lidcombe railway station. The site is surrounded by a variety of industrial uses as summarised below:

- North: The Toohey's Brewery site at 29 Nyrang Street, Lidcombe which includes packaging and processing facilities, warehouses, tanks, silos and large car parking areas.
- East: Warehouses at 27 Nyrang Street, Lidcombe for the Regional Road Express, BM Sydney Building Materials and ACACIA Transport companies. At 25 Nyrang Street is a three-storey brick and glass warehouse building housing the company COS. On the opposite side of Nyrang Street are residential dwellings.
- West: Haslams Creek (which is a concrete lined drain) is adjacent to the western boundary of the site. Warehouse buildings which house Zico Imports and Amazing Flowers are located to the west of Haslams Creek. To the north west at 11-13 Percy Street is the Woolworths site, a former warehouse building has been demolished and the site is in the preparation stage for a new warehouse and distribution centre.
- South: To the south is number 44 Boorea Street, which is located at the front of the site and accommodates two double height warehouse building. On the opposite side of Boorea Street are residential dwellings.

See Figure 2 below.

Figure 2: Site context

Source: Urbis (2021)

METHODOLOGY

2.0 METHODOLOGY

HillPDA has developed its SIA approach to align with industry best practice including the NSW DPE's *Social Impact Assessment Guideline.*

The SIA aims to scope, assess, and enhance or mitigate potential positive and negative impacts that may arise from the proposed development. The method for this SIA into three phases as shown below.

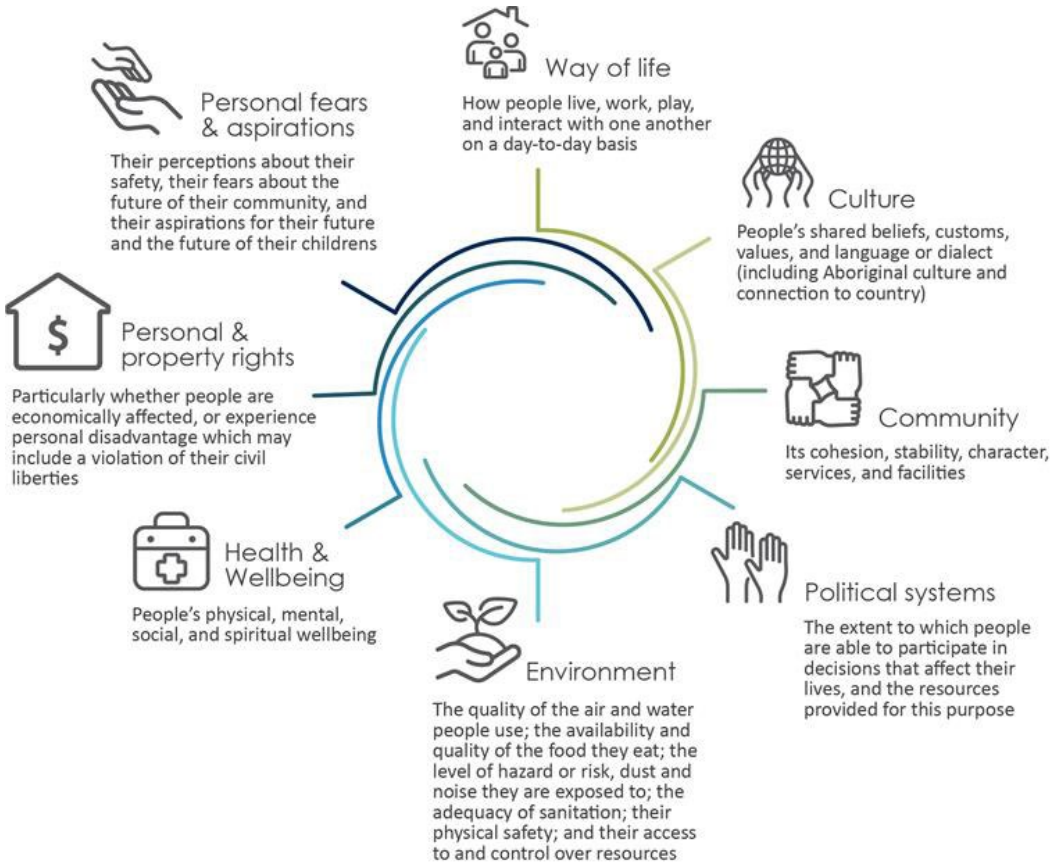
Figure 3: SIA process

Source: HillPDA, DPE (2021)

2.1 Defining social impacts

A social impact can be defined as the net effect of an activity on a community and the wellbeing of individuals and families. Social impacts may occur across a range of aspects of an individual's and a community's life, as shown in Figure 4.

Figure 4: Types of social impact



Source: Adapted from Vanclay, (2003)[1].

Social impacts arising from a development may be positive, negative and cumulative as indicated in Table 1.

Table 1: Types of social impacts

Type of impact	Overview
Negative social impacts	Negative social impacts result from changes to the physical or social fabric that make it worse (in any of the impact categories) than before the project took place. These may include: • Increased dust or noise levels affecting health • Decreased amenity during construction • Alterations to community character through land use changes.
Positive social impacts	Positive social impacts result from changes to the physical or social fabric that make it better (in any of the impact categories) than before the project took place. These may include: • Increased access to jobs in the local area • Improved amenity through provision of open space • Stronger sense of community through provision of community space.
Cumulative social impacts	Cumulative social impacts result from changes to the physical or social fabric that occur from multiple projects or activities that need similar resources or affect similar impact categories. These may include: • Increased traffic level from construction vehicles for multiple projects in one area • A shortage of workers in an area due to multiple similar projects • Health impacts from persistent noise or dust levels due to ongoing projects.

Source: HillPDA, DPE (2021)

2.2 Evidence base

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

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

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

- Australian Bureau of Statistics
- NSW Bureau of Crime Statistics and Research
- NSW Department of Planning and Environment
- Relevant information provided by Council and/or the proponent
- Profile .id.

The findings of this work are outlined in Chapter 4.0.

2.3 Predicting, analysing and evaluating impacts

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

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

The likelihood of a potential impact is a primary element of considering each social impact and its risk rating. The criteria used to determine the likelihood of any potential impact are described in Table 2.

Table 2: Likelihood of impact

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

Source: DPE (2020), *Draft Social Impact Assessment Guideline*. Adapted from Esteves A.M.et. al. (2017)

The magnitude of a potential impact is a key consideration to determine a risk rating. In determining the magnitude of a potential impact there are five key characteristics that must be considered, these are shown below in Table 3.

Table 3: Magnitude of social impacts

Characteristic	Details needed to enable assessment
Extent	Who is expected to be affected? Will any vulnerable groups be impacted? Which locations and people are affected?
Duration	When is the impact expected to occur? Will it be temporary or permanent?
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: DPE (2020), *Draft Social Impact Assessment Guideline*. Adapted from Esteves A.M.et. al. (2017)

Table 4 below identifies the overall magnitude level of impact rating.

Table 4: Magnitude of impact

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

Source: DPE (2020), *Social Impact Assessment Guideline*. Adapted from Esteves A.M.et. al. (2017)

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

Table 5.

Table 5: Social impact significance matrix

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

Source: Adapted from DPE (2021)

2.4 Social impact management

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

POLICY CONTEXT

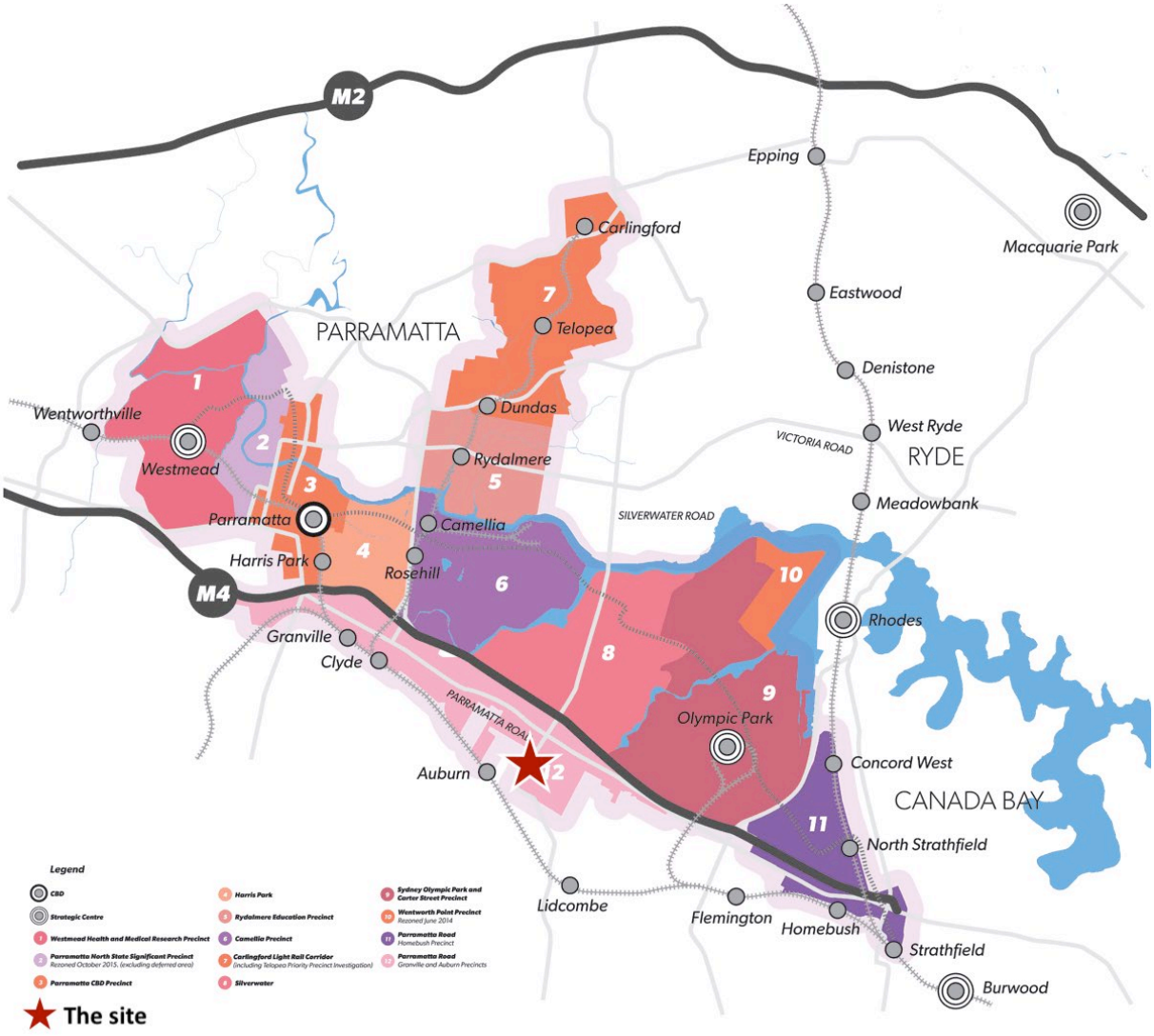
3.0 POLICY CONTEXT

3.1 Central City District Plan

In March 2018, the Greater Sydney Commission (GSC) finalised its District Plans for Sydney. The draft District Plans support the actions and outcomes of the draft Greater Sydney Region Plan with additional 'Planning Priorities' that are focussed on each district. Lidcombe is located within the Central City District and the site lies within the Greater Parramatta to Olympic Peninsula (GPOP) area. The District Planning Priorities of the Central City District Draft Plan as relevant to the proposal include:

- Planning priority C8: Delivering a more connected an competitive GPOP Economic Corridor
- Planning priority C9: Delivering integrated land use and transport planning and a 30-minute city
- Planning priority C11: Maximising opportunities to attract advanced manufacturing and innovation in industrial and urban services land.

Figure 5: The site in the context of the GPOP



Source: NSW DPE 2020, HillPDA

Being located within the GPOP, development on the site will make a significant contribution to economic activity in the south of the Parramatta Road Auburn Precinct, assisting with the realisation of ensuring a more competitive GPOP.

3.2 Cumberland LSPS

Cumblerand 2030: Our Local Strategic Planning Statement (*Cumberland 2030*) is Cumberland's Local Strategic Planning Statement, published in February 2020. *Cumberland 2030* responds to the Greater Sydney Region Plan and Central District Plan, outlining Council's overarching planning priorities over the short, medium and long term. The LSPS has been prepared with four key areas of focus:

- Getting around: Access and movement
- Places and spaces for everyone: Housing and community
- Local jobs and businesses: Economy, employment and centres
- The great outdoors: Environment and open spaces

Within the area of local jobs and businesses, the following strategies and actions supported by the proposal:

- Retaining and managing industrial lands, primarily for employment uses
- Supporting a strong and diverse local economy across own centres and employment hubs
- Promoting access to local jobs, education and care services
- Facilitating the evolution of our employment and innovation lands to meet future needs.

3.3 Cumberland Community Strategic Plan 2017-27

Cumberland Council has published a strategy that sets the broad strategic direction for the council's operations and the LGA more broadly over the next decade arising from a community engagement program. The elements of the Community Strategy relevant to the proposal are:

- A strong local economy
  - We have access to jobs locally and in our region
    - Council helps to create a local environment that attracts businesses fosters innovation
    - There is a focus on attracting a diverse range of knowledge based and technology industries.

3.4 Cumberland Employment and Innovation Lands Strategy

In 2019, Cumberland Council published their *Cumberland Employment and Innovation Lands Strategy* to manage employment and innovation lands in the LGA over the next decade. The *Strategy* creates a strategic framework that identifies ten precincts in the LGA and designates specific focuses for those areas.

The site is located within *Precinct 2: Lidcombe West Specialised Cluster*, bound by St Hilliers Road to the west, Boorea Street to the south, Nyrang Street to the east, and *Precinct 9: Parramatta Road (Auburn) Commercial Corridor* to the north. The strategic focus for this precinct is identified as:

> "Potential for renewal including uses such as advanced knowledge and manufacturing, digital and creative industries (including food)."

The *Strategy* aims to facilitate growth in the LGA and ensure that Council's land use planning framework encourages innovation and the development of identified target industries, including freight and logistics. Overall, the proposal supports the implementation of the *Cumberland Employment and Innovation Lands Strategy*.

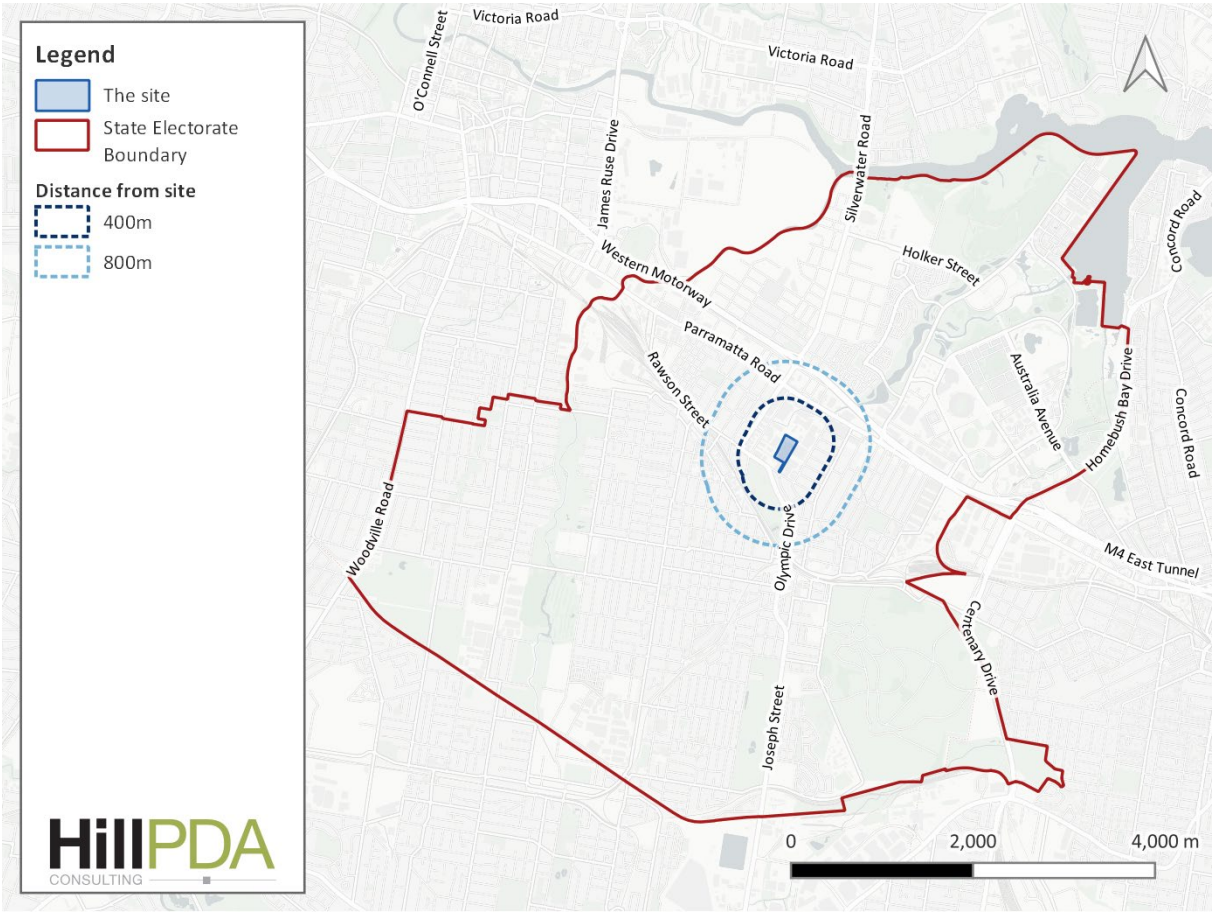
4.0 SOCIAL BASELINE

This section describes the socio-economic characteristics of the study area to enable the potential impacts of the proposed development to be considered within the local context.

4.1 Study Area

The study area has been defined as Auburn State Electoral District (SED). As the site is located at the centre of this Electoral District this data collection area was considered an appropriate representation of the community that may be impacted by the proposed development. The study area is shown below in Figure 6. Where possible, socio-economic indicators have been benchmarked against Greater Sydney Region.

Figure 6: Demographic study area



Source: HillPDA, ABS,2019

4.2 Demographic snapshot

The Census usual resident population of Auburn SED in 2016 was **103,686, living in 34,242 dwellings** with an **average household size of 3.2**.

In 2016 the **median age** in Auburn SED was 32, which was far younger than Greater Sydney's median age of 36 years. There was a significantly higher proportion of **residents aged between 20 and 34 years old** than Greater Sydney.

There were 1,176 people **over the age of 85** living in Auburn SED in 2016.

In Auburn SED in 2016, a **language other than English** was spoken in 73.5 per cent of households, significantly higher than the 38.2 per cent of Greater Sydney's households.

In 2016, 35.9 per cent of Auburn SED residents were **born in Australia**, significantly lower than the 57.1 per cent of Greater Sydney residents born in Australia.

In 2016, 24 per cent of residents of Auburn SED had a bachelor's degree level **qualification** or above in 2016, lower than Greater Sydney.

In Auburn SED, 22.8 per cent of people aged over 15 years stated that their **highest level of educational attainment** was Year 12 (or equivalent). This was higher than Greater Sydney, where more residents had a higher level of educational attainment.

In 2016, 34.9 per cent of residents were attending an educational institution, of those 21.2 per cent or 7,681 residents were attending a university or tertiary institution, compared to 19.2 per cent of residents attending those institutions across Greater Sydney.

46,563 residents of Auburn SED in 2016 reported being in the labour force in the week before Census night. Of those residents in the labour force, 9.8 per cent were **unemployed**, while 55.9 per cent were employed full-time and 29.2 per cent were employed part-time.

More Auburn SED residents worked in **health care and social assistance** than any other industry in 2016 (11.3 per cent). Other common industries were **construction** (10.2 per cent) and **retail trade** (10 percent).

On the day of the 2016 Census, 59.7 per cent of people travelled to work in a **private car (as driver or passenger)**, 28.6 travelled via public transport and 2.6 per cent walked only.

In 2016, 14.5 per cent of Auburn SED households reported an **income of $3,000 or more per week** compared to 23.6 per cent in Greater Sydney. In the same period, 20.3 per cent of households reported a weekly income of less than $650, compared to 16.8 per cent across Greater Sydney.

At the Census, Auburn SED had relatively high proportions of **group households** (10.5 per cent) and **lone person households** (24.6 per cent) compared to Greater Sydney (4.5 per cent and 20.4 per cent respectively)

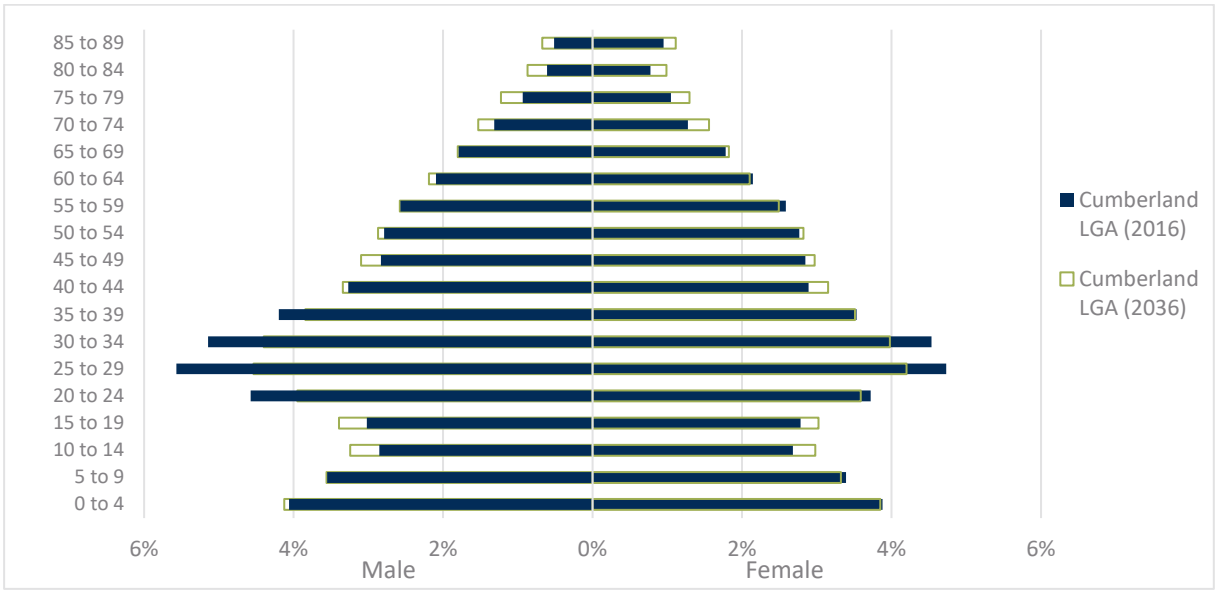
Source: ABS QuickStats, 2022

4.3 Demographic projections

The NSW Department of Planning, Industry and Environment (NSW DPIE) has developed population projections for the period 2016-2041. Over that period, the population of NSW is projected to grow by 2,839,850 persons, or around 1 per cent per year. The population of Cumberland LGA is projected to increase by 142,300 persons, or around 2 per cent per year.[2]

An age breakdown of the Cumberland LGA in 2016 and projected population in 2036 is shown below in Figure 7. Whilst in 2016, Cumberland LGA had a strong bias toward young people (between 20 and 34 years old), this is projected to flatten toward a more 'stationary' type of age structure, though still with a large proportion of young adults, and more teenagers. Older people, including those over the age of 70, will also increase as a proportion of Cumberland's total population. Small proportion increases in other groups of adults suggest that a need for jobs in the area will continue to be strong, with more employment options for adults later in their career potentially being a future need.

Figure 7 : Comparative age structure, Cumberland LGA 2016 and 2036 (projected)



Source: .id (informed decisions) (2017).[3]

The *Greater Sydney Region Plan: A Metropolis of Three Cities*[4] and the *Central City District Plan* (see section 3.1) identify goals related to increased employment accessibility and achieving a '30-minute city', increasing accessibility and productivity. The projected 142,300 additional persons who will live in the Cumberland LGA by 2041 will need employment in a range of fields and skill levels. The proposed development would support the goals of the aforementioned plans, increasing employment near existing population centres in Lidcombe and Auburn.

4.4 Social advantage and disadvantage

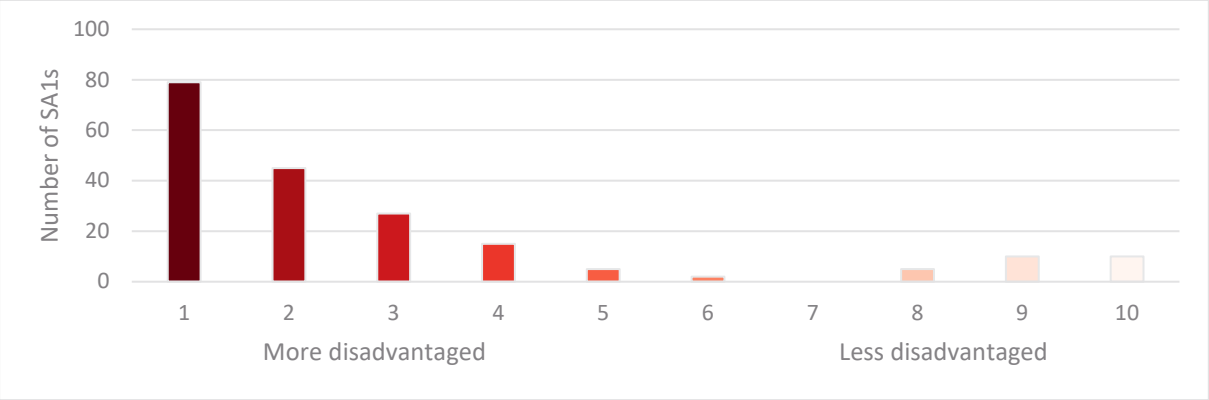
The Socio-Economic Indexes for Areas (SEIFA) are rankings of relative socio-economic status (advantage and disadvantage) for different geographic areas, within each state and nationally. The indexes rank areas against others of the same geographic type (e.g. Local Government Area or Statistical Area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

[2] (NSW Department of Planning and Environment, 2022)
[3] (.id, 2017)
[4] (Greater Sydney Commission, 2019)

4.4.1 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 8 shows the distribution of IRSD rankings for SA1s within the Auburn SED. The SA1s surrounding the site are generally highly disadvantaged, with most being concentrated within the three most disadvantaged deciles (30 per cent most disadvantaged).

Figure 8: Distribution of SA1s within the Auburn SED on the IRSD (national)



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

This data has been mapped spatially in Figure 9. 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.

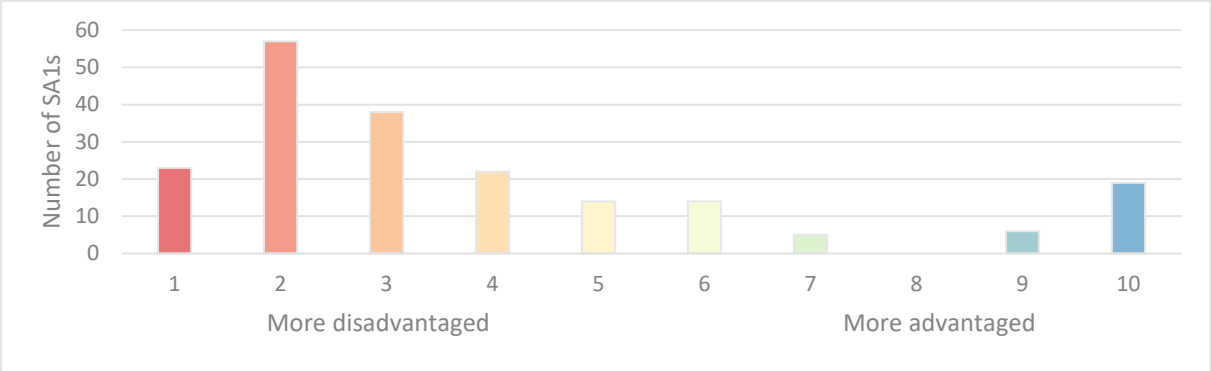
Figure 9: SA1s near to the subject site ranked against others on the IRSD using deciles

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

4.4.2 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 10 shows the distribution of IRSAD rankings for SA1s within the Auburn SED. There are few relatively advantaged areas, though there is a concentration of highly advantaged SA1s. The majority of SA1s are within the first to fifth deciles, with strong concentrations within the second and third deciles. This indicates a significant proportion of SA1s with a greater concentration of moderate socio-economic disadvantage.

Figure 10: Distribution of SA1s within the Auburn SED on the IRSAD (national)

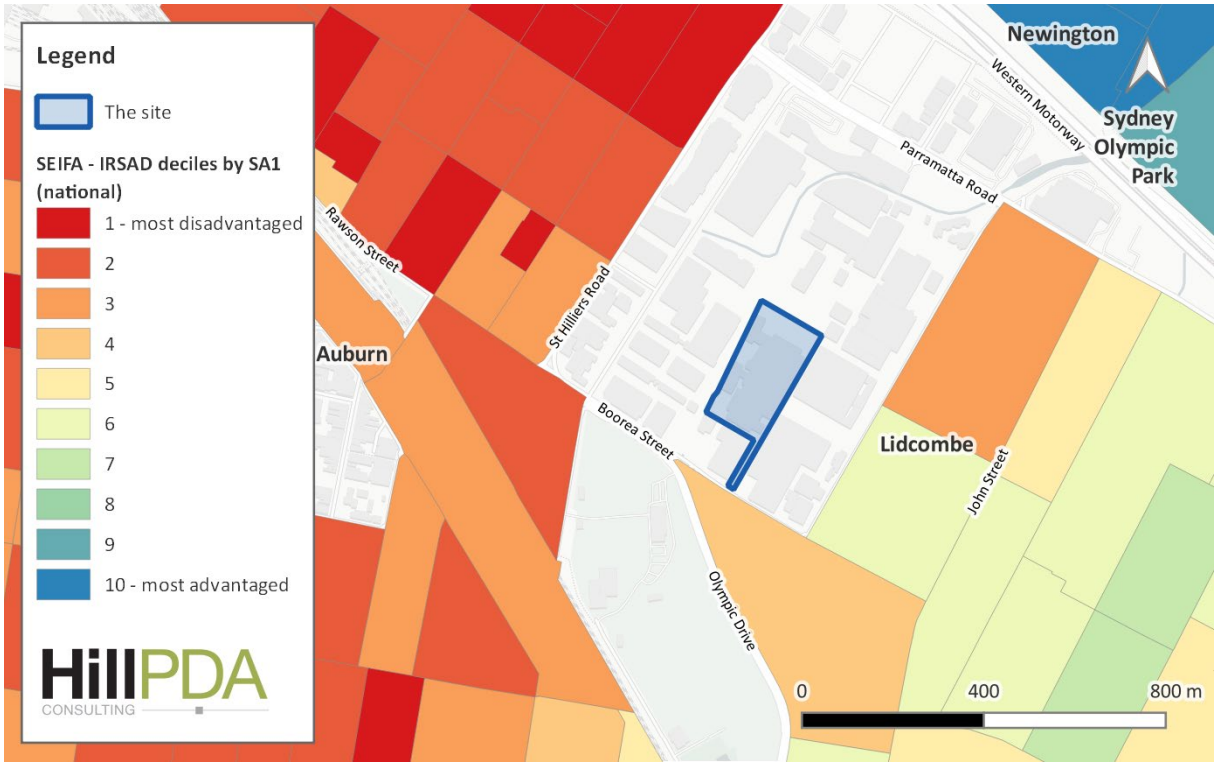


Source: ABS (2016). SA1s for which no score is recorded (low population) have been excluded.

This data has been mapped spatially in Figure 11. The SA1s immediately surrounding the site have moderate to high levels of disadvantage, potentially indicating:

- few households with high incomes, or few people in skilled occupations
- more households with low incomes, or more people in unskilled occupations.

Figure 11: 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.

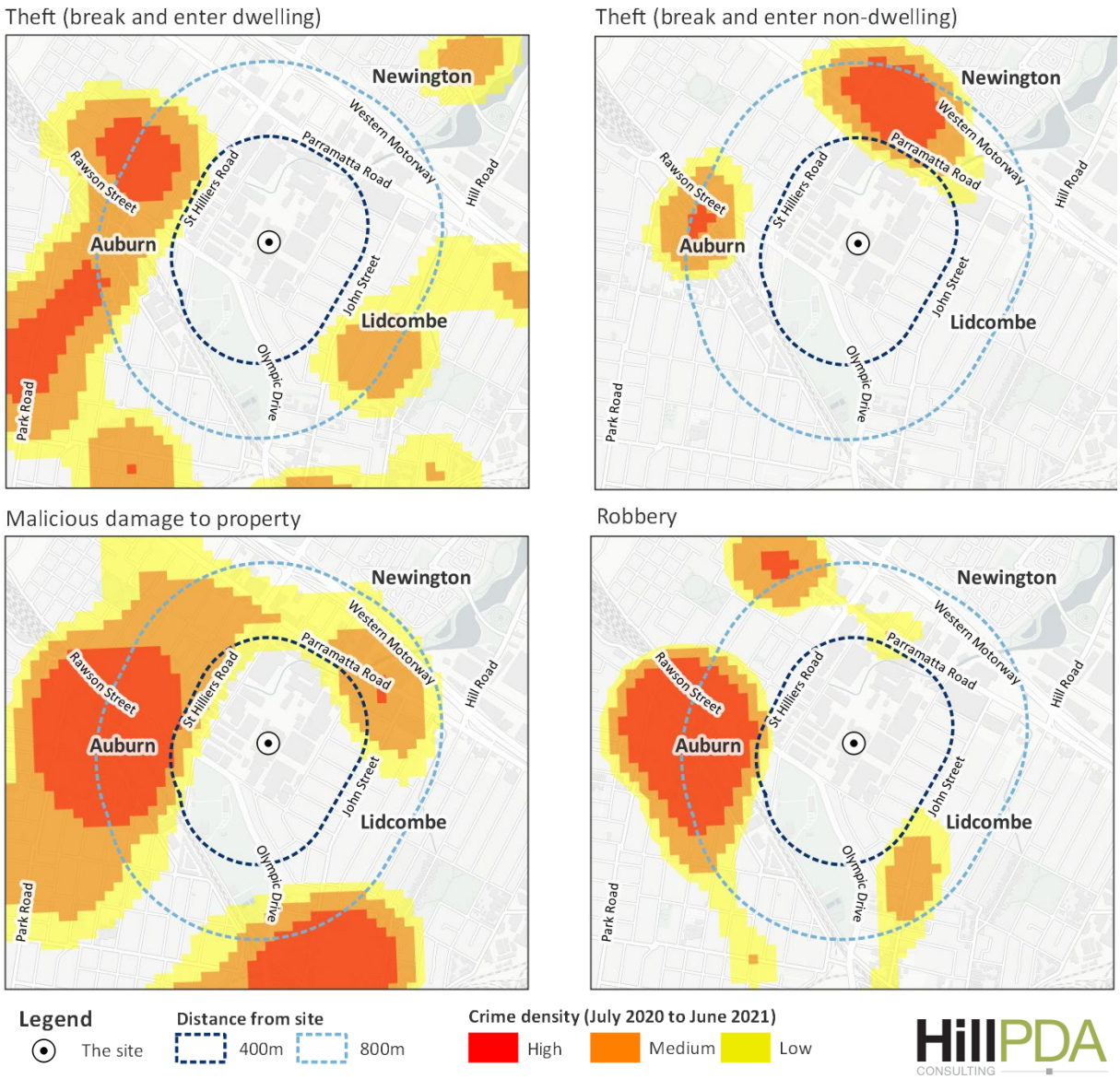
4.5 Crime

Data from the NSW Bureau of Crime Statistics and Research (BOCSAR) has been mapped below in Figure 12 to show crime hotspots near to the site. There were strong hotpots for all the mapped crimes within 800 metres of the site in the year to June 2021, largely concentrated on the town centres of Auburn and Lidcombe, and to the commercial area to the north of the site.

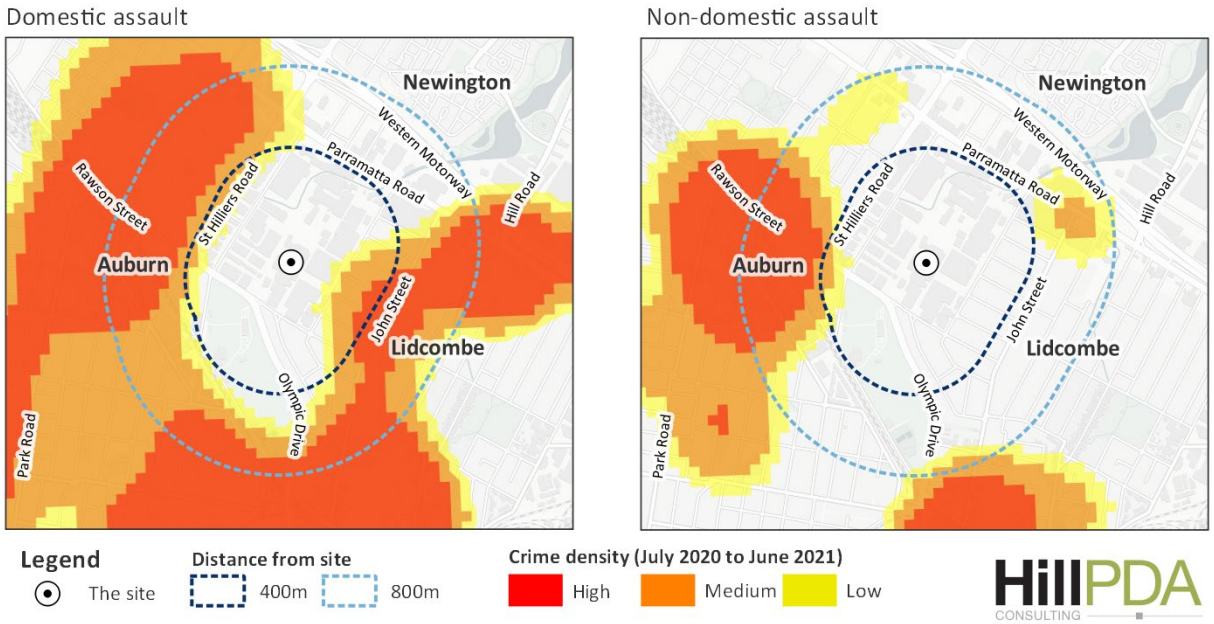
Crime hotspots for the time period considered were generally outside a 400 metre radius from the site, however, a strong hotspot for domestic assault is present within this area. Other crime hotspots including theft (break and enter non-dwelling), malicious damage to property, and non-domestic assault are also partially contained within the 400 metre radius from the site.

Crime categories identified as present within 400 metres of the site have been further detailed below.

Figure 12: BOCSAR crime hotspot maps for incidents between July 2020 and June 2021



Source: NSW BOCSAR (2022)



Source: NSW BOCSAR (2022)

Detailed data obtained from BOCSAR for Lidcombe and Auburn is shown in the tables below in, with the wider Cumberland LGA and state averages for rates of malicious damage to property and domestic assault included for comparison.

It can be seen in Table 6 that rates of domestic assault are stable across all areas over the past two years. In the year to September 2021, domestic assault rates in Auburn (SSC) were slightly lower than state and LGA rates, whereas domestic assault rates in Lidcombe (SSC) were slightly higher than state and LGA rates.

Table 6: Incidents of domestic assault from October 2019 to September 2021 (rate per 100,000 population)

Year to	Sep 2021	September 2020		September 2021	
Area	Trend (2 year)	Count	Rate	Count	Rate
Auburn (SSC)	Stable	162	381.7	134	315.8
Lidcombe (SSC)	Stable	95	419.0	106	467.5
Cumberland (LGA)	Stable	1,017	421.1	965	399.6
New South Wales	Stable	32,000	395.6	32,436	400.9

Source: NSW BOCSAR (2022)[5]

Table 7 shows that rates of non-domestic assault are stable across all areas over the past two years, excluding in NSW where rates have decreased. In the year to September 2021, non-domestic assault rates in Auburn (SSC) and Lidcombe (SSC) were lower than state rates, however rates of non-domestic assault were slightly higher in Auburn (SSC) and Lidcombe (SSC) than in the Cumberland LGA in the year to September 2021.

Table 7: Incidents of non-domestic assault from October 2019 to September 2021 (rate per 100,000 population)

Year to	Sep 2021	September 2020		September 2021	
Area	Trend (2 year)	Count	Rate	Count	Rate
Auburn (SSC)	Stable	110	259.2	132	311.0
Lidcombe (SSC)	Stable	51	224.9	64	282.3
Cumberland (LGA)	Stable	704	291.5	662	274.1

[5] (NSW Bureau of Crime Statistics and Research, 2022)

Year to	Sep 2021	September 2020		September 2021	
Area	Trend (2 year)	Count	Rate	Count	Rate
New South Wales	Down 3.6% per year	29,842	368.9	28,760	355.5

Source: NSW BOCSAR (2022)[5]

Table 8 shows that rates of theft (break and enter non-dwelling) are stable across all areas over the past two years, excluding in the Cumberland LGA where rates have decreased significantly. Across the two years to September 2021, theft (break and enter non-dwelling) rates in Auburn (SSC) and Lidcombe (SSC) were lower than state and LGA rates.

Table 8: Incidents of theft (break and enter non-dwelling) from October 2019 to September 2021 (rate per 100,000 population)

Year to	Sep 2021	September 2020		September 2021	
Area	Trend (2 year)	Count	Rate	Count	Rate
Auburn (SSC)	n.c.	21	49.5	7	16.5
Lidcombe (SSC)	n.c.	9	39.7	9	39.7
Cumberland (LGA)	Down 32.7% per year	150	62.1	101	41.8
New South Wales	Stable	8,067	99.7	7,169	88.6

Source: NSW BOCSAR (2022)[6]

Table 9 shows that rates of malicious damage to property are stable across all areas over the past two years, excluding in NSW where rates have decreased. Across the two years to September 2021, malicious damage to property rates in Auburn (SSC) were lower than rates for the Cumberland LGA and for NSW. Rates of malicious damage to property in Lidcombe (SSC) were lower than rates for Cumberland LGA and NSW in the year to September 2020, but rose to be equal to the LGA rate for the year to September 2021.

Table 9: Incidents of malicious damage to property from October 2019 to September 2021 (rate per 100,000 population)

Year to	Sep 2021	September 2020		September 2021	
Area	Trend (2 year)	Count	Rate	Count	Rate
Auburn (SSC)	Stable	149	351.1	146	344.0
Lidcombe (SSC)	Stable	68	299.9	94	414.6
Cumberland (LGA)	Stable	1,029	426.0	1,003	415.3
New South Wales	Down 6.6% per year	54,106	668.8	50,527	624.6

Source: NSW BOCSAR (2022)[6]

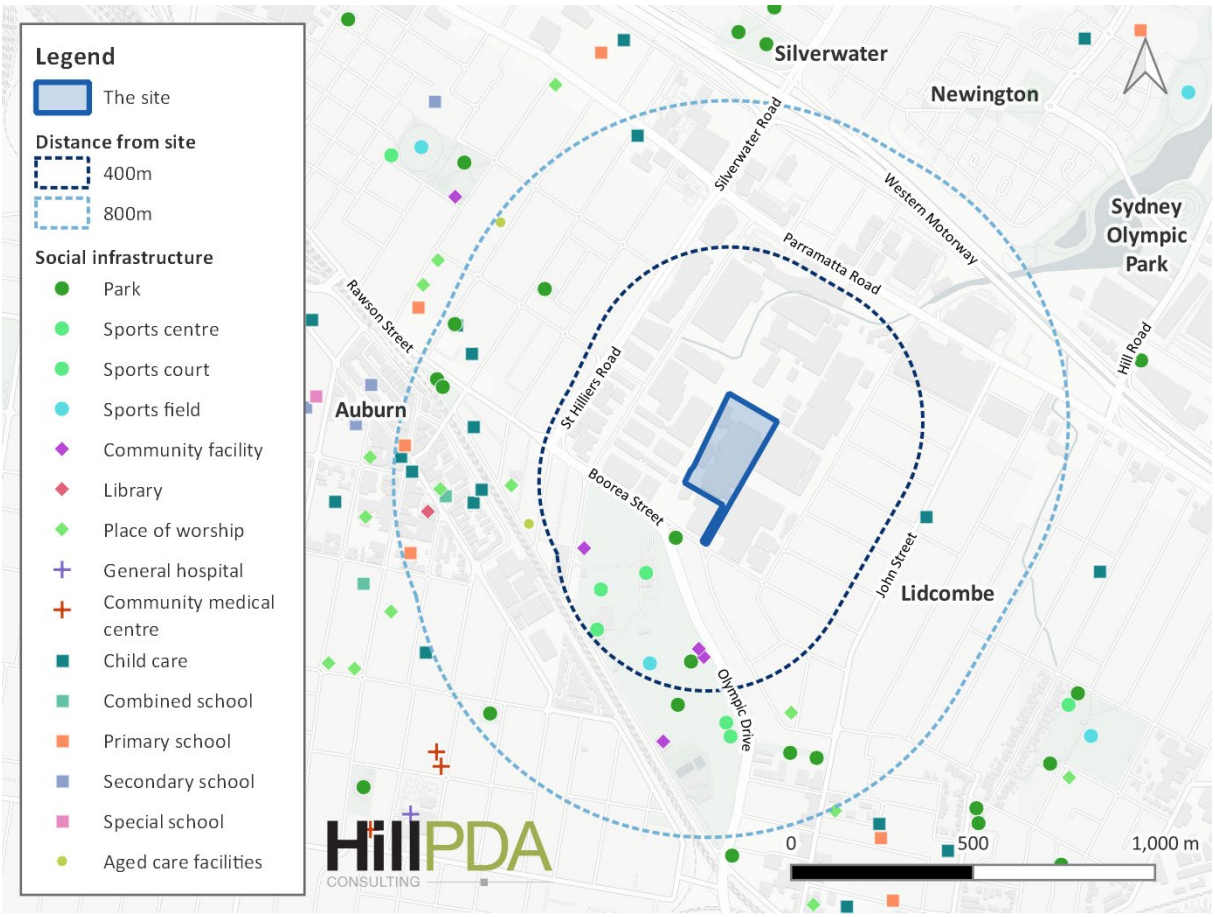
Whilst the BOCSAR mapping provided in Figure 12 suggests that the site is located close to significant areas of crime, analysis of the figures in the tables above reveals that this is likely due to population density rather than crime rates. For almost all of the crime categories, the rates of occurrence in both Auburn and Lidcombe were lower than or approximately equal to the rate for NSW. As the proposal does not represent a significant change of use, it is anticipated that it would have minimal effect on crime rates. It is possible that the intensification of development on the site may assist in providing passive surveillance in the area associated with worker movements.

[6] (NSW Bureau of Crime Statistics and Research, 2022)

4.6 Social infrastructure

Despite being located in an industrial precinct, the site's proximity to the Auburn and Lidcombe centres provides it with good access to a range of social infrastructure, as shown in Figure 13. Within a 400m radius of the site is a collection of community and social infrastructure, including sports fields and courts, community facilities, and sports centres.

Figure 13: Social infrastructure in proximity to the site



Source: HillPDA

Within 800 metres of the site however, much of the Auburn town centre is encapsulated, including a range of education, healthcare, and community and religious facilities. It is unlikely that the proposed development at the site would have any significant impact on these facilities, as there is sufficient distance between the site and the receivers.

The social infrastructure within, or close to, a 400 metre radius from the site may be more likely to be affected by any impacts from the development. This is mitigated by access to the relevant sporting and community facilities being provided from a separate access road (situated outside the 400 metre radius) that is unlikely to be utilised during the construction process.

Despite none being present within a 400 metre radius of the site, a small number of potentially sensitive receivers exist slightly beyond this radius, including:

- Auburn Gallipoli Mosque
- Gallipoli Home
- Lidcombe Preschool Kindergarten.

4.7 Neighbouring developments

HillPDA has investigated both recently submitted and recently determined Development Applications (DAs) in the vicinity of the site. The search of the Council's DA tracker revealed that there are few development proposals within close proximity to the site (as at early March 2022).[7] The nearest DAs to the site are:

- **DA2021/0612 (in progress)** – 70E Percy Street, Auburn.
  - Proposed removal of seven car parking spaces on Percy Street, Auburn; and
- **DA2021/0621 (approved)** – 41-43 St Hilliers Road, Auburn
  - Change of use application (from warehouse / storage use to vehicle repair station).

These DAs are related to properties that are within approximately 400 metres of the site boundary. Due to the minor nature of these DAs, it is unlikely that any social impacts would be altered if they were approved and implemented.

HillPDA also identified two significant DAs within the area approximately 800 metres of the site boundary:

- **DA2021/0304 (approved)** – 70 Station Road, Auburn.
  - Demolition of existing structures and construction of a four-storey boarding house with 25 boarding rooms and basement parking; and
- **DA2021/0674 (in progress)** – 5 Hastings Street, Lidcombe.
  - Demolition of a house and associated structures and construction of a two-storey centre-based child care facility with 81 places and basement parking.

In addition to the DAs outlined above, HillPDA also identified the following SSDAs, located adjacent to the site:

- **SSD-10470 (approved)** – 11-13 Percy Street, Auburn.
  - Construction and 24 hour operation of a 20,615 square metre warehouse and distribution centre. SSDA approved 25 June 2021.
- **SSD-10470-Mod-1 (in progress)** – 11-13 Percy Street, Auburn.
  - Modification to previously approved SSDA. Seeking changes to car parking and internal layouts, landscaping, fit out, and building access.

The above DAs represent significant changes in use, and if approved and constructed, may contribute to any cumulative social impacts (e.g. parking and traffic issues) by increasing the nearby resident and worker population, increasing vehicle movements, and adding sensitive receivers. The relevant sites are located within approximately 800 metres of the site boundary.

4.8 Key insights

The study area is notable for:

- A younger population than Greater Sydney, and a higher proportion of people aged 20 to 34 years old.
- Its large proportion of households speaking a language other than English at home, at more than double the rate across Greater Sydney. The study area also has a far lower percentage of residents born in Australia than Greater Sydney, at just over half of the percentage across Greater Sydney.
- Hosting less people with a bachelor's degree or higher than Greater Sydney.
- A high proportion of people who commute by private motor vehicle, suggesting that the area would benefit from more local employment. The area is also projected to have a higher rate of population growth than NSW more broadly, indicating that this need will continue to grow.
- A large amount of highly disadvantaged areas and few relatively advantaged areas.

[7] (Cumberland City Council: Find an Application, 2022)

- High frequency (though low rates) of crime in the urban and residential areas near the site. More workers on site and moving around the area may help to provide passive surveillance in the area to contribute to reduced levels of crime.
- Its proximity to dense population areas and social infrastructure suggest that it would be a good location for increased employment to enable accessible work and the development of the 30 minute city.
- A small number of potentially sensitive receivers located near the site. However, considering that the proposal mirrors the existing land use at the site (albeit an intensification of that use), it is unlikely that they would be significantly impacted. These receivers may be susceptible to impacts during construction.

STAKEHOLDER ENGAGEMENT

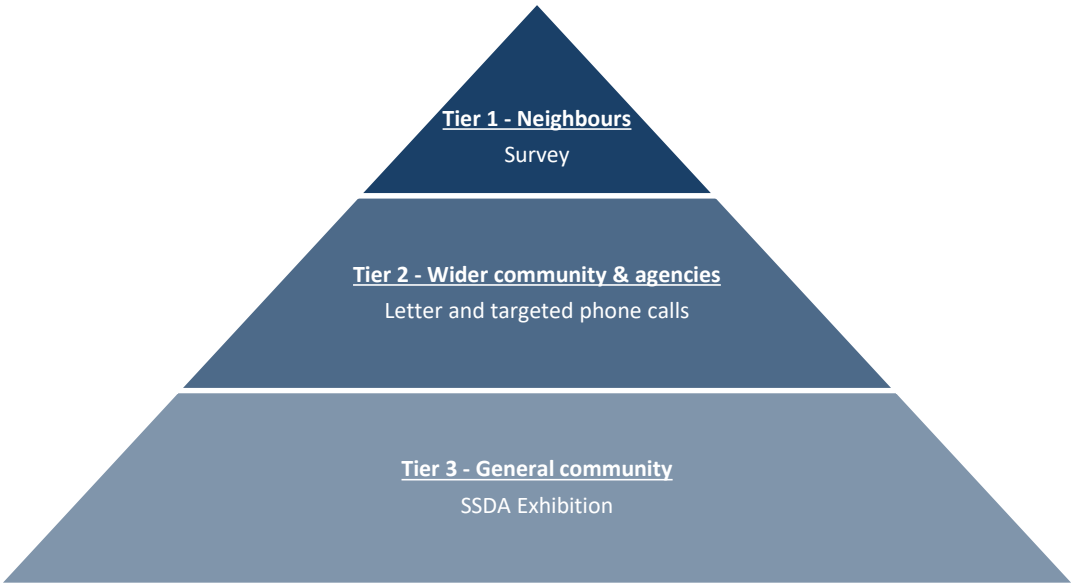
5.0 STAKEHOLDER ENGAGEMENT

The SEARs required the proponent was to complete an Engagement Report and relevant stakeholder engagement. HillPDA was commissioned by Hale Property Services Pty Ltd to deliver the community consultation and stakeholder engagement requirement of the SEARs, alongside the SIA. The engagement process was undertaken in line with NSW DPIE's *Undertaking Engagement Guidelines for State Significant Projects.*[8] The method and outcomes of the stakeholder engagement process are summarised in this section.

5.1 Method

HillPDA identified the stakeholder groups relevant to the engagement for this proposal utilising a three-tiered system as seen below.

Figure 14: Engagement method by stakeholder group



Tier one stakeholders were identified by proximity to the site and site access point. This group consisted of the site's immediate neighbours within the industrial and commercial precinct, as well as a small number of residential properties to the south of the site. These stakeholders were identified as most likely to be impacted by the proposal and were therefore provided with the opportunity to engage on the project in its early stages. HillPDA developed an online survey questionnaire to enable tier one stakeholders to engage with the project, distributed via a letterbox drop containing key information about the proposal.

Tier two stakeholders were identified as the relevant agencies and organisations that may be interested in the site and proposal, including state and local government bodies, and infrastructure and service providers. These stakeholders were engaged via an emailed letter. Stakeholders that did not respond to the email letter were contacted via phone call, if possible.

[8] NSW DPIE (2021), *Undertaking Engagement Guidelines for State Significant Projects*

5.2 Outcomes

The outcomes from the Engagement Report are summarised in the following table.

Table 10: Stakeholder engagement summary

Stakeholder	Organisation	Matter(s) raised	Proposal response
Indigenous community	Aboriginal and/or Torres Strait Islander communities	Austral Archaeology (heritage consultant) contacted relevant agencies on via letter on 4 January 2022. Identified Aboriginal stakeholders were provided with information on the project's methodology on 4 February 2022. Austral provided the draft Aboriginal Cultural Heritage Assessment (ACHA) to the identified Aboriginal stakeholders on 28 April 2022. Responses to this draft were received on 29 April, 14 May, and 20 May. Of the three responses received in relation to the draft ACHA, all identified Aboriginal stakeholders supported or agreed with the findings of the report. On 27 May 2022, a copy of the final ACHA was provided to the identified Aboriginal stakeholders.	Continue to engage with Aboriginal stakeholders, archaeological consultants, and Heritage NSW as required.
NSW Government agencies	Department of Planning and Environment – Development Assessment team Department of Planning and Environment – Climate Change and Sustainability	Urbis (town planning consultant) contacted a DPE representative on 16 February 2022. The DPE representative confirmed that engagement would not be necessary at this stage, but that once other engagement activities and design details had been completed, a meeting would help facilitate the SSDA process. On 20 April 2022, Urbis contacted DPE and the representative confirmed that a meeting could be arranged once the SSDA had progressed to the Test of Adequacy stage.	Approach DPE for further meetings following submission at the test of adequacy stage.
	NSW Environment Protection Authority	An EPA representative contacted HillPDA via phone call on 31 March 2022 and noted that the EPA had a strong interest in the site due to its shared boundary with 11-13 Percy Street, Auburn. The Percy Street site was subject to a recent SSDA. Groundwater contamination was identified at the site and was strongest at the boundary with 42 Boorea Street. It was suggested that the contamination possibly originates from 42 Boorea Street. As such, the EPA maintain an interest in the site.	Proponent has procured a Detailed Site Investigation which addresses the issue raised by the NSW EPA (sections 10.3 and 10.7). HillPDA attempted to contact the EPA representative to provide an update on this matter but was unable to reach them. It is noted that the EPA will have further opportunities to comment on the proposal following submission.

Stakeholder	Organisation	Matter(s) raised	Proposal response
	NSW Fire and Rescue	NSWFR contacted HillPDA on 29 March 2022 and commented that they would not provide comments on development applications unless they had been submitted through the Major Projects Portal.	A Bush Fire Assessment should be submitted with the SSDA for consideration.
	Transport for NSW (TfNSW)	On 16 February 2022, Ason Group (traffic engineering consultant) emailed TfNSW requesting a consultation meeting. This requested was assigned to the relevant officer on 24 March 2022, at which point the technical assessment was well-progressed. Ason Group verbally engaged with a TfNSW representative and submitted their Traffic Assessment for informal review. TfNSW agreed to provide informal commentary on the report, prior to providing a formal response through the assessment process.	Ason Group to engage with TfNSW on informal feedback prior to the assessment process if requested (by TfNSW).
Local Government	Cumberland City Council	The proponent attended a pre-DA meeting with Cumberland City Council representatives on 17 February 2022. Council representatives raised a range of matters that they expected to be resolved, relating to: • Sewerage, drainage and flooding • Site contamination • Parking provision, including for bicycles (new rates in Council's DCP and LEP) • Choice of colour scheme – Council prefers light schemes • Height of development and potential noise concerns carrying to residential areas • Traffic matters: – Consultation with TfNSW is required – Traffic at specific intersections should be analysed (Boorea and Nyrang Street roundabout, Olympic Drive and Boorea Street intersection) – Site ingress and egress concerns – only one entry point and queuing length. Council representatives noted that no other two storey warehouse developments had proceeded to completion because of site and design issues.	Matters raised by Council have been considered in the formation of the proposed development which is supported by the following: • Compliance with DCP and LEP to be addressed in EIS • Surface and Groundwater Impact Assessment • Integrated Water Management Plan • Flood Risk Assessment • *See above for response to EPA matters raised for site contamination requirements* • Noise concerns to be addressed in Noise and Vibration Impact Assessment • Height concerns to be addressed in Visual Impact Assessment.

Stakeholder	Organisation	Matter(s) raised	Proposal response
Utility service providers	Ausgrid	Ausgrid contacted HillPDA on 28 March 2022 and noted that they do not provide comment on development proposals without an application form and payment being submitted by the proponent.	• Proponent to engage appropriately qualified electrical engineer to engage with Ausgrid to arrange decommissioning of existing site substation and commissioning of new substations • Proposed floorplans include sufficient distance between buildings and Haslams Creek • Ongoing contact with utility providers will continue as required.
	Sydney Water – Growth Planning Team	Nil response received by HillPDA. A civil engineer engaged by the proponent contacted Sydney Water and confirmed requirements for development adjacent to Haslams Creek, including stormwater discharge targets and required distance between any buildings or structures and the creek (1 metre). Utilities coordinators engaged by the proponent also contacted Sydney Water and confirmed that potable and wastewater capability at the site was adequate to service the proposal.	
	Telstra	Telstra contacted HillPDA on 7 March 2022. Telstra noted that the proposal was in an FTTP (Fibre To The Premises) area and therefore consultation should be with NBNCo.	
	NBNCo	NBNCo contacted HillPDA on 18 March 2022 and confirmed that they already service the relevant area with fibre and that servicing the proposed development would not be an issue.	

5.3 Summary

Overall, the engagement suggested a lack of interest in the proposal from the local community. The letter-dropped survey received zero responses, and most agencies that were contacted elected to address the proposal at the SSDA stage. Additionally, engagement with Aboriginal stakeholders revealed general support for the proposed development. This suggests that the community understands that the proposal reflects the existing environment, as the land use will continue despite the development increasing the intensity of that use. The NSW EPA's concerns about site contamination as well as the range of matters raised by Council representatives in the pre-DA meeting with the proponent represent the only significant comment received on the proposal.

SOCIAL IMPACT ASSESSMENT

6.0 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 DPE's *Social Impact Assessment Guidelines for State Significant Projects*.

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

Table 5).

6.1 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.

6.2 Area of influence

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

Table 11: 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	• Cultural heritage

Impact type	Local Community	Broader Community
	• Potential impact to Aboriginal heritage items	
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.

6.3 Amenity

Amenity has a broad 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 presence 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.

6.3.1 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.

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 engage in 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.

A Preliminary Construction Traffic Management Plan (CTMP) was prepared by Ason Group.[9] The Preliminary identified that hours of works would be limited to standard construction working hours, with works starting no earlier than 7:00am and finishing no later than 6:00pm, with no works to be undertaken on Sundays or public holidays.

A Noise and Vibration Impact Assessment was prepared by RWDI to accompany the proposal.[10] The report identified a range of residential noise receivers in catchments near the site and conducted background noise monitoring near these locations. The report found that construction noise and vibration would comply with all relevant regulatory guidelines, as well as that road traffic noise generated by the proposal would be minimal and meet all relevant noise goals. The distance between the site and residential receivers combined with shielding by other buildings were found to prevent most noise and vibration impacts affecting the residential receivers. Despite the projected noise levels not exceeding the levels identified in relevant guidelines, RWDI recommended a selection of noise controls to reduce any noise or vibration impacts from the construction phase. Considering the context of the site, the social impacts arising from construction are considered to be "minor" in the circumstances.

With these mechanisms in place, it is deemed that amenity impacts from the construction of the proposal would be "unlikely" and "minor" to affect those nearby, presenting "low" social risk.

6.3.2 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.

The Noise and Vibration Impact Assessment prepared by RWDI found that despite residential receivers being located near the site, the potential operational noise generated by the proposal (such as through forklifts and mechanical plant operation) would comply with all relevant regulatory guidelines. Importantly, night time noise emissions from operations (including operation of garage doors and truck reversing alarms) would comply with the identified sleep disturbance levels for nearby residential receivers.[11]

On the basis of the findings of the acoustic assessment, HillPDA identifies the social impacts to arise from noise generated at the site during operations as an "unlikely" and "minor" negative impact. As such, noise is deemed to present "low" social risk.

6.4 Accessibility

6.4.1 Access to property

The proposed development will make no 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.

Council representatives identified a range of transport and access considerations during the proponent's pre-DA meeting. These included issues around ingress and egress, with only one entry point to the site. A Preliminary Construction Traffic Management Plan (CTMP) was prepared by Ason Group noting that site access would be provided via the existing access point on Boorea Street, consequently resulting in no impact to property access for other premises. [12]

[9] (Ason Group, 2022)
[10] (RWDI, 2022)
[11] (RWDI, 2022)
[12] (Ason Group, 2022)

On the basis of the Preliminary CTMP, HillPDA suggests that the social impacts arising from reduced access to property from the proposal would be an "unlikely" and "minor" negative impact. As such, the proposal is deemed to present "low" social risk in terms of access to property.

6.4.2 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.

A Service Infrastructure Assessment was prepared by LandPartners to accompany the proposal, dated March 2022.[13] The Assessment found that the site is currently connected to potable water and wastewater, electricity, telecommunications, and gas, and that these services were all capable of meeting the needs of the proposal. The Assessment identified that the existing substation at the site would need to be decommissioned and a new substation installed, in consultation with the energy supplier (Ausgrid) through their approvals pathway.

Overall, the potential social impact arising from utility delivery to the proposal is "very unlikely" and "minimal". Therefore the proposal presents "low" social risk.

6.4.3 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 arrangements can also add to stress and inconvenience.

Council representatives identified a range of road transport concerns during the proponent's pre-DA meeting. Specifically, this included requirements to consult with TfNSW, the completion of traffic analysis at two intersections near the site, and concerns related to queuing at the site entry point.

A Transport Assessment was prepared by Ason Group, dated 27 April 2022.[14] The Transport Assessment found that the proposal would generate an additional 68 vehicles per hour in the morning peak, 56 per hour in the afternoon peak, and a total additional 645 vehicles per day. Ason Group's analysis indicated that the additional traffic volumes would not result in material changes and that intersection performance would remain unchanged. The Transport Assessment also found that the proposal met Council's DCP requirements and that the internal configuration (e.g. car parking, vehicular access etc) of the site would be designed to comply with relevant Australian Standards.

Ason Group also prepared a Preliminary CTMP.[15] The Preliminary CTMP identified that works associated with the proposal would not require extensive occupation or obstruction of traffic on Boorea Street, however there may be a need for some works within the public roadway. The Preliminary CTMP also stated that two-way traffic would be maintained at all times along Boorea Street.

Ason Group also prepared a Framework Travel Plan (FTP).[16] The FTP is a precursor to the Green/Sustainable Travel Plan (required under the SEARs), in recognition that a finalised Green/Sustainable Travel Plan would be delivered in future occupier-specific plans. The FTP found that the site is well-serviced by public transport including bus and rail, as well as an extensive pedestrian network with footpaths on both sides of all adjacent

[13] (LandPartners, 2022)
[14] (Ason Group, 2022)
[15] (Ason Group, 2022)
[16] (Ason Group, 2022)

streets, and a signalised crossing at the nearby intersection of Olympic Drive and Boorea Street. The FTP identified limited cycling facilities and routes in the vicinity of the site.

With consideration of the above, the potential for social impacts to arise from increased traffic and changes in vehicular movement is "unlikely." The magnitude of any transport impacts is considered "minor", therefore the assessed social risk is "low".

6.5 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.

Geoscapes Landscape Architects provided a Visual Impact Assessment (VIA), dated 22 April 2022.[17] The VIA suggested that residential dwellings located to the east of the site, along the edge of the industrial precinct, may receive moderate visual impacts from the proposed development. Locations to the north, south and west of the development were assessed as likely to receive no or minor visual impact from the proposed development.

However, due to the backdrop of existing industrial developments and consistency with the existing and future character, as well as a nearby site exceeding the maximum height of the proposal, Geoscapes considered these impacts to be reduced. Additionally, the VIA indicated that much of the visual impact could be mitigated by good architectural and landscape design.

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 VIA considered that any visual impacts to passing pedestrians or motorists would be negligible.

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.

As such, the social impacts arising from the proposed development's impact on the built environment is assessed as having an "unlikely" likelihood with a "minor" magnitude, and is deemed to present "low" social risk.

6.6 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.

Austral Archaeology prepared a Statement of Heritage Impact (SoHI) to accompany the proposal.[18] The SoHI identified that there were no heritage values within the study area, though there were three locally listed heritage items within the vicinity of the study area. Austral Archaeology concluded that the site did not meet any of the seven heritage criteria identified by the Heritage Council of NSW. Though the site is associated with an early land grant in the area, though it was identified that there was no activity within the site itself. Austral Archaeology assessed the impacts of the proposal on the locally listed heritage items and confirmed that the proposal would have no impact on these items. Consequently, there can be no loss of community character or identity as a consequence of impacts to heritage.

Austral Archaeology also prepared an Aboriginal Cultural Heritage Assessment (ACHA) to accompany the proposal.[19] The ACHA found that areas close to the site had recorded a range of Aboriginal artefact sites, particularly near Duck River, and that Haslams Creek was likely to have held similar sites associated with Aboriginal occupation. However, Austral Archaeology concluded that due to the level of disturbance that

[17] (Geoscapes Landscape Architects, 2022)
[18] (Austral Archaeology, 2022)
[19] (Austral Archaeology, 2022)

Haslams Creek experienced when realigned and backfilled, potential Aboriginal sites are likely to have been displaced or destroyed. Additionally, the site and surrounds have experienced significant disturbance, including during the construction of the current development on the site, resulting in a low likelihood of Aboriginal cultural values being associated with the site. Austral Archaeology's impact assessment concluded that the site is of "low archaeological potential to contain Aboriginal cultural heritage" and that the proposed works would not harm heritage values. Additionally, Austral Archaeology conducted engagement with the relevant Aboriginal communities. The responses received were supportive of the proposal.

Considering the low historical significance of the site, the proposal represents a "minor" social risk with an "unlikely" likelihood, therefore presenting a "low" social risk.

6.7 Community

6.7.1 Health and wellbeing

Health and wellbeing includes physical and mental health, especially for people vulnerable to social exclusion or substantial change, psychological stress resulting from financial or other pressures, access to open space and effects on public health.

The proposal, while relatively isolated from more sensitive residential land uses has potential health wellbeing impacts to workers at surrounding businesses, as well as potential health hazard arising from the disturbance of hazardous substances during the construction phase.

The Air Quality Impact Assessment (AQIA) prepared by RWDI+Wilkinson Murray, dated 13 April 2022, concluded that air quality impacts during construction could be mitigated through a range of measures including:

- Communications (implement stakeholder management/communication plan, implement dust management plan)
- Site management (complaints and incident register)
- Monitoring
- Site preparation and maintenance (day-to-day)
- Vehicle management
- Suppression measures for general construction activities (watering down dust, spill management)
- Measures specific to haulage (water assisted dust-sweepers, avoid dry sweeping, load integrity inspection, wheel washing system, locating access gates away from sensitive receivers).

With respect to the operational phase, the AQIA concludes that the operation of the proposal is not expected to adversely affect sensitive receptors.

A Hazardous Building Materials Report (HBMR) has been prepared by WSP, dated June 2021, provided a comprehensive list of materials and management strategies for the construction phase, including preventative maintenance to keep hazardous materials in a good, sealed condition. The HBMR also recommended that a site Hazardous Materials Management Plan should be implemented to assist with ongoing management, of hazardous materials including; labelling, maintenance, disturbance works procedures and abatement strategies and procedures.

With the above recommendations in place, Considering the low historical significance of the site, the proposal represents a "minor" social risk with an "unlikely" likelihood, therefore presenting a "low" social risk.

6.7.2 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 4.5). The analysis identified crime hotspot for all assessed crimes near the site, though none of these were collocated with the site.

The proposed development is unlikely to change this, with the proposed warehouses being secure and illuminated. The proposed development may improve activation of the area as an industrial and logistics precinct may also restrict the development of negative perceptions of safety in the area. Additionally, the proposed 24/7 operation of the facility may boost passive surveillance.

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.

6.7.3 Cohesion, capital and resilience

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

The proposed development concerns the construction of a warehouse and distribution centre in a centrally-located industrial area. As such, the proposal is consistent with the surrounding development and with the need to grow logistics and warehousing developments within the region.

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 (as outlined in section 6.8), the proposed development will positively impact on cohesion by adding a large number of 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. As identified in section 4.2, a large percentage of local workers are employed in the construction industry, supporting this potential benefit.

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.

6.8 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 section.

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 businesses are also likely to benefit from increased construction related trade. The 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 require 190 workers per day (on average), and 285 workers per day (at peak) during the construction process. During operation, the proponent has advised that proposed development would result in the employment of a total of 407 workers across the office and warehouse and logistics components of the proposal.

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

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

6.9 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 site has existing structures located within its boundaries and is significantly altered from the natural environment. The proposed development will therefore have negligible impact on the natural environment and as such, cause minimal change to people's surroundings and the local ecosystem. The Landscape Plan prepared by Geoscapes Landscape Consultants, dated 5 May 2022, includes plantings along site boundaries to ensure that three is effective screening for neighbouring properties.

The proposed development is therefore considered "unlikely" to have a "low" level of positive impact and as such, presents a "low" and positive social impact.

6.10 Impact assessment summary

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 2.0.

6.10.1 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 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.

Table 12: Construction phase: social impact evaluation and mitigation response

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
Dust from construction activity will cause a decline in air quality, potentially impacting the amenity of surroundings and health and wellbeing of neighbouring residents and workers. Release of hazardous building materials could potentially impact the health and wellbeing of neighbouring residents and workers.	Possible + Moderate = Medium	• 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.	• Implement the recommended controls from the Air Quality Impact Assessment including stakeholder communication, site inspections and appropriate management of vehicle access and works locations • Implement the recommendations from the Hazardous Building Materials Survey, including specific risk management measures for each of the highlighted findings. A site Hazardous Materials Management Plan should be utilised to assist with the ongoing management of hazardous materials.	
Noise and vibration from construction activity may negatively affect amenity for residents, workers, businesses, and students surrounding the site, impacting upon quiet enjoyment of surroundings, way of life and health and wellbeing.	Possible + Minor = Medium	• When planning construction work that will generate significant noise or vibration, consider: – Substitution by an alternative process. – Restricting times when work is carried out. – Screening or enclosures. • Utilisation of temporary supports were deemed necessary. • Carry out demolition activity in accordance with the approved work hours.	• Implement the recommended controls from the Noise and Vibration Impact Assessment for noise: – Site Induction Training – Training should include noise awareness component, community consultation and response to complaints as provided in the CNVMP. – Operator Instruction – Operators should be trained in order to raise their awareness of potential noise problems and to increase their use of techniques to minimise noise emission. – Site Noise Planning – Where practical, the layout and positioning of fixed noise-producing plant and activities away from the nearby receivers. – Scheduling – Where practical, minimise the number of tools and machines operating simultaneously. – Plant Equipment – Where possible, plant and equipment with a low sound power level should be selected while still maintaining efficiency of function. – Establish a Register of Complaints to investigate and report on noise and vibration impacts and notify complainant of results of the investigation. • Implement the recommended controls from the Noise and Vibration Impact Assessment for vibration: – Maximise the offset distance between high vibration plant items and nearby buildings. – Substitute with alternative equipment, plant, and processes.	Minor + Unlikely = Low

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
			– Reduce vibration settings levels when operating the vibratory roller near buildings. – Consult with affected residences and business owners. • Adhere to Conditions of Consent for permitted hours for demolition works. • Implement the recommended action from the Preliminary CTMP and limit works to standard construction hours, similar to: – Monday to Friday (other than Public Holidays): 7:00AM – 6:00PM. – Saturday: 8:00AM – 1:00PM. – Sunday and Public Holidays: No works to be undertaken.	
Additional construction vehicle movements may increase congestion on surrounding roads, impacting way of life, access and livelihoods for surrounding residents, workers and businesses.	Possible + Moderate = Medium	• Manage access to/from adjacent properties. • Restrict construction vehicle movements to designated routes to/from the site. • Manage and control construction vehicle activity in the vicinity of the site. • Provide an appropriate and convenient environment for pedestrians and cyclists. • Minimise the impact on pedestrian movements. • Maintain appropriate capacity for pedestrians at all times on footpaths adjacent to the site. • Maintain appropriate public transport access. • Carry out demolition activity in accordance with the approved work hours.	Implementation of recommended measures from the Preliminary CTMP, including: • Traffic control to manage and regulate construction vehicle traffic movements to and from the site during construction • Vehicles transporting loose materials to have loads covered and/or secured to prevent items depositing onto the roadway during travel to and from the site • All vehicles to enter and depart the site in a forward direction, with reverse movements to occur only within the site boundary • Provide all contractor parking wholly within the site • Manage pedestrian and cyclist traffic along the site frontage appropriately at all times • Accredited person to prepare any required Traffic Guidance Schemes (TSGs) in accordance with TfNSW requirements • Require drivers to not queue on public roads without prior approval. Implementation of recommended measures from the FTP, including: • Provision of public transport travel information for staff, customers and visitors. • Encouragement of car sharing, both amongst staff on site and in the wider context.	Possible + Minor = Medium
Impacts to surrounding businesses and pedestrians from changed access during construction, potentially affecting livelihoods and way of life.	Unlikely + Minor = Low			Unlikely + Minor = Low

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
			• Provision of car share spaces (future potential measure) and / or provision of a business "pool car" while public car share operators are limited in the area. • Assisted cycle purchase schemes. • Interest free loans to assist with cycle purchase, cycle equipment purchase etc. • A transport section on the company website with links to local bus operator sites, to ensure that travel information is always up to date. • The provision of transport information for visitors to the Site.	
Potential changes to access for surrounding businesses and residences 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, shuttle to external parking site).	Implementation of recommended measures from the Preliminary CTMP, including: • Encourage contractors to carpool or utilise public transport services to reduce parking demand • All contractor parking is to be contained wholly within the site.	Unlikely + Minor = Low
Additional employment opportunities on site arising from construction activity (direct and indirect) positively impacting livelihoods	Likely + Moderate (positive) = High (positive)	Construction activity will draw resources from and thereby generate economic activity in Cumberland LGA as well as from outside the LGA. Assumptions are made on the proportion sourced from within and from outside the LGA.	• The Capital Investment Value report has estimated that that the construction phase would employ 190 workers on average, with up to 285 workers at peak, providing incomes and salaries paid to households, much of which would be reinvested into surrounding businesses and, therefore, employees.	Likely + Moderate (positive) = High (positive)
Potential feeling of powerlessness or lack of means to have input or say on the proposal during construction for surrounding properties and the wide community, negatively impacting decision-making systems	Possible + Minor = Medium	Standard engagement mechanisms as part of SSDA process	Implementation of recommended measures from the Preliminary CTMP, including: • Establish a Communications Strategy to notify neighbouring residents and premises of works before they take place.	Unlikely + Minor = Low
Potential impact on community and culture through fear of impacts to historical cultural heritage sites during construction.	Very unlikely + Minimal = Low		Implementation of recommended measures from the SoHI, including: • If historical archaeological relics not assessed or anticipated by the SoHI are found during works, works in the immediate vicinity must cease and the relevant authority must be contacted. A qualified archaeologist is to be contacted to assess the situation. • A copy of the SoHI should be lodged by the proponent in the local history section of the local library.	Very unlikely + Minimal = Low

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
Potential impact on community and culture through fear of impacts to Aboriginal cultural heritage sites during construction.	Unlikely + Moderate = Medium	• Engagement with Local Aboriginal Land Council • Adherence to requirements under AHIP (if required)	Implement recommendations of Aboriginal Cultural Heritage Assessment (ACHA) including: • No further Aboriginal archaeological works are required to be undertaken • Cease all works if unexpected finds or human remains are identified • All contractors undertaking earthworks on site should be briefed on the protection of Aboriginal heritage objects under the *National parks and Wildlife Act 1974* and the penalties for damage to these items • A copy of this report should be forwarded to all Aboriginal stakeholder groups who have registered an interest in the project and to the AHIMS Registrar.	Unlikely + Minor = Low

6.10.2 Operation

This section considers impacts that may occur once construction is completed and the development is occupied and in operation.

Table 13: Operation phase: social impact evaluation and mitigation response

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
Increased employment opportunities available on site, benefitting way of life and livelihood	Almost certain + Major (positive) = High (positive)	• None (positive)	• The Capital Investment Value report has estimated that that the operational phase would employ 407 workers, providing incomes and salaries paid to households, much of which would be reinvested into surrounding businesses and, therefore, employees.	Almost certain + Major (positive) = High (positive)
Noise emissions from the operation of mechanical plant facilities and vehicle movements could potentially impact residents, workers, business, and students (on site and surrounding) enjoyment of surroundings, way of life and health and wellbeing	Unlikely + Minimal = Low	• Locating mechanical equipment as far as practicable from noise sensitive receivers • Using in-duct treatments such as internally lined ductwork or silencers • Building barriers or enclosures around equipment.	• Noise and Vibration Impact Assessment confirmed that operational noise would be within all relevant guidelines, including during night time operations.	Unlikely + Minimal = Low
Additional demand for and pressure upon child care services arising from increase in local population on site. This could potentially impact upon way of life, and access for local residents and workers.	Unlikely + Minimal = Low	N/A	• There are a range of child care facilities near the site, any increase in demand would likely be spread around these facilities.	Unlikely + Minimal = Low
Impact to surrounding parking availability from on site uses, impacting accessibility and way of life for surrounding residents, workers and visitors, and livelihoods for nearby businesses who rely on existing parking.	Unlikely + Minor = Low	• Parking is to be constructed in line with relevant requirements for the uses on site • Alternative transport options (e.g. cycling) are to be provided facilities in accordance with relevant requirements • Information regarding public transport options is to be made available for workers on site.	• The proposal meets requirements for parking provision under Council's DCP for this type of development • The proposal provides parking for alternative transport modes (motorcycle and bicycles).	Unlikely + Minor = Low
Increased traffic congestion on local roads from increased number of vehicle movements to the site could impact on way of life and access for local residents and workers, and livelihoods for nearby businesses.	Unlikely + Minor = Low	• Alternative transport options (e.g. cycling) are to be provided facilities in accordance with relevant requirements	• The Transport Report identified that the level of service at nearby intersections would not be materially affected by the increased vehicle movements. Implementation of recommended measures from the FTP, including: • Provision of public transport travel information for staff, customers and visitors.	Unlikely + Minor = Low

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
			• Encouragement of car sharing, both amongst staff on site and in the wider context. • Provision of car share spaces (future potential measure) and / or provision of a business "pool car" while public car share operators are limited in the area. • Assisted cycle purchase schemes. • Interest free loans to assist with cycle purchase, cycle equipment purchase etc. • A transport section on the company website with links to local bus operator sites, to ensure that travel information is always up to date. • The provision of transport information for visitors to the Site.	

ENHANCEMENT, MITIGATION AND RESIDUAL IMPACTS

7.0 ENHANCEMENT, MITIGATION AND RESIDUAL IMPACTS

The proposal is likely to generate a range of social impacts, below is a summary of the proposed mitigation measures to mitigate potential impacts arising from the proposal during construction and operation.

Construction activities have the potential to be disruptive to the day-to-day lives of residents, workers, visitors and businesses in the surrounds. Activities can be effectively mitigated through the implementation of a range of measures, as well effective coordination and planning of potentially disruptive activities. Proposed mitigations for construction activities are summarised here:

- Implement the recommended controls from the Noise and Vibration Impact Assessment for noise:
  - Site Induction Training – training should include noise awareness component, community consultation and response to complaints as provided in the CNVMP.
  - Operator Instruction – operators should be trained in order to raise their awareness of potential noise problems and to increase their use of techniques to minimise noise emission.
  - Site Noise Planning – where practical, the layout and positioning of fixed noise-producing plant and activities away from the nearby receivers.
  - Scheduling – where practical, minimise the number of tools and machines operating simultaneously.
  - Plant Equipment – where possible, plant and equipment with a low sound power level should be selected while still maintaining efficiency of function.
  - Establish a Register of Complaints to investigate and report on noise and vibration impacts and notify complainant of results of the investigation.
- Implement the recommended controls from the Noise and Vibration Impact Assessment for vibration:
  - Maximise the offset distance between high vibration plant items and nearby buildings.
  - Substitute with alternative equipment, plant, and processes.
  - Reduce vibration settings levels when operating the vibratory roller near buildings.
  - Consult with affected residences and business owners.
  - Adhere to Conditions of Consent for permitted hours for demolition works.
- Implement the recommended action from the Preliminary CTMP and limit works to standard construction hours, similar to:
  - Monday to Friday (other than Public Holidays): 7:00AM – 6:00PM
  - Saturday: 8:00AM – 1:00PM
  - Sunday and Public Holidays: No works to be undertaken.
- Implementation of recommended measures from the Preliminary CTMP, including:
  - Traffic control to manage and regulate construction vehicle traffic movements to and from the site during construction
  - Vehicles transporting loose materials to have loads covered and/or secured to prevent items depositing onto the roadway during travel to and from the site
  - All vehicles to enter and depart the site in a forward direction, with reverse movements to occur only within the site boundary
  - Provide all contractor parking wholly within the site
  - Manage pedestrian and cyclist traffic along the site frontage appropriately at all times
  - Accredited person to prepare any required Traffic Guidance Schemes (TSGs) in accordance with TfNSW requirements
  - Require drivers to not queue on public roads without prior approval
  - Encourage contractors to carpool or utilise public transport services to reduce parking demand
  - All contractor parking is to be contained wholly within the site.

- Implementation of recommended measures from the FTP, including:
  - Provision of public transport travel information for staff, customers and visitors.
  - Encouragement of car sharing, both amongst staff on site and in the wider context.
  - Provision of car share spaces (future potential measure) and / or provision of a business "pool car" while public car share operators are limited in the area.
  - Assisted cycle purchase schemes.
  - Interest free loans to assist with cycle purchase, cycle equipment purchase etc.
  - A transport section on the company website with links to local bus operator sites, to ensure that travel information is always up to date.
  - The provision of transport information for visitors to the Site.
- Implementation of recommended measures from the Preliminary CTMP, including:
  - Establish a Communications Strategy to notify neighbouring residents and premises of works before they take place.
- Implementation of recommended measures from the SoHI, including:
  - If historical archaeological relics not assessed or anticipated by the SoHI are found during works, works in the immediate vicinity must cease and the relevant authority must be contacted. A qualified archaeologist is to be contacted to assess the situation.
  - A copy of the SoHI should be lodged by the proponent in the local history section of the local library.
- Implementation of recommended measures from the Aboriginal Cultural Heritage Assessment (ACHA), including:
  - No further Aboriginal archaeological works are required to be undertaken
  - Cease all works if unexpected finds or human remains are identified
  - All contractors undertaking earthworks on site should be briefed on the protection of Aboriginal heritage objects under the National parks and Wildlife Act 1974 and the penalties for damage to these items
  - A copy of this report has been forwarded to all Aboriginal stakeholder groups who have registered an interest in the project and to the AHIMS Registrar.

Operational impacts will affect a range of matters across the life of the proposal. Mitigations to potential impacts proposed are:

- There are a range of child care facilities near the site, any increase in demand would likely be spread around these facilities.
- Consideration of recommended measures from the FTP, including:
  - Provision of public transport travel information for staff, customers and visitors.
  - Encouragement of car sharing, both amongst staff on site and in the wider context.
  - Provision of car share spaces (future potential measure) and / or provision of a business "pool car" while public car share operators are limited in the area.
  - Assisted cycle purchase schemes.
  - Interest free loans to assist with cycle purchase, cycle equipment purchase etc.
  - A transport section on the company website with links to local bus operator sites, to ensure that travel information is always up to date.
  - The provision of transport information for visitors to the site.

CONCLUSION

8.0 CONCLUSION

This report has assessed the potential social and economic impacts arising from the State Significant Development Application for the construction and 24 hour operation of a multi-storey warehouse at 42 Boorea Street, in Lidcombe.

Potential benefits arising from the development include:

- The generation of a large number of jobs during the construction phase, in an industry with a strong local workforce, contributing to social cohesion
- The generation of a large number of jobs during the operational phase, contributing to social cohesion
- More efficient use of an existing industrial site
- Flow-on benefits to other local businesses from the increased number of workers in the local area

Potential negative impacts from this development include:

- Noise and dust impacts for neighbouring premises during construction
- Visual impacts for residential properties located immediately to the east of the proposal site through increased scale of development
- Reduced parking opportunities for residents and workers during construction
- Adverse amenity impacts during the construction of the proposal.

The proposal mitigates potential negative impacts through:

- Implementing construction management measures, including a Construction Management Plan, Dust Management Plan and Construction Transport Management Plan, to ensure that activities that may produce potentially adverse social impacts are mitigated and coordinated to limit the frequency and magnitude of any potential impacts (e.g. limiting works to standard construction hours and ensuring neighbouring residents and premises are notified of when works are to be undertaken)
- Provision of landscaping and planting along the frontiers of the site, per the Landscape Plan, to provide screening
- Other operational mitigations as described in Chapter 7.0.

Potential negative social impacts of the proposal can be successfully managed with the implementation of the above mitigation measures. With consideration of the above potential impacts and benefits, this assessment concludes that the SSDA would produce an overall benefit to the social environment.

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9.0 REFERENCES

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