339-349 Horsley Road, Milperra

Social Impact Assessment

Prepared for
Hale Capital Development Management

October 2022

HillPDA CONSULTING

CONTENTS

Tables

Figures

Quality Assurance

Report contacts

Jesse Rowlings
Consultant
BSci (Human Geography) MURP (current) DipGov
jesse.rowlings@hillpda.com

Luke Ledger
Consultant
BSci (Geography), B Arts (Development Studies), MURP
luke.ledger@hillpda.com

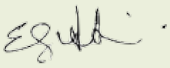
Supervisor

Elizabeth Griffin
Expert Advisor
BA (Geography) MurP MPIA
liz.griffin@hillpda.com

Quality control

This document is for discussion purposes only unless signed and dated by a Principal of HillPDA.

Reviewer

Signature		Dated	21/10/22

Report details

Job number	P22084
Version	1.1
File name	P22084 - 339-349 Horsley Road Milperra - Social Impact Assessment
Date issued	21 October 2022

INTRODUCTION

1.0 INTRODUCTION

HillPDA has been commissioned by Hale Capital Development Management Pty Ltd to prepare a Social Impact Assessment (SIA) to accompany State Significant Development Application (SSDA) (SSD-45998963) for the construction of a multi-storey warehouse at 339-349 Horsley Road, Milperra. Development approval is being sought for a 32,733 square metre development which includes 29,183 square metres of warehouse space, 3,276 square metres of office floorspace, and a 274 square metre lobby area.

This SIA has been developed to align with industry best practice including the *Social Impact Assessment Guideline* (the *SIA 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 12 July 2022, indicate that this SIA must provide the following information as outlined in Table 1.

Table 1: Extract from the industry specific SEARs

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 3.0, 5.0, 6.0 & 7.0

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

1.2 SIA Guideline

DPE published the *SIA Guideline* in November 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 directed by 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.

1.3 The proposal

1.3.1 Project description

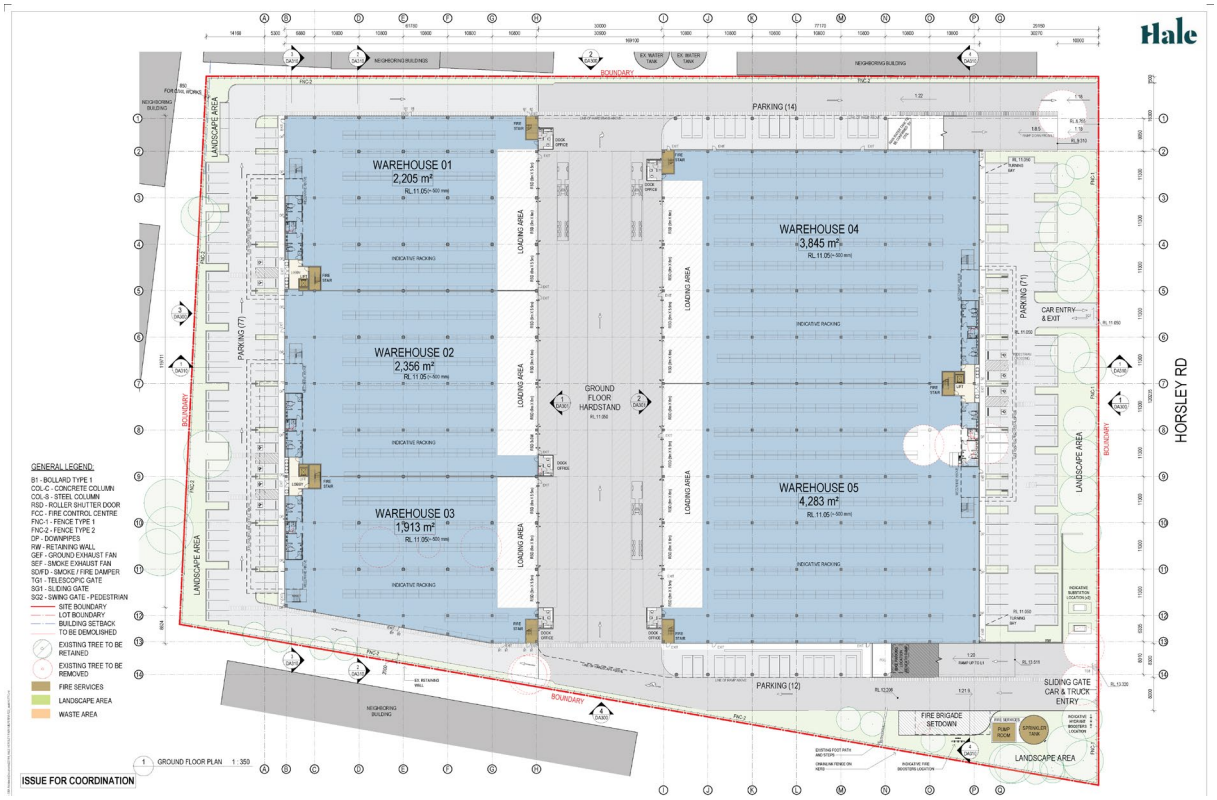
The proposal involves the construction and operation of a multi-unit warehouse and distribution facility at 339-349 Horsley Road, Milperra. The new facility would have a Gross Floor Area (GFA) of 32,726 metres, and include ancillary office space, landscaping, bicycle and car parking. Once operational, the facility is proposed to contain ten units, split across two storeys.

The proposal would involve the following scope of works:

- Demolition of all existing buildings and structures
- Site preparation works including earthworks and tree clearing
- Infrastructure comprising civil works and utilities servicing
- Three (3) vehicular crossovers to Horsley Road including:
  - One (1) shared truck/car entry
  - One (1) shared truck/car exit
  - One (1) car entry/exit
- Construction of two (2) warehouse buildings, split over two (2) storeys
- On-site car parking for 174 cars and 20 bicycles
- Complementary landscaping and offset planting.

A ground floor plan of the proposal is shown below in Figure 1.

Figure 1: Ground floor plan of the proposed development



Source: SBA Architects (2022)

1.3.2 The site

The site, located at 339-349 Horsley Road Milperra, is within the Canterbury-Bankstown Local Government Area (LGA). The site is legally described as Lot 140 and Lot 141 of Deposited Plan 550194. The site has an area of approximately 3.4 hectares with a primary frontage of 172 metres to Horsley Road to the east. Vehicular access to the site is currently provided via existing access points on Horsley Road.

The site currently contains a one-storey factory building and brick office building at 339 Horsley Road, and two one-storey warehouse buildings and a one-storey rendered office with at-grade parking and concrete driveway at 349 Horsley Road. The existing industrial buildings on the site have a GFA of 9,600 metres. Trees and vegetation are planted along the eastern and southern site boundaries. Figure 2 shows the site and its surrounds.

Figure 2: Aerial image of the site and immediate surrounds, 339-349 Horsley Road, Milperra

Source: HillPDA, Google Maps (2022)

1.3.3 Site context

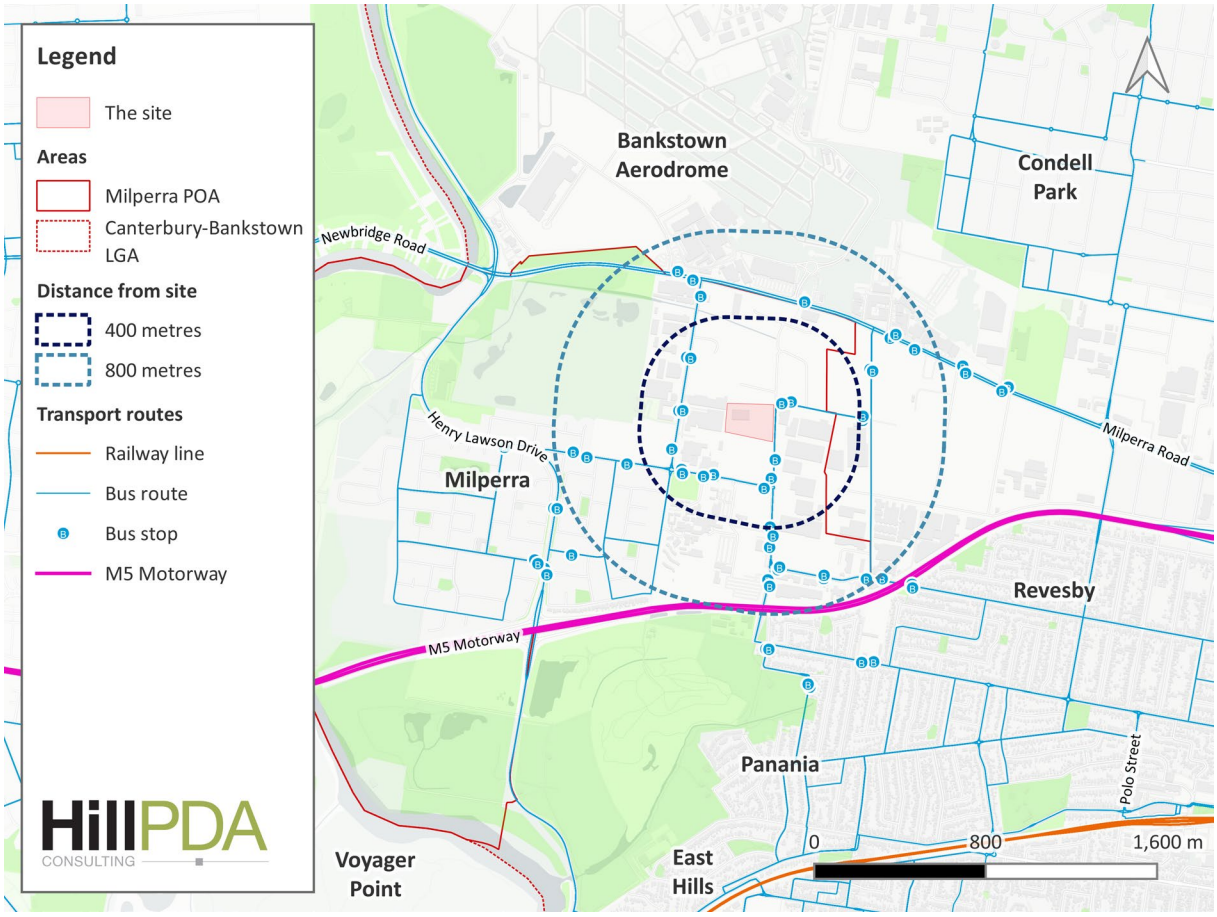
The site is located approximately 4.1 kilometres southwest from Bankstown Railway Station within the Milperra Industrial Precinct, which predominantly contains industrial developments. The site and its surrounding lots are zoned IN1 General Industrial pursuant to the Bankstown Local Environmental Plan 2015.

The site is surrounded by a variety of industrial uses as summarised below:

- North: Industrial premises situated in the adjacent lots to the north along Works Place including Vibrac, Parilla Fresh, Aussie Sprouts, and Glama Pak Milperra
- East: Horsley Road followed by warehouses which are currently occupied by BR International Logistics Sydney, Rapala CMB Australia Pty, and MNB Variety Imports
- West: Industrial and commercial premises including BCQ logistics and a commercial factory outlet centre situated on Ashford Avenue, adjacent to the western boundary of the site and within the same block
- South: To the south is 329 Horsley Road, which contains the Rigby Jones warehouse and accommodates two storey offices and a warehouse building.

The site context is displayed in Figure 3 below.

Figure 3: Site context



Source: HillPDA

1.3.4 Access

The site is in a highly accessible location by road, being approximately 750 metres north of the M5 Motorway and 500 metres south of Milperra Road. Vehicular access to the site is provided via Horsley Road.

Access to public transport is provided by bus stops on Horsley Road and Armour Street. The nearest bus stop is located approximately 40 metres east of the site on Amour Street, which is serviced by the M90 bus route from Burwood to Liverpool via Bankstown. In addition, the 922, 962, and S5 bus routes are serviced by another bus stop located 400 metres south of the site on Horsley Road. Local bus routes are detailed in Table 2.

Table 2: Bus routes accessible from the site

Route number	Route	Frequency
M90	Burwood to Liverpool	10 minutes (peak times)
922	East Hills to Bankstown via Milperra	30 minutes (peak times)
962	East Hills to Miranda	20 minutes (peak times)
S5	Milperra to Padstow via Panania	60 minutes

The routes above also provide access to Sydney's rail network, via bus stops at Bankstown, East Hills, Revesby, and Panania railway stations. While Panania Railway Station is the closest railway station, approximately 2 kilometres south of the site, services are relatively infrequent, on average every 60 minutes by the S5 bus route.

METHODOLOGY

2.0 METHODOLOGY

The approach to conducting this SIA reflects current industry best practice including DPE *SIA 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 is divided into three phases as shown in Figure 4 below.

Figure 4: SIA process

Source: HillPDA, DPE (2021), *Social Impact Assessment Guideline*.

2.1 Defining social impacts

A social impact can be defined as the net effect of an activity on a community and the wellbeing of individuals and families. Social impacts may occur across a range of aspects of an individual's and a community's life, as shown in Figure 5.

Figure 5: Types of social impact

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

Source: Adapted from DPE (2021), *Social Impact Assessment Guideline*.

2.2 Scoping

Social impacts arising from a development may be positive, negative and cumulative. Table 3 presents the outcomes of impact scoping undertaken for the project. The table identifies high level key impact areas for detailed investigation, that may be affected by the proposal.

Table 3: Types of social impacts

Type of impact	High level scoping of issues
Negative social impacts	Negative social impacts result from changes to the physical or social fabric that make it worse (in any of the impact categories) than before the project took place. These may include: • 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), *Social Impact Assessment Guideline.*

2.3 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 3.0.

2.4 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 4.

Table 4: 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 (2021), *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 5.

Table 5: Dimensions of social impacts

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

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

Table 6 below identifies the overall magnitude level of impact rating.

Table 6: 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 (2021), *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 7.

Table 7: 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), *Social Impact Assessment Guideline.*

2.5 Social impact management

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

SOCIAL BASELINE

3.0 SOCIAL BASELINE

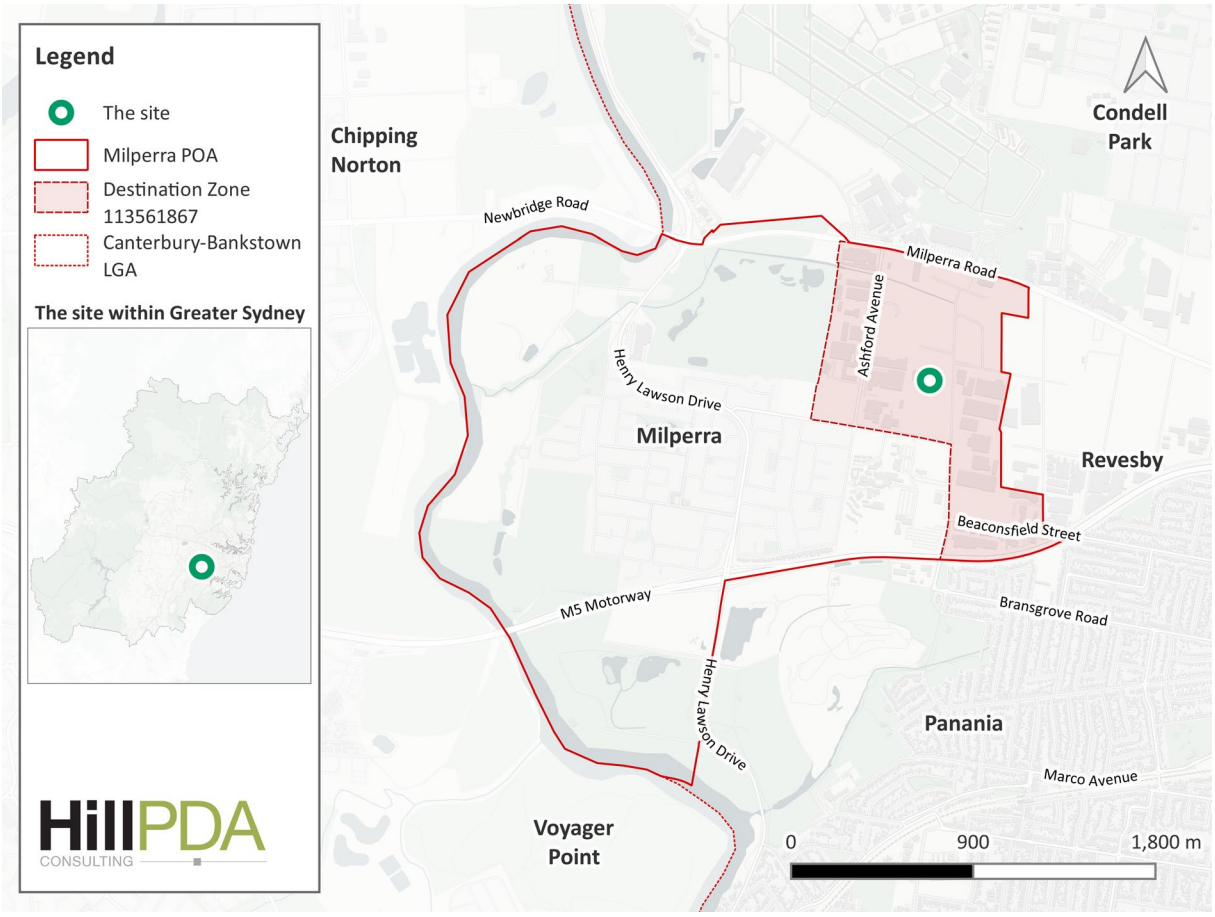
This section describes the socio-economic characteristics of the study area to enable the potential impacts of the proposed development to be considered within the local context.

3.1 Study Area

The study area has been defined as the Milperra Postal Area (POA). The study area is shown below in Figure 6. Data has been compiled from a variety of sources. Where data is not available for the study area, data is presented for the most relevant geographic area for which data is available. Where possible, socio-economic indicators have been benchmarked against Greater Sydney Region.

The site is also located within the Milperra Industrial Area, which is situated within the east of the study area and defined as Destination Zone (DZN) 113561867. As employment data from the 2021 Census is currently unavailable, data from the 2016 Census has been sourced for the Milperra Industrial Area.[1]

Figure 6: Demographic study area



Source: HillPDA, ABS (2022)

[1] (economy.id, 2022)

3.2 Demographic snapshot

The Census usual resident population of the Milperra POA in 2021 was **4,074 people** living in **1,402 dwellings** with an **average household size of 3**.

In 2021 the **median age** in the Milperra POA was 39, which was slightly older than Greater Sydney's median age of 37 years. There were only 43 people **over the age of 85** living in the Milperra POA in 2021.

In the Milperra POA in 2021, a **language other than English** was spoken in 24.5 per cent of households, lower than the 42.0 per cent of Greater Sydney's households. In 2021, 80.8 per cent of the Milperra POA residents were **born in Australia**, significantly higher than the 56.8 per cent of Greater Sydney residents born in Australia.

At the 2021 Census, the top responses for **religious affiliation** in the Milperra POA was Catholic (33.4 percent), followed by No religion (20.1 percent) and Anglican (17.1 percent). This compares to No religion (30.3 per cent), Catholic (23.1 per cent), and Anglican (9.2 per cent) across Greater Sydney.

In 2021, 94.3 per cent of dwellings in the Milperra POA were **separate houses**, significantly higher than 55.8 per cent for Greater Sydney. In the Milperra POA, 97.2 per cent of dwellings have **3 or more bedrooms**, compared to 64 per cent for Greater Sydney.

On the day of the 2021 Census, the average **number of motor vehicles** in the Milperra POA was 2.2 per dwelling, which compares to 1.7 for Greater Sydney. There were 71.1 per cent of dwellings in the Milperra POA that had registered **2 or more motor vehicles**, while only 2.4 per cent of dwellings in the Milperra POA has **no motor vehicles** registered.

In 2021, the **median weekly household income** in the Milperra POA was $2,117, slightly higher than Greater Sydney's at $2,077. At the Census, 31.5 per cent of the Milperra POA households reported an **income of $3,000 or more per week** compared to 32.0 per cent in Greater Sydney. In the same period, 11.8 per cent of households reported a weekly income of less than $650, compared to 14.1 per cent across Greater Sydney.

At the 2021 Census, the Milperra POA had relatively low proportions of **group households** (1.1 per cent) and **lone person households** (15.9 per cent) compared to Greater Sydney (4.2 per cent and 23.2 per cent respectively).

At the 2016 Census, there were 1,903 **employed persons** in the Milperra POA. The most common industries of employment were Education and Training (12.2%), Construction (11.1%), and Health Care and Social Assistance (9.6%).

At the 2016 Census, there were 3,216 **local workers** who were employed in the Milperra industrial precinct. Of these, 21 per cent live in the Canterbury-Bankstown LGA and 79 per cent live outside of the LGA. The largest source of workers from outside the Canterbury-Bankstown LGA were from Liverpool (12.1%), Campbelltown (8.8%), and Sutherland (8.2%) LGAs. The largest industries of employment in the Milperra industrial precinct were in Manufacturing (29.4%), Wholesale Trade (15.9%), and Construction (9.6%).

Source: Australian Bureau of Statistics QuickStats, 2022

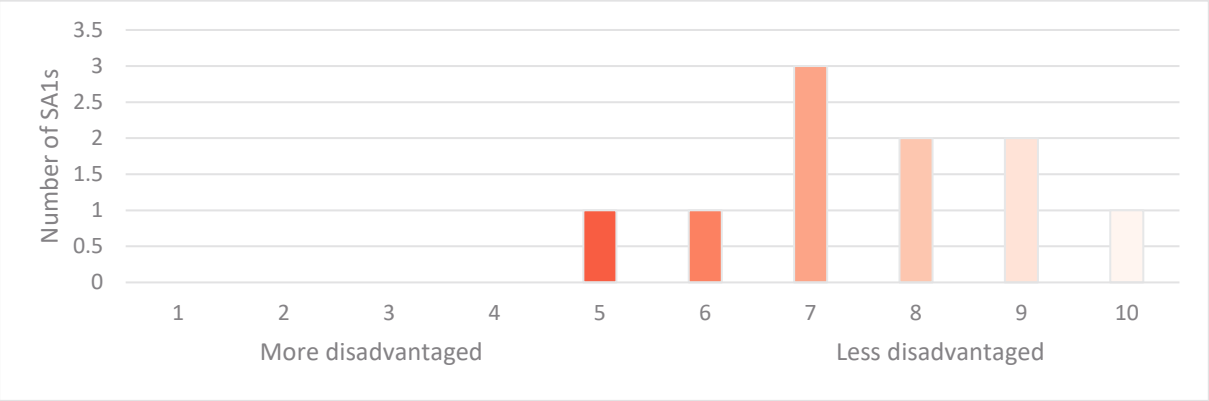
3.3 Social advantage and disadvantage

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

3.3.1 Relative socio-economic disadvantage

Index of Relative Socio-economic Disadvantage (IRSD) examines factors like unemployment, proportion of lower income households, lower education levels or lack of internet access to compare overall levels of disadvantage in areas. Figure 7 shows the distribution of IRSD rankings for SA1s within the Milperra POA. The SA1s surrounding the site are generally less disadvantaged, with most being concentrated within the four least disadvantaged deciles (40 per cent least disadvantaged).

Figure 7: Distribution of SA1s within the Milperra POA 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 8. The SA1s immediately surrounding the subject site have lower levels of disadvantage, potentially indicating:

- More households with higher incomes
- More residents with qualifications
- More residents in high skilled occupations.

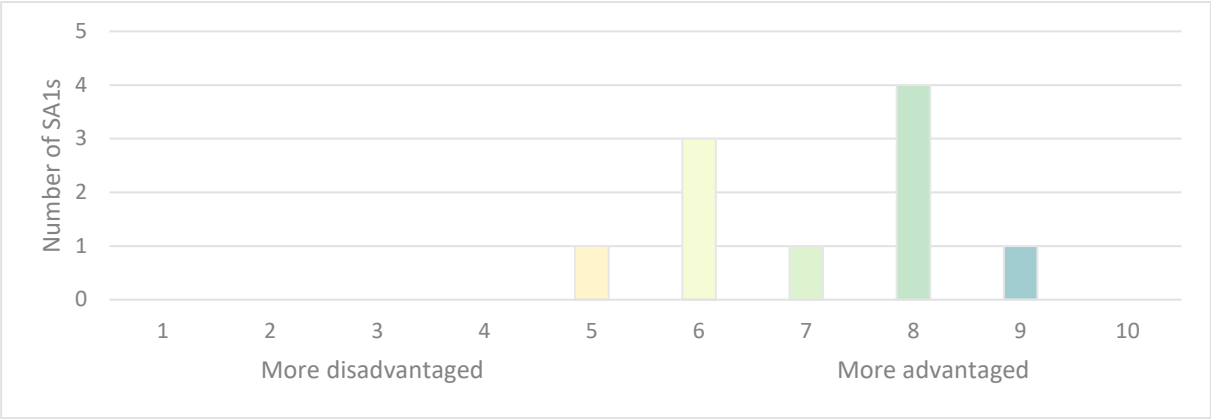
Figure 8: SA1s near to the subject site ranked against others on the IRSD using deciles

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

3.3.2 Relative socio-economic advantage and disadvantage

Index of Relative Socio-economic Advantage and Disadvantage (IRSAD), in addition to the indicators of disadvantage above, examines factors like professional occupations, high income, higher education levels, larger houses to compare overall levels of advantage and disadvantage in areas. Figure 9 shows the distribution of IRSAD rankings for SA1s within the Milperra POA. There are no disadvantaged areas, and a concentration of moderate-highly advantaged SA1s. All SA1s are within the fifth to ninth deciles, with concentrations within the sixth and eighth deciles. This indicates the Milperra POA has a greater concentration SA1s with moderate socio-economic advantage.

Figure 9: Distribution of SA1s within the Milperra POA 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 10. The SA1s immediately surrounding the site have moderate to high levels of advantage, potentially indicating:

- More households with high incomes, or more people in skilled occupations
- Fewer households with low incomes, or less people in unskilled occupations.

Figure 10: 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.

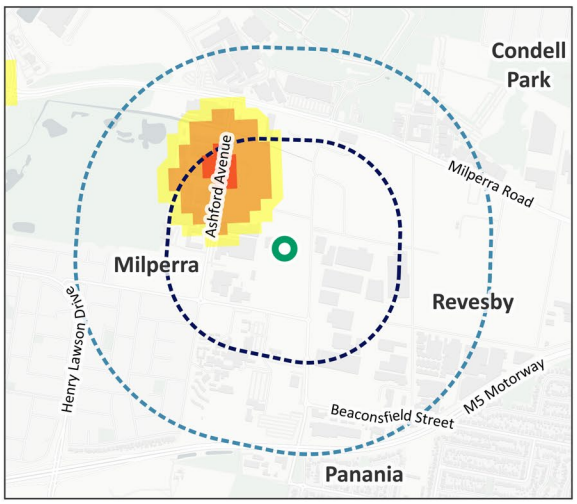
3.4 Crime

Data from the NSW Bureau of Crime Statistics and Research (BOCSAR) was reviewed to determine the presence of crime hotspots near the site in the year to March 2022. A review of this BOCSAR data revealed strong hotspots for theft (break & enter non-dwelling) and theft (motor vehicle) within 400 metres of the site. Other crimes recorded within 400 metres of the site include theft (steal from motor vehicle) and malicious damage to property.

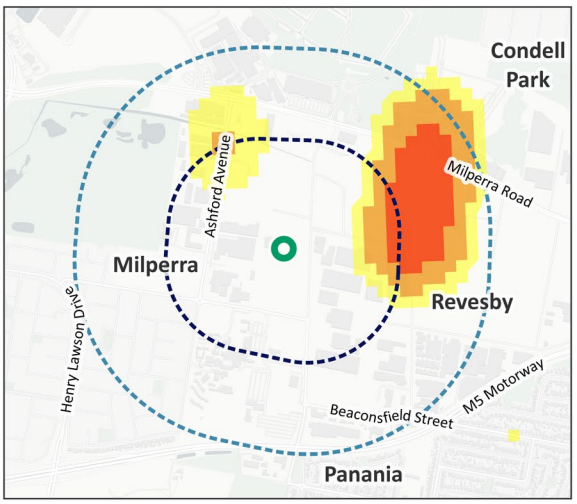
In addition, there is a strong hotspot for domestic assaults within 800 metres of the site, and a less evident hotspot for non-domestic assaults also within 800 metres of the site. Data from the NSW Bureau of Crime Statistics and Research (BOCSAR) has been mapped below in Figure 11 to illustrate these crime hotspots nearby to the site.

Figure 11: BOCSAR crime hotspot maps for incidents between April 2021 and March 2022

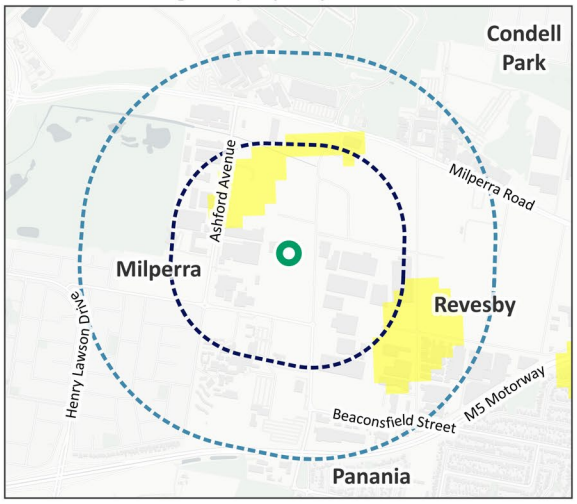
Theft (break and enter dwelling)



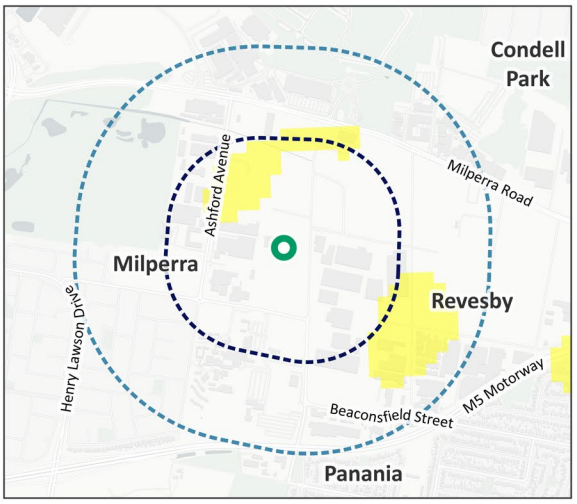
Theft (motor vehicle)



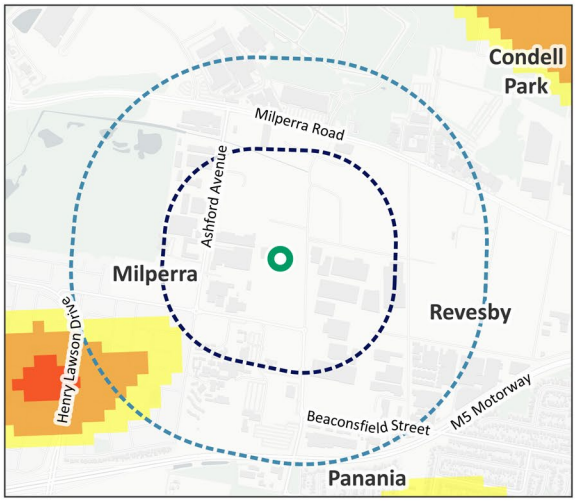
Malicious damage to property



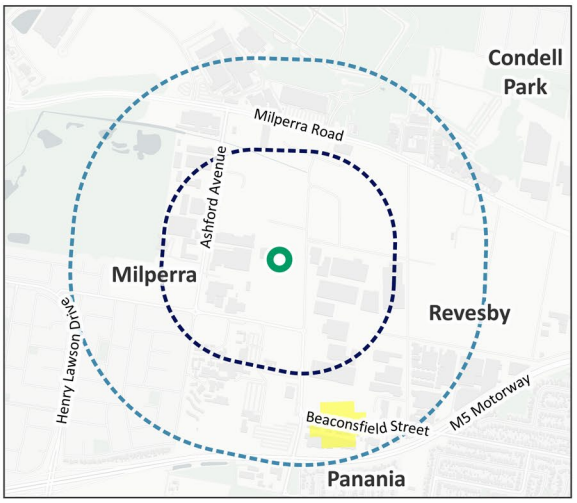
Theft (steal from motor vehicle)



Domestic assault



Non-domestic assault



Legend

Distance from site

The site | 400 metres | 800 metres

Crime density (April 2021 to March 2022)

High | Medium | Low

Source: NSW BOCSAR (2022)

Detailed data obtained from BOCSAR for hotspots within 400 metres of the site is shown in the tables below, providing a comparison between rates in the Milperra POA, Canterbury-Bankstown LGA, and NSW.

Table 8 shows that rates of theft (break and enter non-dwelling) across all areas have been stable over the past two years, excluding in NSW where rates have increased slightly. Across the two years to March 2022, theft (break and enter non-dwelling) rates in the Milperra POA were higher than LGA rates but lower than state and rates.

Table 8: Incidents of theft (break and enter non-dwelling) from April 2020 to March 2022 (rate per 100,000 population)

Year to	March 2022	March 2021		March 2022	
Area	Trend (2 year)	Count	Rate	Count	Rate
Milperra POA	No change	3	70.1	3	70.1
Canterbury-Bankstown (LGA)	Stable	139	36.5	154	40.5
New South Wales	Up 7.2% per year	6739	82.5	7226	88.5

Source: NSW BOCSAR (2022)[2]

Table 9 shows that rates of motor vehicle theft have been stable over the past two years, excluding in the Canterbury-Bankstown LGA where they decreased by 36% per year. In the year to March 2022, motor vehicle theft rates in the Milperra POA were lower than the rates for the Canterbury-Bankstown LGA and NSW.

Table 9: Incidents of motor vehicle theft from April 2020 to March 2022 (rate per 100,000 population)

Year to	March 2022	March 2021		March 2022	
Area	Trend (2 year)	Count	Rate	Count	Rate
Milperra POA	No change	12	280.3	3	70.1
Canterbury-Bankstown (LGA)	Down 36.0% per year	625	164.3	400	105.2
New South Wales	Stable	11216	137.3	10551	129.2

Source: NSW BOCSAR (2022)[3]

Table 10 shows that rates of stealing from a motor vehicle were stable across all areas over the past two years. In the year to March 2022, the rates of stealing from a motor vehicle in the Milperra POA were lower than the rates for the Canterbury-Bankstown LGA and NSW.

Table 10: Incidents of stealing from a motor vehicle from April 2020 to March 2022 (rate per 100,000 population)

Year to	March 2022	March 2021		March 2022	
Area	Trend (2 year)	Count	Rate	Count	Rate
Milperra POA	No change	24	560.6	9	210.2
Canterbury-Bankstown (LGA)	Stable	1214	319.1	1128	296.5
New South Wales	Stable	26732	327.3	27446	336.0

Source: NSW BOCSAR (2022)[4]

Table 11 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 by 15.2% per year. Across the two years to September 2021,

[2] (NSW Bureau of Crime Statistics and Research, 2022)
[3] (NSW Bureau of Crime Statistics and Research, 2022)
[4] (NSW Bureau of Crime Statistics and Research, 2022)

malicious damage to property rates in the Milperra POA were higher than rates for the Canterbury-Bankstown LGA but lower than rates for NSW.

Table 11: Incidents of malicious damage to property from April 2020 to March 2022 (rate per 100,000 population)

Year to	March 2022	March 2021		March 2022	
Area	Trend (2 year)	Count	Rate	Count	Rate
Milperra POA	No change	19	443.8	19	443.8
Canterbury-Bankstown (LGA)	Down 15.2% per year	1589	417.7	1348	354.4
New South Wales	Stable	52708	645.3	48253	590.8

Source: NSW BOCSAR (2022)[2]

Whilst the BOCSAR mapping provided in Figure 11 suggests the site is located in close proximity to areas of crime, analysis of the data in the tables above reveals that the rates in the Milperra POA are similar to or lower than the rates for the Canterbury-Bankstown LGA and 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 also possible that the intensification of development on the site may assist in providing passive surveillance in the area associated with worker movements.

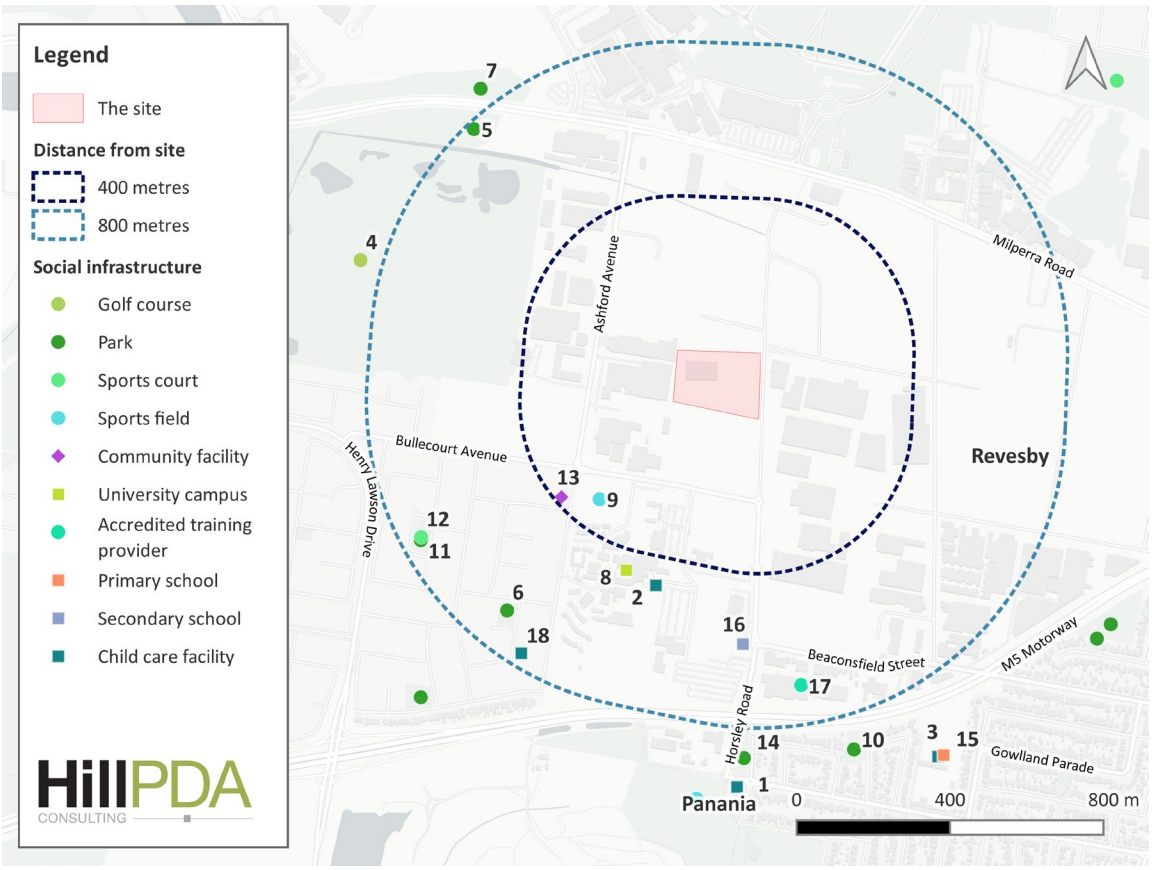
3.5 Social infrastructure

Social infrastructure is comprised of the facilities, spaces, services and networks that support the quality of life and wellbeing of our communities. [5] Social infrastructure is important to a community as it provides the tangible infrastructure to support the safety, health and wellbeing of that community which allows individuals to be happy, safe and healthy, to learn, and to enjoy life. Access to high-quality, affordable social services has a direct impact on the social and economic wellbeing of all community members.

The site is located within the Milperra industrial precinct and predominantly surrounded by industrial developments. As such, the availability of social infrastructure in the vicinity of the site is limited, through this includes several open space, educational, and community facilities which are displayed in Figure 12 and listed in Table 13. Relevant social infrastructure includes open spaces and child care centres, which could see an increase in demand from workers at the proposed development during construction and operation. The proposal is unlikely to have any significant impact on schools, health care facilities, and similar forms of social infrastructure that predominantly service local residents.

[5] Infrastructure Australia (2019). *The Australian Infrastructure Audit 2019*.

Figure 12: Social infrastructure in proximity to the site



Source: HillPDA, NSW Department of Planning and Environment (2022)

Table 12: Social infrastructure near the site

ID	Name	Address	Type	Within distance from site
1	Happy Faces Early Learning Centre	233 Horsley Road, Panania NS 2213	Long day care	>800m
2	Western Sydney University Early Learning Bankstown	Building 28, Western Sydney University, Bullecourt Ave, Milperra NSW 2214	Long day care	800m
3	YMCA Panania North OSHC	202-204 Bransgrove Rd, Panania NSW 2213	Outside School Hours Care	>800m
4	Bankstown Golf Club	70 Ashford Ave, Milperra NSW 2214	Golf course	800m
5	Ashford Reserve	272 Milperra Rd, Milperra NSW 2214	Reserve	800m
6	Frank Moulang Reserve	9 Zonnebeke Cres, Milperra NSW 2214	Park	800m
7	Airport Reserve	272 Milperra Rd, Milperra NSW 2214	Reserve	>800m
8	Western Sydney University Bankstown Campus	Horsley Rd &, Bullecourt Ave, Milperra NSW 2214	University campus	800m
9	Milperra Reserve	101 Bullecourt Ave, Milperra NSW 2214	Sportsground	400m
10	Toby Reserve	33A Toby Cres, Panania NSW 2213	Park	>800m
11	Beatham Reserve	17 Armentieres Ave, Milperra NSW 2214	Park	800m
12	Beatham Reserve Basketball Court	17 Armentieres Ave, Milperra NSW 2214	Sportsground	800m

ID	Name	Address	Type	Within distance from site
13	Ashford Avenue Family Practice	3/126 Ashford Ave, Milperra NSW 2214	Medical centre	400m
14	Horsley Reserve	235 Horsley Rd, Panania NSW 2213	Park	>800m
15	Panania North Public School	202-204 Bransgrove Rd, Panania NSW 2213	Primary school	>800m
16	Mount St Joseph Catholic College Milperra	273 Horsley Rd, Milperra NSW 2214	Secondary school	800m
17	Accredited Civil Training	28/245-254 Horsley Road, Milperra NSW 2214	Training provider	800m
18	Brighter Beginnings Family Day Care	20 Somme Crescent, Milperra NSW 2214	Long day care	800m

There are two child care centres located within 800 metres of the site. The Western Sydney University Early Learning Bankstown is approximately 350 metres south of the site, and Brighter Beginnings Family Day Care is approximately 750 metres south of the site. In addition, two child care centres located just outside an 800 metres radius of the site to the south. The proposal may result in increased demand for childcare once operational, however any increase in demand would likely be spread around these existing facilities.

Milperra Reserve is an oval and sports ground located on Bullecourt Avenue within 400 metres of the site. There are also additional open space and recreational facilities located within an 800 metre radius of the site including Beatham Reserve, Frank Moulang Reserve, Ashford Reserve, and the Bankstown Gold Club. These are unlikely to be impacted by the proposed development given their distance from the site.

The social infrastructure within a 400 metre radius from the site is more likely to be affected by any impacts from the development. Within 400 metres of the site, existing social infrastructure is limited to the Ashford Family Medical Practice, Milperra Reserve, and Western Sydney University Bankstown Campus. However, it is unlikely that the proposed development at the site would have any significant impacts on these facilities.

3.6 Neighbouring developments

HillPDA investigated both recently submitted and recently determined Development Applications (DAs) in the vicinity of the site. The search of Canterbury-Bankstown's DA tracker revealed several development proposals within close proximity to the site (as at early August 2022) including:

- DA-191/2022 (in progress) – 2 Ashford Avenue, Milperra
  - Proposed change of use of the existing site from an air conditioner manufacturing facility to a vehicle sale and hire premises.
  - Located approximately 400 metres northwest of the site.
- DA-627/2021/A (approved) – 184 Milperra Road, Revesby
  - Demolition of existing warehouse building, construction of a multi-unit warehouse facility, car parking, signage and associated landscaping.
  - Located approximately 480 metres east of the site.

The above DAs involve a change of use of an industrial facility at 2 Ashford Avenue, Milperra, and the construction of a new warehouse facility at 184 Milperra Road, Revesby. The relevant sites are located within 500 metres of the site boundary. If approved and constructed, these developments could contribute to cumulative social impacts by increasing the nearby resident and worker population, increasing vehicle movements, and adding sensitive receivers.

HillPDA also identified several DAs applying to dwellings in the residential areas of Milperra. These DAs involve the construction and demolition of dwellings, or alterations and additions to existing dwellings on residential

properties located at least 500 metres from the site. As such, due to the minor nature of these DAs, it is unlikely that any social impacts would be altered if they were approved and implemented.

It is also noted that no other active SSDAs have been identified in proximity to the site.

3.7 Key insights

The site is located in an industrial precinct and surrounded by other industrial developments. The study area is notable for:

- A smaller proportion of households speaking a language other than English at home than Greater Sydney, and a higher percentage of residents born in Australia
- A large proportion of the dwellings are separate houses with 3 or more bedrooms, much higher than the rates in Greater Sydney as a whole
- A large number of advantaged areas and no highly disadvantaged areas within the study area
- Higher rates of vehicle ownership than Greater Sydney, suggesting many residents commute by car
- The Milperra industrial precinct supported over 3,000 local jobs in 2016, with the largest industries of employment being in Manufacturing, Wholesale Trade, and Construction
- Almost 80 per cent of local workers in the Milperra industrial precinct commuted from outside of the Canterbury-Bankstown LGA, most commonly from the Liverpool, Campbelltown, and Sutherland, LGAs
- The nearest residential receptors are located at least 400 metres from the site. Considering that the proposal is consistent with the existing land use at the site (albeit an intensification of that use), it is unlikely that they would be significantly impacted
- Proximity to some areas of crime near the site, though analysis of the data showed that crimes rates in the study area are similar to or lower than the rates for the LGA and NSW. Additionally, an increase in workers on site and moving around the area may help to provide passive surveillance in the area to contribute to reduced levels of crime
- Due to its location within the Milperra industrial precinct, there is limited social infrastructure in proximity to the site. Existing facilities are unlikely to be affected by the proposal, however there may be increased demand for child care once the proposal is operational.

STAKEHOLDER ENGAGEMENT

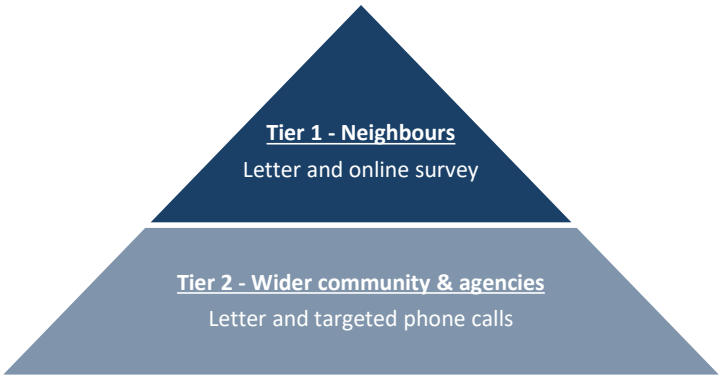
4.0 STAKEHOLDER ENGAGEMENT

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 DPE's *Undertaking Engagement Guidelines for State Significant Projects.*[6] The method and outcomes of the stakeholder engagement process are summarised in this section.

4.1 Method

HillPDA identified the stakeholder groups relevant to the engagement for this proposal utilising a two-tiered system, as shown in Figure 13 below.

Figure 13: Engagement method by stakeholder group



Source: HillPDA

Tier one stakeholders were identified by proximity to the site by using GIS mapping, as shown in Figure 14. This group consisted of the site's immediate neighbours within the industrial precinct, which all share a similar industrial footprint. 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 and posted letters containing a links to an online project landing page and online survey, enabling tier one stakeholders to engage with the project.

[6] NSW DPE (2021), *Undertaking Engagement Guidelines for State Significant Projects*

Figure 14: Stakeholder engagement distribution overview

Source: HillPDA, Google Maps (2022)

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 email letter. Consultation with stakeholders will also occur as the proposal progresses through the SSDA process including during public exhibition.

4.2 Outcomes

4.2.1 Survey responses

The survey of neighbouring premises was conducted between 22 July 2022 and 18 August 2022; a period of 27 days. In total, 70 premises received the letter to occupants and invitation to complete the online survey.

The project's online survey landing page received a total of 84 unique visitors, suggesting that the engagement approach was effective in informing neighbouring premises about the proposed development. Four of these visitors elected to view one or more of the images accompanying the textual information about the project. Zero users elected to complete the survey or make a submission in relation to the project, suggesting a low level of concern with the proposal.

In addition to the distribution outlined above, Western Sydney University was contacted on 21 July 2022 and 29 July 2022 and provided with an opportunity to input into the engagement. No response was received.

4.2.2 Agency engagement

The agencies and organisations listed in Table 13 were emailed a letter outlining the proposal on 21 July 2022. Agencies that did not provide a response were sent an additional email on 29 July 2022. In addition to this, some agencies and organisations were contacted by the proponent or other consultants working on the proposal. Any relevant findings from these works are included in the summary. The table below contains the response provided by the agencies.

Table 13: Tier two stakeholder engagement summary

Stakeholder group	Organisation(s)	Contact detail and matter(s) raised	Proposal response
Indigenous community	Aboriginal and/or Torres Strait Islander communities	• Engagement with Aboriginal stakeholders was undertaken by Austral Archaeology to inform the Aboriginal Cultural Heritage Assessment (ACHA) process and methodology. • On 1 June 2022, Austral Archaeology contacted Heritage NSW, Gandangara Local Aboriginal Land Council (GLALC), NSW Local Land Services, Canterbury-Bankstown Council, and the National Native Title Tribunal, seeking information about potential Aboriginal stakeholders. Heritage NSW responded with a list of potentially interested stakeholders, and GLALC responded signalling their interest in participating. • Austral Archaeology placed an advertisement in the Canterbury Bankstown Torch (a local newspaper) requesting that parties with cultural knowledge register their interest in the project. • A total of 13 parties were confirmed as registered Aboriginal stakeholders for the project, and on 15 July 2022, information about the proposal and Austral Archaeology's proposed project methodology was provided to those parties for comment (within a 28 day window). • Four registered Aboriginal stakeholders provided comment on the proposed methodology, with all in support. • One registered Aboriginal stakeholder provided additional comment, noting the cultural importance of waterways in the Milperra area (due to their provision of flora and fauna resources) and expressed their desire for the care and rejuvenation of these resources. Additionally, one registered Aboriginal stakeholder noted the importance of considering natural heritage during site surveys. • On 15 September 2022, Austral Archaeology distributed the draft ACHA to registered Aboriginal stakeholders for review. Registered Aboriginal stakeholders had a 28 day period to provide comment, and this process was finalised on 13 October 2022. • Four registered Aboriginal stakeholders provided a response to the draft ACHA. Three of the four noted their support for the report, whilst a fourth noted only that any artefacts found on site during construction should be buried in a safe place on site. • A copy of the final ACHA was lodged with all registered Aboriginal stakeholders on 13 October 2022.	• The proposal would retain mature eucalypt trees on the site. • The recommended mitigations of the ACHA will be adhered to in the result of any construction works at the site. • Additional engagement with registered Aboriginal stakeholders would be undertaken as required by any unexpected findings during construction works at the site.
	Department of Planning and Environment –	• The proponent attended a scoping meeting with DPE on 20 June 2022. Key matters raised included assessment of contamination at the site, noise	• Discussions informed project design, request for SEARS, and SSDA.

Stakeholder group	Organisation(s)	Contact detail and matter(s) raised	Proposal response
NSW Government agencies	Planning, and Climate Change and Sustainability	modelling and truck movements, traffic impacts, and potential impacts to Bankstown Airport.	
	Transport for NSW (RMS)	• On 22 June 2022, the proponent's traffic consultants Colston Budd Rogers & Kafes contacted TfNSW requesting their input into the proposal. • Response was received on 11 July 2022, which suggested that TfNSW would be happy to have a meeting following the preparation of the TAIA. • Following receipt of the above, Colston Budd Rogers & Kafes contacted TfNSW's Land Use Planner to advise the following: – that industry specific SEARs were being used for this project, and DPIE may not contact TfNSW regarding the development prior to lodgement. I provided TfNSW a copy of the SEARs; – that the proposed development is in a large existing industrial area, is permissible and would have only a modest traffic generation; and – that the development does not front any classified roads which would require TfNSW concurrence for access. • Colston Budd Rogers & Kafes questioned whether TfNSW thought it was necessary to have a meeting, and indicated they would be happy to meet if required. TfNSW indicated they would provide a response to confirm. • Colston Budd Rogers & Kafes have followed up with a number of phone calls, but have not heard back from TfNSW.	• None required.
	NSW Environment Protection Authority	• Letter was emailed to EPA on 21 July 2022. • Response received 16 August 2022 • The NSW EPA advised that they had no comment on the proposed development.	• None required.
	NSW Fire and Rescue	• Letter was emailed to NSW Fire and Rescue on 14 September 2022. • Response received 15 September 2022. • NSW Fire and Rescue advised HillPDA that they did not respond to consultation undertaken outside of NSW DPE's Planning Portal.	• None required. The proponent's Fire Engineer will engage with NSW Fire and Rescue during preparation of the Fire Engineering Brief Questionnaire and Fire Engineering Report to ensure that the building is compliant with NSW Fire and Rescue requirements.

Stakeholder group	Organisation(s)	Contact detail and matter(s) raised	Proposal response
Local Government	Canterbury-Bankstown Council	• On 20 June 2022, the proponent emailed a Canterbury-Bankstown Council representative providing details of the proposed development and requesting Council's input into the development process including a pre-DA meeting. • The proponent attended a Pre-DA meeting with Canterbury-Bankstown Council on 8 July 2022. • The proponent provided elevations and sections of the proposed development to Council for comment on 9 August 2022. • Willowtree Planning followed up with Council representatives on 22 August, 29 August, and 5 September 2022 to confirm meeting minutes and receive any comments on the documents provided. • On 13 October 2022, Willowtree Planning received agreed meeting notes from Council. • The notes confirmed that the proponent and Council discussed a wide range of matters in relation to the proposal. Key matters included: – Concerns relating to the bulk, scale, and height of the proposal in relation to existing development in the area – The importance of façade articulation and the 10 metre landscape setback to improve the proposal's relationship with the street – Traffic impacts and modelling – The anticipated extent of cut and fill requirements and the consideration of any changes to flooding impacts – Waste management and servicing • In addition to the above, Council raised various compliance matters such as parking, development near the Bankstown Aerodrome, and driveway and pedestrian access to the site. Council also noted a range reporting and considerations that should be undertaken.	• The proponent has advised that: – Matters raised in the Pre-DA meeting have been considered and changes to the project design or scope of works are reflected in the SSDA – Reporting requirements and considerations raised in the Pre-DA meeting have been incorporated into the EIS for this proposal. • The proponent will continue discussions with Canterbury-Bankstown Council through the assessment process.
Utility service providers	Ausgrid	• Email letter sent to Ausgrid on 21 July 2022. • Response received 16 August 2022 • Ausgrid informed HillPDA that they had no comment to make on the proposal at this stage other than noting that the EIS package would need to address SEARs item 21 (Infrastructure Requirements and Utilities).	• As per the Service Infrastructure Assessment prepared to accompany the proposal by LandPartners Pty Ltd (dated August 2022),[7] the proponent's electrical design consultant has lodged an application with Ausgrid to determine the required level of supply for the development. • The proponent would undertake any works required to adequately supply the site with electricity.

[7] LandPartners Pty Ltd (August 2022), *339-349 Horsley Road, Milperra – Service Infrastructure Assessment*.

Stakeholder group	Organisation(s)	Contact detail and matter(s) raised	Proposal response
	Sydney Water – Growth Planning Team	• Email letter sent to Sydney Water on 21 July 2022. • Response received 4 August 2022 • Sydney Water advised that a range of water provision considerations be addressed at the exhibition stage, including projected service demands and relevant approvals. • Additionally, LandPartners Pty Ltd undertook a Service Infrastructure Assessment for the site. This included a request for a Statement of Available Pressure and Flow, sent to Sydney Water on 24 June 2022. • A response was received on 4 July 2022, detailing the level of water service available to the site.	• None required. The Service Infrastructure Assessment confirms reasonable water flow is available from a nearby water main pipe. That assessment also confirmed that the site has access to adequate waste water servicing.
	Telstra	• Email letter sent 21 July 2022. • Response received 21 July 2022 • Telstra advised HillPDA that NBNCo were responsible for telecommunications service to the proposed development and therefore provided no comment.	• None required. The Service Infrastructure Assessment confirms that the site has access to adequate existing service from NBNCo.
	NBNCo	• Email letter sent 21 July 2022. • Response received 2 August 2022 • NBNCo informed HillPDA that NBNCo had available infrastructure to service the proposed development, and that any infrastructure within the development would be the developer's responsibility.	• None required. The Service Infrastructure Assessment confirms that the site has access to adequate existing service from NBNCo.
	Bankstown Aerodrome (Sydney Metro Airports)	• The proponent notified Sydney Metro Airport Bankstown regarding the proposed development. • Response received 11 July 2022. • The response indicated no concerns regarding height of proposed buildings, and referred the proponent to the RL51 metre height limit for any crane operations required to support the construction of the proposal.	• Ensure that any works at the site comply with relevant height limits for crane operations during construction.

4.3 Summary

Generally, the engagement process suggested a lack of interest in the proposal from the local community. Though a small number of users interacted with the online material provided alongside the online survey, the survey itself received zero responses. Additionally, agencies that were contacted typically either advised HillPDA that they would address the proposal at the SSDA stage or shared information relevant to their interests in the development process more generally. Engagement undertaken with Canterbury-Bankstown Council by the proponent suggested that Council was interested in a selection of matters related to the proposal. The proponent will continue to engage in discussions with Council on these matters through the development process.

In addition, the consultation activities undertaken with registered Aboriginal stakeholders on behalf of the proponent showed a level of support for the heritage investigations at the site, as well as the report findings and recommendations. That no significant matters were raised in this process is perhaps indicative of the highly disturbed nature of development at the site and lack of potential archaeological significance.

Overall, these results imply that the community understands that the proposal reflects the existing environment and are comfortable with this, as despite the increased intensity of use at the site, the land use would continue should the proposal be constructed.

SOCIAL IMPACT ASSESSMENT

5.0 IMPACT ASSESSMENT AND PREDICTION

This section details the potential social impacts to arise from the proposed development. The assessment is informed by the analysis from the previous chapters and scoping of potential impacts using 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 (refer to Table 7).

5.1 Scoping

Should the proposed development be constructed, the social impacts that may arise would be influenced by:

- The social and geographic context of the site
- The construction process, final built form, and operations of the proposed development
- Any measures put in place to mitigate against identified 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
- Culture
- Health and wellbeing
- Surroundings
- Livelihoods
- Decision-making systems.

5.2 Area of influence

The potential social impacts of the proposed development can extend beyond the immediate surroundings of the site, as shown in Table 14.

Table 14: Area of influence of potential impacts

Impact type	Local Community	Broader Community
Amenity	• Construction disturbance • Noise	• Increased truck movements on the road network
Access	• Traffic volumes • On street parking • Manoeuvring of large vehicles	• Increased access to goods • Improved efficiencies in supply chains and distribution of goods
Built environment	• Visual impact and local character • Public domain • Development of underutilised site/efficient use of infrastructure	• Ongoing design improvements in logistics and warehousing • Maximise use of available serviced land supply
Heritage	• Potential impacts to European heritage items • Potential impact to Aboriginal heritage items	• Cultural heritage
Community	• Health • Safety • Increased demand for local services and facilities	• Increased demand for district and regional facilities and services
Economic	• Job creation • Livelihood • Increased local spending/flow on effects	• Economic performance • Efficient distribution of goods regionally, nationally and internationally
Natural Environment	• Protection and enhancement of local natural features	• Carbon emissions (through increased truck movements)

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

5.3 Amenity

Amenity has 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 of offensive odours. It also has psychological and social components.

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

5.3.1 Construction

Construction activity has the potential to affect the amenity of the surrounds and impact on the local community (especially sensitive receivers). During construction, workers at neighbouring premises, visitors to the industrial area, and members of the community who may pass through by area may be affected by amenity impacts through:

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

These activities may reduce the pleasantness of the environment and be a source of disturbance, irritation and nuisance. Sensitive receivers are most prone to being affected by these activities, and typically include residences, childcare or education facilities, and other operations that may be more susceptible to amenity impacts from construction works. In this instance, the site is surrounded by other industrial and commercial premises and sufficiently separated from any sensitive receivers.

An indicative Construction Traffic Management Plan (CTMP) was prepared by Colston Budd Rogers & Kafes to guide the development of a full CTMP, to be delivered when the project progresses further.[8] The CTMP identified that hours of works would be limited to standard construction working hours, with works restricted to 7:00am-6:00pm from Monday to Friday, 8:00am-1:00pm on Saturday, with no works to be undertaken on Sundays or public holidays. Whilst these standard construction hours may be beneficial in addressing concerns and potential amenity impacts in residential areas, impacts associated with construction works at the site would be limited to times when workers and visitors would be likely to be attending the site – i.e. during standard construction hours. Therefore, this minor impact would not be mitigated by restricting working hours during construction.

A Noise and Vibration Impact Assessment (NVIA) was prepared by RWDI to accompany the proposal.[9] The NVIA identified eight representative noise receivers 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 at all representative receivers, and that road traffic noise generated by the proposal during construction would be minimal and within all relevant guidelines. Nonetheless, RWDI recommended a selection of noise controls to reduce any noise or vibration impacts from the construction phase (refer to Section 5.10.1). These controls may partly mitigate the amenity impact from construction noise and vibration to workers and visitors at neighbouring premises.

[8] (Colston Budd Rogers & Kafes, 2022)
[9] (RWDI, 2022)

With the above mechanisms in place, and noting that noise and vibration impacts to amenity from construction would be short term, it is deemed that the social impacts to amenity would be "possible" with a "minor" magnitude, thereby presenting "low" social risk.

5.3.2 Operation

Exposure to noise from operations at the site could affect the function of neighbouring businesses and operations, especially where a business is dependent on a quiet environment. Noise can 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. In the case of the site, noise arising from the proposal may be likely to impact workers at neighbouring businesses, for example where workers desire a quiet environment to relax on a break, or whilst attending a meeting.

The NVIA prepared by RWDI found that noise emissions from the operational phase of the project would comply with relevant regulatory guidelines, and additional road traffic noise generated from the proposal would be minimal. Importantly, the NVIA noted that even the loudest noises likely to occur during night time operations at the site, in favourable meteorological conditions, would easily comply with the relevant requirements for the nearest residential receivers.

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

5.4 Accessibility

5.4.1 Access to property

The proposed development would make no change to the existing access arrangements in the locality. Vehicular traffic to the proposed development would be via existing roads, and there is unlikely to be obstruction on existing roads. The proposal would include three driveway access points to Horsley Road including one shared truck/car entry, one shared truck/car exit, and one car entry/exit. The inclusion of three access points (including one that excludes trucks) would enable efficient access to and from the site.

The indicative CTMP notes that during construction, vehicular access to the site would be provided via the existing access points on Horsley Road, thereby resulting in no impact to property access for other premises. The proposal would include on-site parking for 174 cars, the majority of which would be located along the eastern and western boundaries of the site, with a smaller number along the northern and southern boundaries. This level of parking provision aligns with Council requirements and relevant standards, and would significantly reduce the risk of workers and visitors at the site relying on street parking or parking shared with nearby premises, negating impacts to access for nearby premises. The proposal would also provide 20 bicycle parking spaces, which would help encourage active transport to the site.

On the basis of the 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.

5.4.2 Utilities

A Service Infrastructure Assessment was prepared by LandPartners to accompany the proposal, dated August 2022.[10] That report found the site is currently connected to potable water and waste water, electricity, telecommunications, and gas, and that these services were all capable of meeting the needs of the proposal. It

[10] (LandPartners, 2022)

also identified that pad-mounted substations would be required to be installed as part of the proposed development. An application to decommission the existing substation and install a new substation is being prepared by the electrical consultant for lodgement with the relevant provider.

Though short-term impacts to neighbouring premises' ability to access utilities services may be possible during the construction phase of the project, any impacts would be short term and arranged with the affected parties in advance.

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

5.4.3 Road, rail and public transport

Additional vehicle movements associated with the construction or operational phase of the proposed development have the potential to result in social impacts. 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.

A Transport and Accessibility Impact Assessment (TAIA) was prepared by Colston Budd Rogers & Kafes, dated September 2022.[11] The indicative CTMP included in the TAIA suggested that construction of the proposal would generate a low level of traffic, up to 40 construction vehicles per day or roughly five construction vehicle movements per hour. The TAIA considered that the existing road network would accommodate this increase with minimal impacts.

The TAIA noted that traffic generated by the proposed development would have its greatest effects during weekday morning and afternoon peak periods. The TAIA determined that the proposal would generate an additional 60 vehicles per hour during weekday morning and afternoon peak hours. Compared to the previous uses on the site, the proposed development would increase traffic generation by between 20 to 35 vehicles per hour. The TAIA considered that the existing road network would be able to cater for the traffic from the proposed development.

The analysis by Colston Budd Rogers & Kafes indicated that the additional traffic volumes outlined above would not result in material changes and that intersection performance would remain unchanged. Colston Budd Rogers & Kafes also note that a Green Travel Plan (GTP) would be prepared prior to occupation of the proposal, which would aim to achieve the following:

- Identify existing bus routes and the location of bus stops, and work with bus operators to improve services
- Encourage public transport use by employees and visitors through the provision of information, maps and timetables in a site travel plan
- Encourage walking and cycling by including maps showing walking and cycling routes, including adjacent to and near the site
- Encourage cycling by providing safe and secure bicycle parking and the provision of bicycle parking for employees.

Considering the above factors and with mitigations in place, the potential for social impacts to access to arise from increased traffic and changes in vehicular movement is considered "unlikely", and the magnitude of any transport impacts is considered "minor". Therefore the assessed social risk is "low".

[11] (Colston Budd Rogers & Kafes, 2022)

5.5 Built environment

Potential impacts to the built environment can impact on way of life, local character and the community's sense of connectedness to a place. To consider these impacts, a Landscape and Visual Impact Assessment (LVIA) was prepared by Habit8, dated September 2022.12 The LVIA concluded that the proposed development would have a minor overall impact through changes to views for a small number of properties, including adjacent industrial properties to the north, west and south of the site.

This potential impact would be mitigated through the proposed planting of tall native canopy trees, screening shrubs and groundcovers, which following maturity, would provide a dense screen to help to soften and screen the development. The significance of any change would also be low, considering the existing development at the site is of a similar type. In addition, the LVIA also determined that the proposed development would have negligible visual impact on the nearest residential properties.

The public domain plays an important role in supporting public and community life, in this instance, largely affecting the experience of vehicles, pedestrians, and bicycle users as they pass the site. The potential for the proposed development to impact on the public domain would be confined to roadways and the aesthetic quality of the areas immediately surrounding them, including footpaths. The LVIA concluded that whilst passing vehicles, pedestrians, and bicycle users would experience a moderate change in views, the proposed development would represent a continuation of the surrounding character of the industrial area. Additionally, no social infrastructure was identified near the site (refer to section 3.5) that could be impacted by a change to its built environment context.

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 are therefore deemed to present "low" social risk.

5.6 Heritage

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

In light of the above, Austral Archaeology prepared a Statement of Heritage Impact (SoHI) to accompany the proposal.[13] The SoHI identified that there were no heritage values within the study area, and that the nearest heritage item was located approximately 850 metres south-west of the study area – a locally-listed heritage item associated with a former solder settlement, founded by the NSW Government in 1917. Due to the separation of the site from the heritage item, it was determined that the proposal is unlikely to have any impacts on heritage values. Consequently, impacts to community character or identity through changes to heritage are unlikely.

Austral Archaeology also prepared an Aboriginal Cultural Heritage Assessment (ACHA) to accompany the proposal.[14] A search of the Heritage NSW Aboriginal Heritage Information Management System (AHIMS) database was undertaken, which identified 116 previously recorded sites within a five kilometre radius of the study area, generally associated with the Georges River. Austral Archaeology also conducted an archaeological survey which did not identify any Aboriginal sites across the study area. It was noted that the site and surrounds have been extensively modified, resulting in a low likelihood of Aboriginal cultural values being associated with the site. The ACHA concluded that that the entirety of the study area is considered to be of low archaeological potential to contain Aboriginal cultural heritage. Austral Archaeology concluded that the proposed works would not harm or impact any known heritage values.

[12] (Habit8, 2022)
[13] (Austral Archaeology, 2022)
[14] (Austral Archaeology, 2022)

Austral Archaeology also undertook consultation activities with representatives of the local Aboriginal communities to support and inform the ACHA. Austral Archaeology liaised with a selection of government agencies and Aboriginal bodies to identify potentially interested Aboriginal stakeholders, as well as placing a newspaper advertisement. 13 parties registered as Aboriginal stakeholders and provided input to the ACHA methodology. Of the registered Aboriginal stakeholders that provided input to the ACHA methodology, three supported it, and three raised additional matters including:

- the importance of waterways to Aboriginal cultural heritage in Milperra, associated with their flora and fauna resources
- encouraging the protection of natural heritage present at the site
- identifying that they held relevant cultural knowledge for the area and would like to be considered for any future field work at the site.

It is noted in the ACHA that mature eucalypt trees at the site would be protected during any construction process, which may help to address some of the above matters.

The draft ACHA was provided to registered Aboriginal parties for review and comment. A total of four responses were received, with three endorsing the ACHA and one party requesting that any artefacts uncovered at the site be buried on site. The final ACHA was lodged with the registered Aboriginal parties.

In summary, works undertaken by Austral Archaeology in relation to the site have identified that it has low historic and Aboriginal cultural heritage value. The SOHI and ACHA identified that standard mitigation measures (including ceasing works if archaeological discoveries were made, and contacting relevant experts and authorities as required) would be sufficient to address the level of risk associated with works at the site. Therefore, the proposal represents a “minor” social risk with an “unlikely” likelihood, therefore presenting a “low” social risk.

5.7 Community

5.7.1 Health and wellbeing

Health and wellbeing includes both physical and mental health. Key considerations may include:

- Vulnerability to social exclusion or substantial change
- Psychological stress resulting from financial or other pressures
- Access to open space
- Effects on public health.

The proposal, while relatively isolated from more sensitive residential land uses, could have potential health and wellbeing impacts to workers at surrounding businesses. Should the proposal be constructed, it could also cause health hazards arising from the disturbance of any hazardous substances during the construction phase.

An Air Quality Impact Assessment (AQIA) was prepared by RWDI to accompany the proposal, dated 16 August 2022.[15] The AQIA concluded that the construction phase could be adequately managed so that the short-term and temporary dust related impacts would remain low risk. With respect to the operational phase, the AQIA determined that the proposal is unlikely to have any adverse impacts on sensitive receptors. The AQIA provided a selection of mitigation measures to implemented should the proposal be constructed, including enabling communication (including complaints and incidents recording) with nearby stakeholders, monitoring air quality, suppression measures, and management of vehicles (i.e. covering loads).

Considering the location of the site and the implementation of relevant mitigation measures, the proposal represents a “minor” social risk with an “unlikely” likelihood, therefore presenting a “low” social risk.

[15] (RWDI, 2022)

5.7.2 Safety

Developments can increase or decrease perceived and actual safety. The earlier investigation of the community identified crime hotspots for some crimes in the surrounding areas, though none of these were collocated with the site (see section 3.4). Further analysis revealed that crime rates in the study area are similar to or lower than the rates for the Canterbury-Bankstown LGA and NSW.

The proposed development would be constructed to be secure and illuminated, which would assist in increasing perceived and actual safety in the vicinity. The proposed development could also improve activation of the area following increased intensity of development at the site. Additionally, the proposed 24/7 operation of the facility may boost passive surveillance, increasing activity at the site and surrounds throughout the day.

On the basis of the above, the operation of the proposal is considered to result in "possible" benefits to safety with a "minimal" level of impact. The proposed development therefore presents a "low" social benefit in terms of safety.

5.7.3 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 an industrial area. As such, the proposal is considered to be consistent with the locality and surrounding development, and is located away from residential development, thereby having a minimal effect on the community. By creating additional employment opportunities (as outlined in section 5.8), the proposed development would provide benefits to community cohesion and resilience by adding many 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 3.2, 11.1 per cent 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.

5.8 Economic

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

The construction of the development would 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 would also likely 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.

A cost summary report was prepared by Tactical Group, dated September 2022.[16] The report estimated that construction of the proposal would have a total employment output of 291 jobs per year (the number of full-time jobs of 1 year in length). The report also estimated that operation of the project would generate 556 jobs per year as a conventional warehouse, or 457 jobs per year as a semi-automated warehouse, significant employment numbers that would have flow-on effects for local businesses. The proposed development

[16] (Tactical Group, 2022)

therefore stands to make a positive contribution to the livelihood of residents across local area and 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.

5.9 Natural environment

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

The site has existing structures located within its boundaries and is significantly altered from its natural state. As the site is an existing industrial development situated in an industrial precinct, the proposed changes would be expected to be in alignment with stakeholders' understanding of the area.

The LVIA shows that construction of the proposal would involve site preparation works, including removal of some existing trees (though others would be retained). The proposal would also include plantings of a number of canopy trees will be planted along the site boundaries in the north, east, south, and west setbacks, and almost all planting is proposed to be native with a large proportion of endemic species. The retention of selected existing trees and proposed tree planting would form a canopy screen that improves on the existing buffer of scattered and separated trees.

The Landscape Plan prepared by Habit8, dated 6 September 2022, shows that the proposal will also include approximately 3,200 square metres of landscaped areas along the site boundaries. Habit8 suggest that the landscape will be enhanced through the introduction of new landscaped setback areas that do not currently exist.

Overall, positive changes to the natural environment resulting from the proposed development would therefore be considered "likely", with the level of impact considered "minor". As such, the proposal presents a "medium" positive social impact.

5.10 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.

5.10.1 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.

An evaluation of social impacts and the proposed mitigation response during the construction phase is summarised in Table 15.

Table 15: Construction phase: social impact evaluation and mitigation response

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
Dust from construction activity could 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: – Communications (implement stakeholder communications plan, display relevant contact details, implement dust management plan) – Site management (complaints and incidents recording) – 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, covering vehicles, haul route inspections, wheel washing system, locating access gates away from sensitive receivers).	Unlikely + Minor = Low
Clearing of trees on the site required to facilitate the construction of the proposed development would temporarily reduce the quantity of natural environment features in the surroundings of the site, reducing aesthetic value and amenity.	Almost certain + Minimal = Low	• Retain street trees where possible.	• Implement the Landscape Plan, increasing the setback plantings and street tree canopy.	Likely + Minor (positive) = Medium (positive)
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. This impact is most likely to affect workers at neighbouring businesses.	Likely + 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 where 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: – Training should include noise awareness component, community consultation and response to complaints. – 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. – Where practical, the layout and positioning of fixed noise-producing plant and activities away from the nearby receivers. – Where practical, minimise the number of tools and machines operating simultaneously. – Where possible, plant and equipment with a low sound power level should be selected while still maintaining efficiency of function. • Implement the recommended controls from the Noise and Vibration Impact Assessment for vibration:	Possible + Minor = Medium

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
			– Maximising the offset distance between high vibration plant items and nearby buildings. – Substitution by alternative equipment, plant, and processes. – Reduction vibration settings levels when operating the vibratory roller nearby buildings. – Consultation with affected residences and business owners. • Adhere to Conditions of Consent for permitted hours for demolition works. • Implement the recommended action from the CTMP and limit works to standard construction hours to: – Monday to Friday (other than Public Holidays): 7:00am to 6:00pm – Saturday: 8:00am to 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.	Unlikely + Minor = Low	• 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 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 indicative CTMP, including: • complete a full CTMP at the appropriate time • all construction activity to be provided for on-site or within on-street work zones • the construction activity to be coordinated with the construction of other developments in the vicinity of the site where required • construction vehicle access to be provided from Horsley Road, via the existing site driveways • construction hoarding/fencing and scaffolding to be erected around the construction site, with overhead protection provided where required • construction work to be restricted to the approved hours of construction. Any work outside the approved hours would be subject to prior approval from Canterbury Bankstown Council • the movement of trucks on and off the site to be managed and controlled in accordance with a safe work method statement and appropriate traffic control plans • truck movements to and from the site to be restricted to the designated truck routes • trucks to enter and exit the site in a forward direction • construction access driveways, including pedestrian activity across the driveways, are to be managed and controlled by qualified traffic controllers where required • warning signs to be utilised in the vicinity of the site • pedestrian arrangements, construction activity, erection of safety fencing, and construction signage is to be provided in accordance with relevant standards and requirements.	Unlikely + Minor = Low
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
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 CTMP, including: • Construction worker car parking to be provided on-site near the south eastern corner of the site • Construction workers to generally travel to and from the site outside the on-road peak hours.	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 Canterbury-Bankstown LGA as well as from outside the LGA.	The Cost Summary Report has estimated that construction of the proposal would have a total employment output of 291 jobs per year (the number of full-time jobs of 1 year in length).[17] This would provide 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 Noise and Vibration Impact Assessment including: • Contact details should be displayed on the site boundary fence to enable community members to access information about the proposal during construction • Where a complaint has been received, measures should be undertaken to investigate the complaint, the cause of the complaint, and changes to work practices implemented in response.	Unlikely + Minor = Low
Potential impact on community and culture through fear of impacts to historical cultural heritage sites during construction.	Very unlikely + Minimal = Low	None	Implementation of recommended measures from the SoHI, including: • No further historical heritage assessment is required within the study area • If historical archaeological relics not assessed or anticipated are found during the works, all works in the immediate vicinity are to cease immediately and the Heritage Division be notified. A qualified archaeologist is to be contacted to assess the situation and consult with Heritage NSW regarding the most appropriate course of action • Should the actual development be altered significantly from the proposed concept design, then a reassessment of the heritage impact may be required • A copy of the SOHI should be lodged by the proponent in the local history section of the local library.	Very unlikely + Minimal = Low
Potential impact on community and culture through fear of impacts to Aboriginal cultural heritage sites during construction.	Unlikely + Minor = Low	• Engagement with Local Aboriginal Land Council • Adherence to requirements under AHIP (if required)	Engagement with the local Aboriginal community undertaken through the Aboriginal Cultural Heritage Assessment (ACHA) enabled the community to provide input into Aboriginal cultural heritage management at the site. Works at the site should implement the recommendations from the ACHA, including: • No further assessment or works are required to be undertaken for the study area.	Unlikely + Minor = Low

[17] (Tactical Group, 2022)

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
			• In the event that unexpected finds occur during any activity within the study area, all works must in the vicinity must cease immediately. The find must be left in place and protected from any further harm and depending on the nature of the find, appropriate processes must be followed. • 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. • The ACHA was prepared in consultation with registered Aboriginal stakeholders. • Registered Aboriginal stakeholders were provided with an opportunity to review the ACHA prior to its finalisation. • A copy of the ACHA was lodged with all Aboriginal stakeholder groups who registered an interest in the project.	

5.10.2 Operation

This section considers impacts that may occur once construction is completed and the development is occupied and in operation. An evaluation of social impacts and the proposed mitigation response during the operational phase is summarised in Table 16.

Table 16: 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 + Moderate (positive) = High (positive)	• None (positive)	• The Cost Summary Report has estimated that operation of the project would generate 556 jobs per year (the number of full-time jobs of 1 year in length) as a conventional warehouse, or 457 jobs per year as a semi-automated warehouse.[18] This would provide incomes and salaries paid to households, much of which would be reinvested into surrounding businesses and, therefore, employees.	Almost certain + Moderate (positive) = High (positive)
Increased provision of landscaping and tree plantings on site (along the street frontages and in setbacks) would positively impact surroundings through amenity, aesthetic, and natural environment improvements.	Likely + Minor (positive) = Medium (positive)	• None (positive)	• Implement the Landscape Plan, increasing the setback plantings and street tree canopy, providing 3,200 square metres of landscaped areas.	Likely + Minor (positive) = Medium (positive)
Noise emissions from the operation of mechanical plant facilities and vehicle	Unlikely + Minimal = Low	• Locating mechanical equipment as far as practicable from noise sensitive receivers	The Noise and Vibration Impact Assessment confirmed that operational noise would be within all relevant guidelines, including during night	Unlikely + Minimal = Low

[18] (Tactical Group, 2022)

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
movements could potentially impact residents, workers, business, and students (on site and surrounding) enjoyment of surroundings, way of life and health and wellbeing		• Using in-duct treatments such as internally lined ductwork or silencers • Building barriers or enclosures around equipment.	time operations. However, the following mitigation and management measures have also been recommended: • Turning off all engines when not required • Where possible, schedule heavy vehicle movements to day and/or evening periods • Minimise use of reversing alarms or alternatively installing "squawkers" for forklifts • Training of staff and employers should include noise awareness component, community consultation and response to complaints • Keeping roller shutter doors closed when not in use	
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, including two within 800 metres of 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 Bankstown Development Control Plan 2015 requires 1 car space per of 300 square metres of gross floor area for warehouse or distribution centres. The proposal would meet these parking requirements under the DCP. • The proposal provides parking for 20 bicycle parking spaces and 20 motorcycle parking spaces.	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 • Information regarding public transport options is to be made available for workers on site.	• The TAIA identified that the level of service at nearby intersections would not be materially affected by the increased vehicle movements.	Unlikely + Minor = Low
Increased intensity of development at the site and the proposed 24/7 operations at could improve passive surveillance in the area, increasing safety.	Possible + Minimal (positive) = Low (positive)	• None (positive)	• The proposal would be constructed and operated to be secure and well-illuminated. • 24/7 operations at the site would increase the level of activity in the area outside regular business hours, improving passive surveillance.	Possible + Minimal (positive) = Low (positive)

ENHANCEMENT, MITIGATION AND RESIDUAL IMPACTS

6.0 ENHANCEMENT, MITIGATION AND RESIDUAL IMPACTS

Activities associated with the construction and operation of the proposal have the potential to be disruptive to the day-to-day lives of residents, workers, visitors and businesses in the surrounds. However, these activities can be effectively mitigated through the implementation of a range of measures, as well effective coordination and planning of potentially disruptive activities.

The potential social impacts that could result from the construction and operation of the proposal are generally considered to have been sufficiently mitigated:

- The impacts to health, wellbeing and amenity arising from the construction of the proposal would generally be well-mitigated by standard mitigation measures, combined with the site's location in an existing industrial area and a substantial distance from sensitive receivers.
- Potential impacts to the community would also be mitigated through relevant measures in the CTMP and AQIA, which include:
  - Implementing a stakeholder communications plan
  - Develop and follow processes for recording complaints and incidents
  - Limit construction works to standard construction hours.
- Impacts to culture through damage to items of Aboriginal or historical significance were found to be unlikely due to the extremely disturbed nature of the site, and the mitigation measures specified in the ACHA and SoHI are adequate to reduce the potential impacts if any unexpected finds occur during construction. Additionally, the preparation and finalisation of the ACHA in consultation with registered Aboriginal stakeholders strengthens its findings.
- Impacts to accessibility are unlikely as the proposed development would make no changes to the existing access arrangements in the locality, and vehicular access to the site will be via existing roads. The inclusion of three access points would also enable efficient access to and from the site, thereby reducing any potential impacts to property for surrounding premises.
- Potential impacts to the site's surroundings through changes to the built and natural environments would be mitigated through the retention and planting of trees, alongside landscaping works on the boundaries of the site. This would also help to the impacts on views from adjacent properties and passing pedestrians and motorists, while impacts to views from residential receivers are negligible.
- Monitoring would be undertaken as part of the day-to-day operation of the site. This would include the appointment of a single point of contact for complaints management and resolution to ensure that the projected social impact levels identified here are not exceeded.

There are also a number of social benefits that would arise from the proposed development proceeding:

- The proposal would contribute positively to livelihoods and social cohesion through the generation of new employment opportunities, including:
  - The generation of 291 jobs per year during the construction phase in an industry with a strong local workforce
  - The generation of either 556 jobs per year (as a conventional warehouse), or 457 jobs per year (as a semi-automated warehouse) during the operational phase
- Increased efficiency of use of an existing industrial site within an established industrial precinct, and increased economic investment in the precinct
- Flow-on benefits to other local businesses from the increased number of workers in the local area
- Positive impacts to surroundings through improved natural environment provided through landscaped setbacks and street tree additions.

Though most potential social impacts that may arise from construction and operation of the proposal were considered well-mitigated and a range of benefits were noted, HillPDA considered that the minor impacts of noise and vibration on the amenity of workers at neighbouring businesses was unable to be entirely mitigated.

CONCLUSION

7.0 CONCLUSION

This report has assessed the potential social and economic impacts arising from the State Significant Development Application for the construction and operation of a multi-storey warehouse at 339-349 Horsley Road, Milperra.

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

- The site is located in Milperra in the Canterbury-Bankstown LGA and is predominantly surrounded by other industrial developments.
- The Milperra industrial precinct supported over 3,000 local jobs in 2016, and approximately 80 per cent of local workers in the Milperra industrial precinct commuted from outside of the Canterbury-Bankstown LGA, most commonly from the Liverpool, Campbelltown, and Sutherland LGAs.
- The nearest residential receivers are located at least 400 metres from the site. Considering the proposal is consistent with the existing land use at the site and surrounds, it is unlikely that they would be significantly impacted.
- There is limited social infrastructure in proximity to the site due to its location within the Milperra industrial precinct. Existing facilities are unlikely to be affected by the proposal.
- There are two other proposals for industrial developments within the industrial precinct, however these are located at least 400 metres from the site.
- Relevant government agencies, neighbouring premises, and other stakeholders were provided opportunity to comment on the proposal. The findings of this consultation suggest that the proposal is accepted as a continuation of the existing use at the site and is an acceptable outcome.

Potential negative social impacts associated with the proposed development are centred around noise, vibration, and dust impacts for neighbouring premises, reduced parking opportunities for residents and workers, and adverse amenity impacts during the construction of the proposal. However, the social risks from the construction of the proposal were found to be mostly able to be effectively mitigated through the application of appropriate measures. Despite any mitigation measures, reductions in amenity and enjoyment of surroundings associated with the construction phase of the proposal would likely be experienced by workers at neighbouring businesses, resulting in a minor social impact to amenity.

The proposed development was found to have significant positive social impacts through the creation of 291 jobs per year during construction, and either 556 jobs per year (as a conventional warehouse) or 457 jobs per year (as a semi-automated warehouse) during operations. Additionally, the construction industry is known to be a significant driver of economic activity and employment, and any expenditure in this industry has flow-on effects to other areas of the economy. The proposal would therefore benefit the wider local and regional economy in this manner.

The proposal would also allow for a more efficient use of an existing industrial site within an established industrial precinct, increasing the potential number of workers in the local area and reducing the need for 'greenfield' industrial land. The additional workers at the site would likely also provide flow-on benefits to other local businesses, providing social benefits the local community.

Therefore, it has been determined that the proposal would have positive social impacts, whilst potential negative social impacts of the proposal can largely be managed with the implementation of appropriate 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.

REFERENCES

8.0 REFERENCES

Australian Bureau of Statistics. (2022). *ABS QuickStats*. Retrieved from https://www.abs.gov.au/census/find-census-data/.

Austral Archaeology. (2022). *Aboriginal Cultural Heritage Assessment.*

Austral Archaeology. (2022). *Statement of Heritage Impact.*

Colston Budd Rogers & Kafes. (2022). *Construction Traffic Management Plan.*

Colston Budd Rogers & Kafes. (2022). *Transport and Accessibility Impact Assessment for Proposed Warehouse Development, 339-349 Horsley Road, Milperra.*

economy.id. (2022). Retrieved from City of Canterbury Bankstown: Employment locations - all industries: https://economy.id.com.au/canterbury-bankstown/employment-locations

Habit8. (2022). *Landscape and Visual Impact Assessment Report.*

LandPartners. (2022). *339-349 Horsley Road, Milperra - Service Infrastructure Assessment.*

NSW Bureau of Crime Statistics and Research. (2022, 24 March). *Crime Mapping Tool*. Retrieved from http://crimetool.bocsar.nsw.gov.au/bocsar/

RWDI. (2022). *33-349 Horsley Road Milperra, NSW: Noise and Vibration Impact Assessment.*

RWDI. (2022). *339-349 Horsley Road Milperra, NSW: Air Quality Impact Assessment.*

Tactical Group. (2022). *SSDA Cost Summary Report: 339-349 Horsley Road, Milperra.*

Appendix A: DECLARATIONS BY AUTHORS

The *Social Impact Assessment Guideline for State Significant Projects* (SIA Guideline) prepared by the Department of Planning and Environment requires authors of SIAs to provide a declaration. The required declarations are below.

Declaration by Jesse Rowlings

This social impact assessment (SIA) relates to a proposal by Hale Capital Development Management for a two storey, multi-unit warehousing facility, at 339-349 Horsley Road, Milperra. NSW. This SIA has been prepared to accompany the State Significant Development Application for the proposal (SSD-45998963).

The SIA was completed on 21 October 2022.

It is my opinion that the SIA contains all relevant information as specified in the SIA Guideline.

I understand the legal and ethical obligations set out in the SIA Guideline and confirm that none of the information in the SIA is false or misleading.

I satisfy the requirements for lead authors of SIAs as set out in the SIA Guideline as follows:

- Qualifications: Bachelor of Science (human geography), Master of Urban and Regional Planning (current)
- Experience: One year preparing social impact assessments, five years undertaking social science policy research and stakeholder engagement
- Professional memberships: Student Member of Planning Institute of Australia

Jesse Rowlings
Consultant
BSci (Human Geography) MURP (current) DipGov
jesse.rowlings@hillpda.com

Declaration by Elizabeth Griffin

This social impact assessment (SIA) relates to a proposal by Hale Capital Development Management for a two storey, multi-unit warehousing facility, at 339-349 Horsley Road, Milperra. NSW. This SIA has been prepared to accompany the State Significant Development Application for the proposal (SSD-45998963).

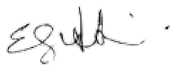
The SIA was completed on 21 October 2022.

It is my opinion that the SIA contains all relevant information as specified in the SIA Guideline.

I understand the legal and ethical obligations set out in the SIA Guideline and confirm that none of the information in the SIA is false or misleading.

I satisfy the requirements for lead authors of SIAs as set out in the SIA Guideline as follows:

- Qualifications: Bachelor of Arts major in geography and Master of Urban Planning
- Experience: 25 years preparing social impact assessments and over 30 years experience in social planning
- Professional memberships: Corporate Member of Planning Institute of Australia



Elizabeth Griffin
Expert Advisor
Bachelor of Arts (Geography) Master of Urban Planning MPIA

liz.griffin@hillpda.com

Declaration by Luke Ledger

This social impact assessment (SIA) relates to a proposal by Hale Capital Development Management for a two storey, multi-unit warehousing facility, at 339-349 Horsley Road, Milperra. NSW. This SIA has been prepared to accompany the State Significant Development Application for the proposal (SSD-45998963).

The SIA was completed on 21 October 2022.

It is my opinion that the SIA contains all relevant information as specified in the SIA Guideline.

I understand the legal and ethical obligations set out in the SIA Guideline and confirm that none of the information in the SIA is false or misleading.

I satisfy the requirements for lead authors of SIAs as set out in the SIA Guideline as follows:

- Qualifications: Bachelor of Science (human geography), Master of Urban and Regional Planning
- Experience: Less than one year preparing social impact assessments and undertaking stakeholder engagement

Luke Ledger
Consultant
BSci (Human Geography) BArts (Development Studies) MURP

luke.ledger@hillpda.com

Appendix B: SIA REVIEW QUESTIONS

Appendix C of the *Social Impact Assessment Guideline for State Significant Projects* sets out review questions. This appendix indicates where the required information sits within this report.

Table 17: SIA review questions and relevant report sections

	Impact area	Section
General		
1	Does the lead author meet the qualification and experience requirements?	Appendix A: Declarations by authors
2	Has the lead author of provided a signed declaration?	Appendix A: Declarations by authors
3	Would a reasonable person judge the SIA report to be impartial, rigorous, and transparent?	HillPDA has been engaged as an independent expert and Chapter 2.0 transparently details the approach taken.
Project's social locality and social baseline		
4	Does the SIA report identify and describe all the different social groups that may be affected by the project?	Chapter 3.0
5	Does the SIA report identify and describe all the built or natural features that have value or importance for people, and explain why people value those features?	Sections 5.5 and 5.6
6	Does the SIA report identify and describe historical, current, and expected social trends or social changes for people in the locality, including their experiences with this project and other major development projects?	Chapter 3.0
7	Does the social baseline study include appropriate justification for each element, and provide evidence that the elements reflect both relevant literature and the diversity of views and likely experiences?	Chapter 3.0
8	Does the social baseline study demonstrate social-science research methods and explain any significant methodological or data limitations?	Chapters 2.0 and 3.0
Identification and description of social impacts		
9	Does the SIA report adequately describe likely social impacts from the perspectives of how people may experience them, and explain the research used to identify them? When undertaken as a part of SIA scoping and initial assessment, has the plan for the SIA report been detailed?	The method and approach for preparing the SIA is described in Chapter 2.0.
10	Does the SIA report apply the precautionary principle to identifying social impacts, and consider how they may be experienced differently by different people and groups?	Yes, the precautionary principle is applied in Chapter 5.0
11	Does the SIA report describe how the preliminary analysis influenced both the project design and EIS Engagement Strategy?	Yes, the design of the Engagement approach is summarised in Chapter 4.0. The analysis in Chapter 3.0 identified the area as industrial in character, so the local engagement was targeted at businesses and workers, in addition to institutional stakeholders.
Community engagement		
12	Were the extent and nature of engagement activities appropriate and sufficient to canvass all relevant views, including those of vulnerable or marginalised groups?	Chapter 4.0
13	How have the views, concerns and insights of affected and interested people influenced both the project design and each element of the SIA report?	Outcomes including changes arising from engagement are described in section 4.2.
Predicting and analysing social impacts		
14	Does the SIA report impartially focus on the most important social impacts to people at all stages of the project, without any omissions or misrepresentations?	Yes, see Chapter 5.0

	Impact area	Section
15	Does the SIA report analyse the distribution of both positive and negative social impacts, and identify who will benefit and who will lose from the project?	Yes, see Chapter 5.0
16	Does the SIA report identify its assumptions, and include sensitivity analysis and alternative scenarios? (including 'worst-case' and 'no project' scenarios where relevant)	Yes, see Chapter 5.0
Evaluating significance		
17	Do the evaluations of significance of social impacts impartially represent how people in each identified social group can expect to experience the project, including any cumulative effects?	Yes, see Chapter 5.0
18	Are the evaluations of significance disaggregated to consider the likely different experiences for different people or groups, especially vulnerable groups?	Yes, as relevant, however no significant impacts to vulnerable groups have been identified.
Responses, monitoring and management		
19	Does the SIA report propose responses that are tangible, deliverable, likely to be durably effective, directly related to the respective impact(s) and adequately delegated and resourced?	Sections 5.0 and 6.0.
20	Does the SIA report demonstrate how people can be confident that social impacts will be monitored and reported in ways that are reliable, effective and trustworthy?	HillPDA has been engaged as an independent expert. Evidence presented here is from impartial sources. Engagement has been undertaken in conjunction with the Engagement Report to ensure that any perceived impacts are also incorporated and addressed.
21	Does the SIA report demonstrate how the proponent will adaptively manage social impacts and respond to unanticipated events, breaches, grievances and non-compliance?	The SIA identifies a need for ongoing monitoring and proposes a coordinated approach as part of the day-to-day operation of the site in Chapter 6.0.

Disclaimer

1. This report is for the confidential use only of the party to whom it is addressed ("Client") for the specific purposes to which it refers and has been based on, and takes into account, the Client's specific instructions. It is not intended to be relied on by any third party who, subject to paragraph 3, must make their own enquiries in relation to the issues with which this report deals.
2. HillPDA makes no representations as to the appropriateness, accuracy or completeness of this report for the purpose of any party other than the Client ("Recipient"). HillPDA disclaims all liability to any Recipient for any loss, error or other consequence which may arise as a result of the Recipient acting, relying upon or using the whole or part of this report's contents.
3. This report must not be disclosed to any Recipient or reproduced in whole or in part, for any purpose not directly connected to the project for which HillPDA was engaged to prepare the report, without the prior written approval of HillPDA. In the event that a Recipient wishes to rely upon this report, the Recipient must inform HillPDA who may, in its sole discretion and on specified terms, provide its consent.
4. This report and its attached appendices are based on estimates, assumptions and information provided by the Client or sourced and referenced from external sources by HillPDA. While we endeavour to check these estimates, assumptions and information, no warranty is given in relation to their reliability, feasibility, accuracy or reasonableness. HillPDA presents these estimates and assumptions as a basis for the Client's interpretation and analysis. With respect to forecasts, HillPDA does not present them as results that will actually be achieved. HillPDA relies upon the interpretation of the Client to judge for itself the likelihood of whether these projections can be achieved or not.
5. Due care has been taken to prepare the attached financial models from available information at the time of writing, however no responsibility can be or is accepted for errors or inaccuracies that may have occurred either with the programming or the resultant financial projections and their assumptions.
6. This report does not constitute a valuation of any property or interest in property. In preparing this report HillPDA has relied upon information concerning the subject property and/or proposed development provided by the Client and HillPDA has not independently verified this information except where noted in this report.
7. In relation to any valuation which is undertaken for a Managed Investment Scheme (as defined by the Managed Investments Act 1998) or for any lender that is subject to the provisions of the Managed Investments Act, the following clause applies:

   This valuation is prepared on the assumption that the lender or addressee as referred to in this valuation report (and no other) may rely on the valuation for mortgage finance purposes and the lender has complied with its own lending guidelines as well as prudent finance industry lending practices, and has considered all prudent aspects of credit risk for any potential borrower, including the borrower's ability to service and repay any mortgage loan. Further, the valuation is pre pared on the assumption that the lender is providing mortgage financing at a conservative and prudent loan to value ratio.
8. HillPDA makes no representations or warranties of any kind, about the accuracy, reliability, completeness, suitability or fitness in relation to maps generated by HillPDA or contained within this report.

Liability limited by a scheme approved under the Professional Standards Legislation

SYDNEY

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

MELBOURNE

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

WWW.HILLPDA.COM