

Ref. WTCJ24-0001



WILLOWTREE COMMUNICATIONS

SOCIAL IMPACT ASSESSMENT REPORT MULTI-STOREY WAREHOUSE SSD 73846459

PROPERTY AT 130 WENTWORTH ROAD, BANKSMEADOW, NSW

Prepared by Willowtree Communications Pty Ltd
on behalf of ESR Developments (Australia) Pty Ltd

14 November 2024

Willowtree Communications acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing and ongoing connections to land, waters, and community.

We acknowledge the Cammeraygal people, the Traditional Custodians of the land where this document was prepared, as well as the Traditional Owners of the Land where the proposed development will be located, Gweagal, Bidjigal and Gadigal Clans. We pay our respects to Elders past, present and emerging.

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1. PROJECT ESTABLISHMENT

1.1 PURPOSE OF THE REPORT

Willowtree Communications has been commissioned by ESR Developments (Australia) Pty Ltd to prepare a Social Impact Assessment (SIA) to accompany the **State Significant Development Application (SSDA)** reference SSD-73846459 for the property at 130 Wentworth Avenue, Banksmeadow (the Site).

The proposal seeks to redevelop the Site into a two-storey warehouse and distribution centre, including an ancillary multi-storey carpark and office structure that is integrated with the warehouse. Vehicular access to and from the Site will continue to be exclusively via Moore Street.

The Site is in the northernmost part of the Banksmeadow industrial area that adjoins Port Botany Industrial Park in the Bayside Local Government Area (LGA). There are industrial land uses to the east, south and west of the Site. Wentworth Avenue, an arterial road, bounds the northern end of the site.

The SIA has been prepared in accordance with the Department of Planning, Housing and Infrastructure's (DPHI's) *Social Impacts Assessment Guidelines* and the Secretary's Environmental Assessment Requirements (SEARs) for Warehouse and Distribution Centres, issued for the SSDA on 30 July 2024.

'Social impacts' are generally experienced when a new project brings change. This SIA evaluates the social impacts associated with the multi-storey warehouse redevelopment on the industrial and residential communities nearby. It considers the positive and negative impacts associated with the development, outlines measures that have been included in the proposal to enhance positive impacts and mitigate negative impacts and makes recommendations to address any residual impacts.

1.2 THE PROPOSAL

Currently, the Site accommodates an ageing warehouse building used for warehousing, ancillary offices, and car parking for over 100 cars. Vegetation surrounds the Site perimeter and is scattered through the car parking areas.

The proposal, summarised in **Table 1**, seeks to develop and operate the site as a two-storey warehouse and distribution centre. It also includes an ancillary multi-storey carpark and office structure that is integrated with the warehouse facing Wentworth Avenue (**refer Figure 1 and 2**).

The proposed new development will significantly increase warehousing and distribution capacity and include improved access and operational facilities. It is expected to employ approximately 246 people and improve productivity in warehousing and distribution.

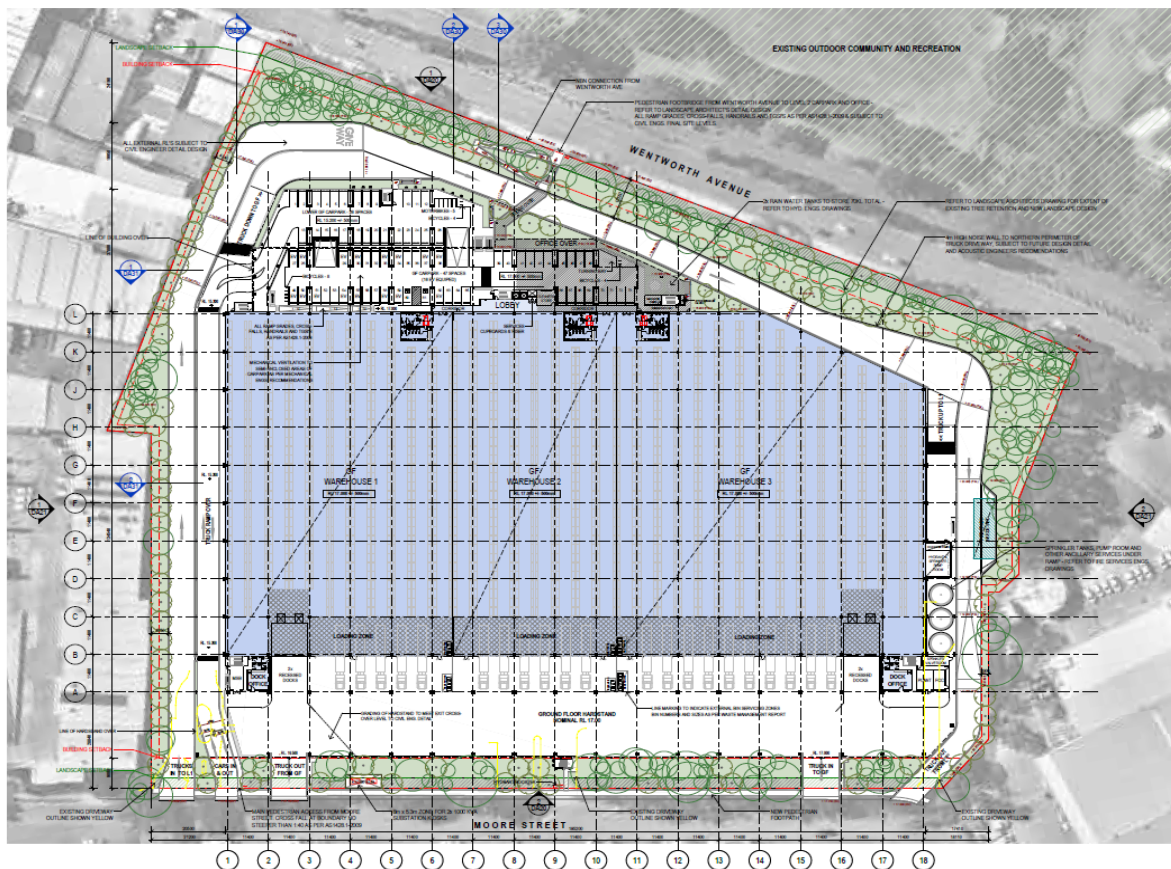
The design presents a more efficient use of the Site to service the growing demand for logistics in the area and accommodate contemporary business needs. The site layout prioritises safety, with pedestrian access for workers and visitors via both Wentworth Avenue and Moore Street.

Table 1: Development Proposal Summary:

Component	Proposed
Land Area (approx.)	44,075 m ²
Land Zoning	E4 General Industrial
Primary Land Use	Warehouse and distribution
Ancillary Land Uses	Ancillary offices
Total GFA	40,578.3m ²

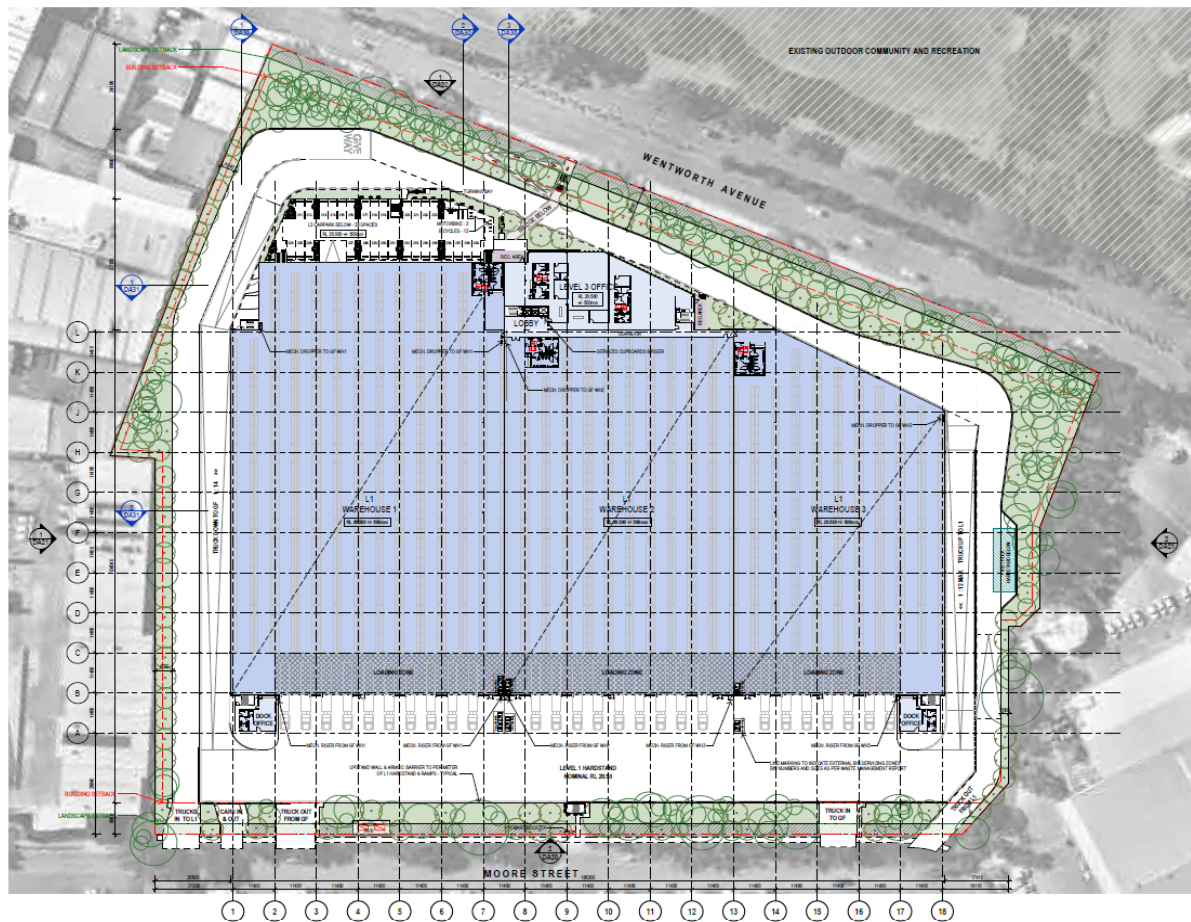


Component	Proposed
Height	25.2 m (excl ridge vent)
Floor Space Ratio	0.92:1
Main Structure	One (1) multi-level building, comprising three (3) 2 storey warehouse, a five (5) storey office block, and distribution centre, containing: - Ground Floor Level: - Warehouse 1: 5852.5 m² - Warehouse 2: 4183.8m² - Warehouse 3: 7427.4 m² - First Floor Level: - Warehouse 1: 8270.1 m² - Warehouse 2: 5628.6 m² - Warehouse 3: 4904.6 m²
Landscaping	Will include landscaped area of around 10% of site area and include: 13 m landscaped setbacks along Wentworth Ave boundary 9 m landscape setback Moore Street boundary Associated landscaping and tree removal.
Earthworks	Site preparation works, including earthworks. Earthworks extents will be confirmed as part of the EIS.
Roads / Driveways	Five (5) vehicular crossovers, including: - Two (2) truck entry and two (2) truck exit points along Moore Street - One (1) car entry/exit point along Moore Street
Parking	239 car parking spaces, 17 motorcycle spaces and 68 bicycle spaces

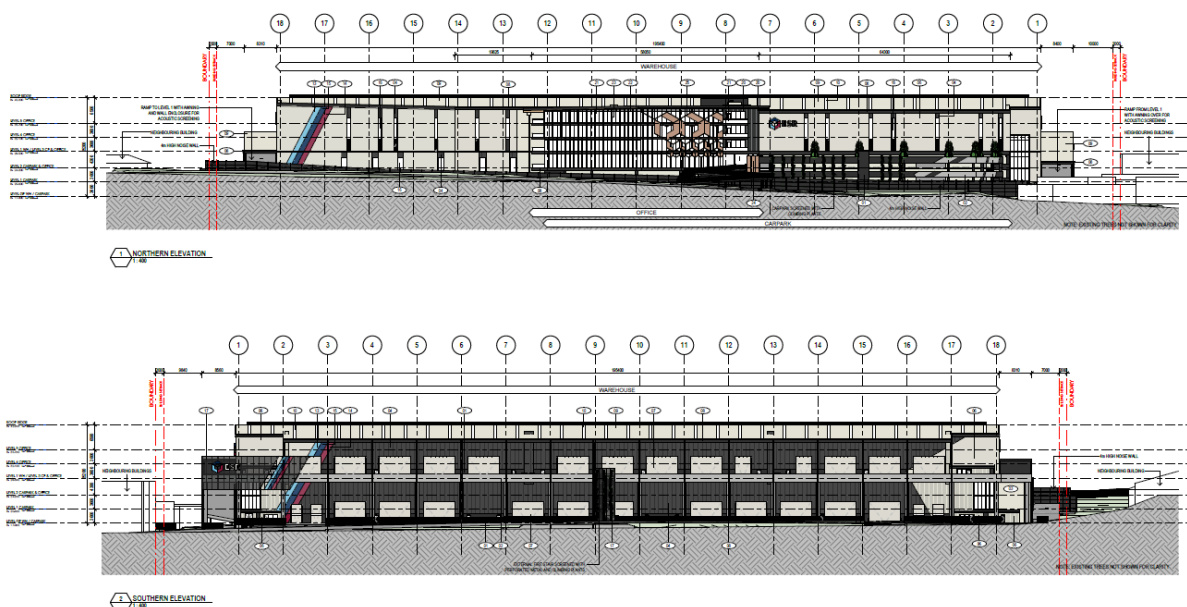


Ground Floor Warehouse and Carpark





Level 1 Warehouse & Level 3 Carpark and Office



Building Elevations

Figure 1: Proposed Scheme – Plans and Elevations

Source: Nettleton Tribe, 2024





View from Wentworth Avenue



View from Moore Street

Figure 2: Architectural Rendering of Proposal

Source: Nettleton Tribe, 2024



1.3 SITE AND SURROUNDS

The Site's property title is Lot 11 DP 701187 and it has a total land area of approximately 44,075 m². The secondary frontage is to 2-6 Moore Street which provides vehicular access to the site. The Site is zoned E4 General Industrial under the Bayside Local Environmental Plan 2021. The site is not identified as a heritage item of local or state significance, nor is it located within a heritage conservation area. It is within Bayside LGA, approximately 3 km from Sydney Airport and Port Botany and 9 km from the Sydney CBD, and Randwick LGA boundary is approximately 700m to the east.

The Site currently accommodates a warehouse used for packing goods and ancillary office development. There is an expanse of hardstand areas used for parking, loading/unloading, and storage. Metal and mesh fencing surrounds the Site's perimeter and incorporates three (3) gated entries on Moore Street and a single (1) pedestrian access gate on Wentworth Avenue.

The Site is located on the southwestern side of Wentworth Avenue and the northern side of Moore Street, between Baker Street and Corish Circuit (refer to **Figure 3**). Adjoining land uses include:

- To the west, a mix of industrial units accommodating a range of activities, including (insert from engagement strategy)
- To the east, Ausgrid Banksmeadow Depot
- To the southern side of Moore Street is the Sydney City Toyota complex (Parts and Accessories For Business), and to the southwest is the Proce and Speed Depot
- North of the site across Wentworth Avenue, large open space recreation areas, including Mutch Park and Bonnie Doon Golf Club.

The surrounding commercial and residential neighbourhoods in the 800m catchment of the site include:

- East: Westfield Eastgardens Shopping Centre (part of the Eastgardens – Maroubra –'Strategic Centre') to the east, which is undergoing significant high-density residential development.
- Northwest and West: Pagewood suburban area, including Pagewood Public School, and a mix of housing, including small lots, 3-storey walk-up buildings, new-style terraces and low-rise apartment blocks. North of Wentworth Avenue is an area of established detached houses.



Figure 3: Site Location Aerial Map

Source: Nearmap 2024



1.4 STRATEGIC CONTEXT

The proposal is consistent with the regional and local policies for the area, which emphasise the continued retention and use of industrial lands.

The Greater Sydney Region Plan (2018) recognises the need to protect industrial lands from non-compatible uses in this area, as well as to prevent the creation of uses that would conflict with the operational airspace of Sydney Airport and transport operations to Port Botany and the Airport. The Productivity chapter states the importance of:

“...preventing the encroachment of sensitive uses that can impact these operations and ensuring transport networks can support the needs of the trade gateways is of national significance” [p.95]

The Region Plan also recognises the need for increasing warehouse and distribution spaces due to the change in shopping trends:

“Demand for centrally located resources for parcel deliveries is increasing with online shopping and fast-shipping expectations. Consumers require a more diverse range of products and services to be delivered either directly to their homes or to nearby commercial and retail hubs.” [p.97]

The Eastern City District Plan (2018) reinforces the Region Plan. It recognises the need to support industrial precincts and essential transport connections and notes that in the local area, the container traffic at Port Botany is projected to grow from 2.4 million to 8.4 million containers by 2050. Passenger trips at Sydney Airport are forecast to increase from 39 million to 74 million passengers by 2033, requiring the provision of support services to aid in the operation, capacity and growth. This Plan states that:

“The District’s economy is underpinned by a complex network of urban systems and services on industrial and urban services land and significant tracts of employment land in Port Botany, Banksmeadow, Enfield Intermodal Centre and Alexandria. Balancing the transition from manufacturing to professional, high-tech, scientific, creative industry, and ancillary distribution and warehousing while retaining locations for local urban services will further boost productivity” [p.56]

The District Plan also notes that:

“The amount of industrial land supporting Sydney Airport and Port Botany has decreased with encroachment from residential developments and knowledge-intensive jobs. Like Port Botany, Sydney Airport’s role in supporting a global city and as a major freight gateway requires protection and planning for growth” [p.70]

The District Plan sets out the need to scale the growth of industries, noting:

“20 per cent of jobs are within the trade gateways and strategic centres of Port Botany, Sydney Airport” and “They generate significant opportunities for employment and industry as places that distribute business resources and freight”. [pp.56 & 68]

The NSW Freight and Ports Plan 2018-2023 (2018) also recognises the need to identify, protect and zone land for intermodal terminals and protect lands needed for vital freight and logistics operations. In particular, it notes the need to manage freight in key urban centres due to both competition for space within urban centres and the change in commerce trends. The Freight and Ports Plan states:

“E-commerce sales are also growing rapidly, which is generating more and more deliveries to homes, offices, parcel lockers or other drop-off locations. This is likely to drive an increased emphasis on the remodelling of supply chains.” [p. 58]

Additionally, the Plan identifies the rising land demands, especially near Port Botany and Sydney Airport for residential and commercial uses, which has led to a loss of freight and logistics lands. It provides that:



“...it is critical to protect the remaining lands that are zoned for industrial use to ensure the efficiency of increasing freight activities.” [p. 67]

The NSW State Infrastructure Strategy (2022) recognises the competition for space near major centres such as Sydney Airport, Port Botany, or the Sydney CBD, emphasising the need to ensure enough capacity for industrial and essential urban services in addition to commercial and residential land uses (reference p. 150). The Strategy also quantifies the projected increase in the state's freight needs, which requires the management of land use planning to prevent the encroachment of incompatible land uses.

In mid-2023, Transport for NSW (TfNSW) completed a major upgrade of the Wentworth Avenue and Baker Street intersection. The upgrade, as explained in the most recent Community Update (2023), was funded by the Australian and NSW Governments and delivered new signalised intersection improvements for all road users, including pedestrians, cyclists, motorists, and freight deliverers. This included improved safety for turning vehicles and two new signalised pedestrian crossings for Wentworth Avenue and Baker Street.

Bayside 2032 Community Strategic Plan (2022) and *Future Bayside – a land use vision to 2036*, Bayside's Local Strategic Planning Statement (2020) (Bayside LSPS) guide local growth. Bayside LSPS includes a Land Use Structure Plan (refer **Figure 4**), which shows the site's proximity to major movement corridors and is part of the area where key infrastructure projects are being delivered or planned. Bayside LSPS includes planning priorities to support productivity and job growth:

- *B13 Contribute to growing a stronger and more competitive Harbour CBD*
- *B14 Protect and grow the international trade gateways*
- *B15 Growing investment, business opportunities and jobs in Bayside's strategic centres and centres*

Bayside LSPS further details the need to prioritise 'retaining and managing' the employment and urban services land close to the two critical international gateways of Sydney Airport and Port Botany. This includes managing potential land use conflict and preventing the encroachment of non-compatible uses (refer **Figure 5**). It also states the importance of recognising the freight handling needs to support the gateways, as freight is predicted to increase significantly by 2036 including:

“Review land use planning controls to prevent high traffic generating developments, such as large scale retail and high density residential, on roads that service Sydney Airport and Port Botany to reduce conflicts with dangerous goods vehicle.”(p.69)

The LSPS also notes that Eastgardens Centre (Westfield) is part of the Eastgardens – Maroubra Strategic Centre. In addition, it notes that public transport is needed to support the increasing residential population and improve access to local jobs. This includes calls for increased services and bus routes connecting Banksmeadow with Mascot Train Station and Randwick Health and Education Precinct.



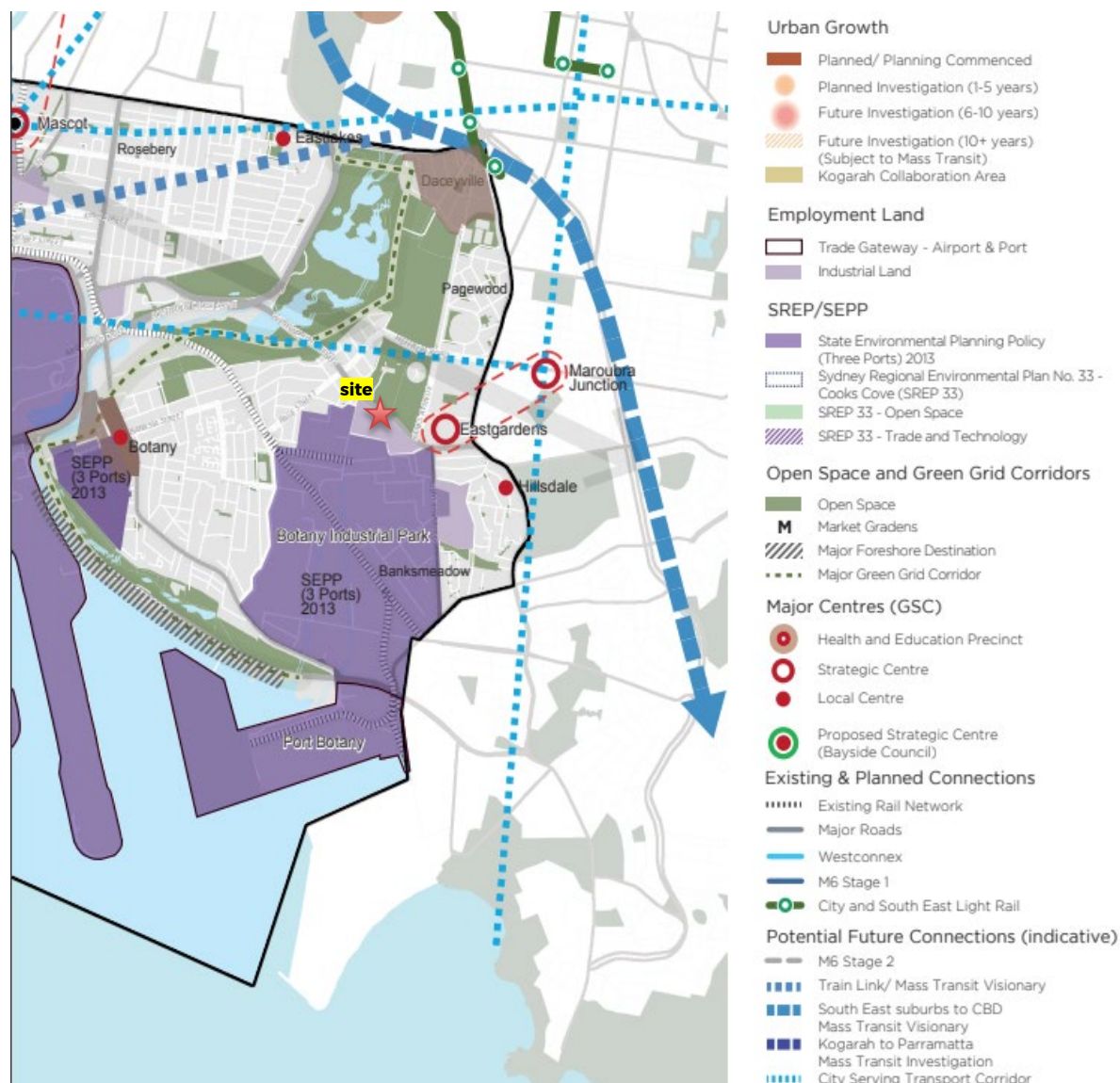


Figure 4: Land Use Structure Plan 2036

Source: Bayside Local Strategic Planning Statement (p. 11)

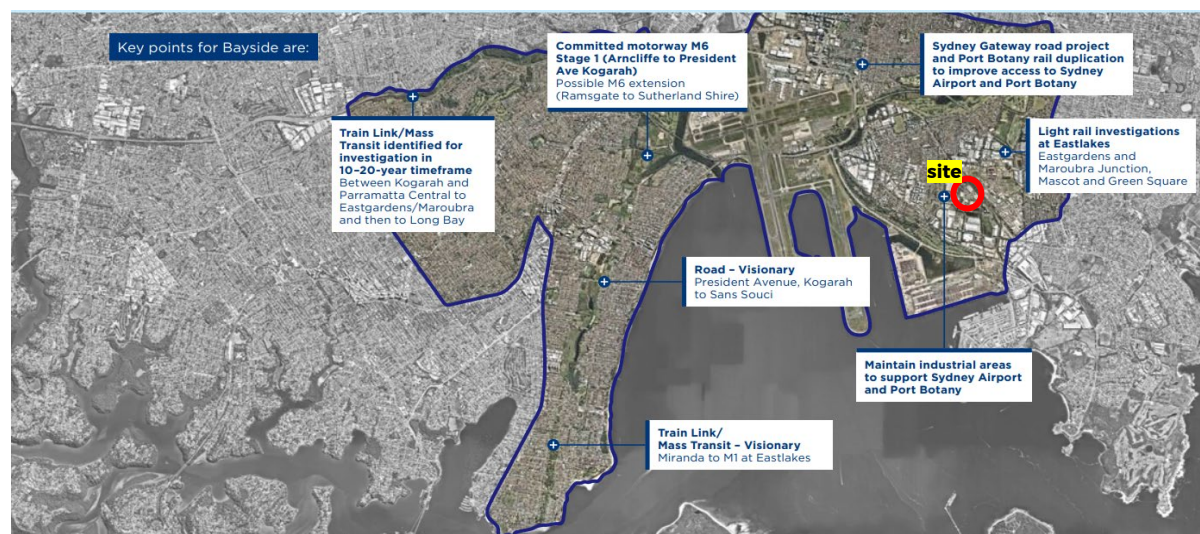


Figure 5: Key future State Infrastructure projects in Bayside LGA

Source: Bayside 2032 (p. 20)

1.5 PRELIMINARY SCOPING

Consistent with the DPHI SIA Guidelines 2023, an initial scoping of social impacts was undertaken as part of the project establishment. The social impact scoping draws on the strategic context set out above, planning and technical reports associated with the development proposal, and a site visit as detailed in **Section 4**. This initial scoping identified key themes and guided the appropriate level of detail required to identify and evaluate social impacts.

The overarching themes are:

- **Employment and Productivity:** The proposed development is expected to create direct and indirect job opportunities and enhance capabilities in the warehousing and distribution sectors. Capability development in these sectors is required to accommodate the projected growth of freight and container traffic at Sydney Airport and Port Botany. The proposal aligns with regional goals to bolster productivity and employment within industrial precincts. However, there could be impacts associated with additional activity and workers in the area. Measures to manage potential impacts must be considered.
- **Construction Impacts (Noise, Vibration, Air Quality and Traffic):** Construction activities are likely to generate noise, vibration, and dust, potentially affecting nearby residents and businesses. Increased traffic during construction may also lead to temporary disruptions. Construction impacts and mitigation measures must be considered by the project.
- **Operational - Traffic:** The development is projected to increase traffic volumes in the area, mainly related to freight and logistics activities. Impacts on the capacity of the existing freight road network and local road network, as well as measures to accommodate increases in traffic, need to be considered.
- **Location and Surroundings - including visual impacts, landscape setting and surrounding growth:** Whilst the site is part of an existing industrial area adjoining Port Botany, the proposed development may alter the character of the surrounding area, including the frontage to Wentworth Avenue. The impacts of increased residential development on neighbouring areas, particularly at Eastgardens, need to be considered.

Technical studies prepared in response to SEARs have provided detailed analysis and technical assessments as part of the preparation of the EIS. These have also helped inform the SIA, including design and management strategies to mitigate potential adverse impacts. Technical studies are outlined in the following table.

Table 2: Technical Reports

Report	Author
Aboriginal Cultural Heritage Assessment Report	Austral Archaeology
Accessibility Design Assessment	Hontas and Hatzi
Acid Sulphate Soils Assessment	JBS&G
Air Quality Assessment	SLR Consulting
Arboricultural Impact Assessment	Canopy Consulting
Architectural Plans	Nettletontribe Architects
Architectural Design Report	Nettletontribe Architects
BCA Compliance Report	SWP
Biodiversity Development Assessment Report Waiver Letter	Anne Clements & Associates
Civil Engineering Report Incorporating Water Cycle Management Strategy	Costin Roe Consulting
Detailed Site Investigation Report	JBS&G Consulting



Estimated Development Cost Report	MBM
Fire Safety Strategy	Affinity Fire Engineering
Geotechnical Assessment	PSM
Hazardous Materials Management Report	JBS&G Consulting
Interim Site Audit Advice	Enviroview
Landscape Design Report	Paddock Studio
Noise and Vibration Impact Assessment	Renzo Tonin
Net Zero Statement	E-Lab Consulting
Pipeline Hazard Analysis	Riskcon Engineering
Preliminary Historical Heritage Assessment	Austral Archaeology
Remediation Action Plan	JBS&G
Service Infrastructure Report	Land Partners
State Environmental Planning Policy (Resilience and Hazards) Assessment Report	Riskcon Engineering
Survey Plan	Land Partners
Sustainable Development Report	E-Lab Consulting
Transport Impact Assessment	JMT Consulting
Visual Impact Assessment	Paddock Landscape Architects
Waste Management Plan	Arcadis



2 Methodology

The methodology and structure of this SIA follow DPHI's SIA Guideline 2023. Its key components include:

Project Establishment and Scoping

As outlined in the previous section, the steps for project establishment and scoping included:

- Review of the Multi-Storey Warehouse Scoping Report and background technical documents, including concept plans and supporting project documents that scoped requirements for Aboriginal cultural heritage, transport planning, and environmental considerations, including flooding and traffic;
- Site visit, which included an inspection of the adjoining industrial and residential neighbourhoods to review the Site's context and
- Review relevant regional and local policy documents to understand the policy context for assessing key impacts at the regional, LGA and local scale.

Social Baseline Development and Social Locality

The social baseline and social locality detailed in **Section 3** were established by undertaking:

- A spatial analysis to identify the social locality appropriate for the assessment of social impacts, which is considered the area of social influence for the warehouse redevelopment; and
- An analysis of demographic characteristics of the social locality and wider context to provide insights to the social baseline.

Community and Stakeholder Engagement

Community and stakeholder engagement on social impacts is detailed in **Section 4**. The key activities included:

- Contact with key stakeholders (agency, local government and community) to offer/undertake briefings/interviews and
- Provision of project information Engagement with the community to ensure they have access to project information, including distribution of a Community Update Newsletter, opportunities for local businesses to respond to a Business Survey and enquiries and feedback opportunities
- Analysis of outcomes of community and stakeholder engagement activities relevant to the assessment of impacts;
- Regular engagement between the project management team, consultants and the Willowtree Communications team, particularly to coordinate responses to stakeholder and community engagement and address technical responses to impacts;

Social Impact Identification, Assessment and Prediction

In **Section 5**, the potential impacts were refined, and an assessment of the significance of each social impact was undertaken, drawing on relevant findings from the social locality and social baseline. This process utilised tools from DPHI's *SIA Guideline 2023- Technical Supplement* to assess each impact in relation to its likelihood and magnitude (refer to **Figure 6**) and included consideration of factors such as extent, proximity, duration, severity, scale sensitivity, value, and interest.

Section 5 also addresses the cumulative impacts due to projects in close proximity that are under construction or assessment in conjunction with the proposed development.



Likelihood level	Meaning
Almost certain	Definite or almost definitely expected (e.g. has happened on similar projects)
Likely	High probability
Possible	Medium probability
Unlikely	Low probability
Very unlikely	Improbable or remote probability

Magnitude level	Meaning
Transformational	Substantial change experienced in community wellbeing, livelihood, infrastructure, services, health, and/or heritage values; permanent displacement or addition of at least 20% of a community.
Major	Substantial deterioration/improvement to something that people value highly, either lasting for an indefinite time, or affecting many people in a widespread area.
Moderate	Noticeable deterioration/improvement to something that people value highly, either lasting for an extensive time, or affecting a group of people.
Minor	Mild deterioration/improvement, for a reasonably short time, for a small number of people who are generally adaptable and not vulnerable.
Minimal	Little noticeable change experienced by people in the locality.

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

Figure 6: Social Impact Significance Matrix

Source: SIA Guideline- Technical Supplement, 2023

Social Impact Management - Enhancement, Mitigation and Residual Impact

Section 6 details the measures for enhancement and mitigation of impacts that were evaluated to have a high impact on the social locality, as noted in Section 5. This was undertaken in consultation with the project team and opportunities to enhance positive impacts and mitigate negative impacts. Recommendations are set out in relation to mitigation of residual impacts that have been identified.

Conclusion

The conclusion summarises the assessment of social impacts and highlights any ongoing requirements associated with the delivery of the proposed development. The conclusion also summarises how the key requirements of the SIA Guidelines have been addressed in this report.



3 Social Baseline

The social baseline analysis describes the social context without the project. It documents the existing social environment, conditions, and trends relevant to the impacts identified. The baseline provides a point of reference against which the direct, indirect, and cumulative impacts can be predicted and assessed.

3.1 SOCIAL LOCALITY

The social locality describes the area of social influence for the project. The social locality is informed by the project's nature, scale and intent, specifically:

- Key affected communities, which include individuals or groups within the community whom the project would directly or indirectly impact.
- Surrounding factors such as the environment or heritage
- Construction and operation processes of the proposal
- Scale and extent of potential impacts, both direct and indirect, in both short and long-term
- Cumulative impacts that can affect the communities over time - Social impacts across the social locality in proximity to the site may be affected by impacts from the proposed development and other developments occurring in the vicinity to facilitate planned population growth.

A top-down and bottom-up approach was taken to identify the social locality and its wider context. Firstly, an analysis of the wider locality was undertaken to understand key relationships between the location of the proposal and the wider community. This included consideration of land use zones (refer to **Section 1.4** Strategic Context), site context, social infrastructure, and neighbouring developments, as follows.



Site and locality photos

The following site photos show parts of the site including the reception, warehouse, perimeter driveway, car parking and vegetated boundary.



Reception entry



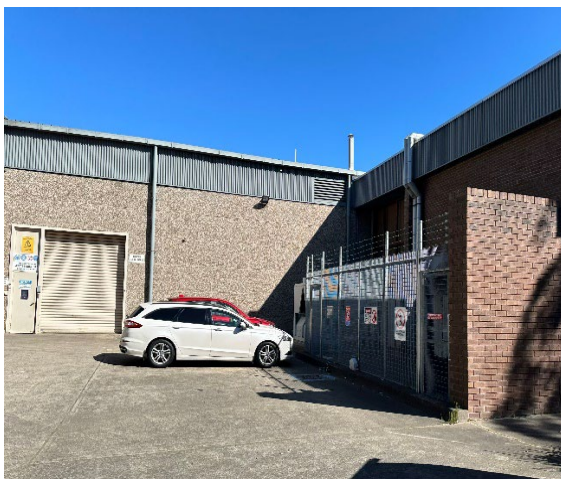
NW of site - Car parking



Current structure looking south to Moore St



NE site - Vegetation to Wentworth Ave



Rear of warehouse



NE site - Warehouse and Perimeter road

Figure 7: Site photos

Source: Willowtree Communications



Locality photos show the adjoining industrial area (left column) as well as neighbourhoods in Pagewood and Eastgardens (right column).



Moore Street from corner Baker St



Page St, Pagewood
(south of Wentworth Ave)



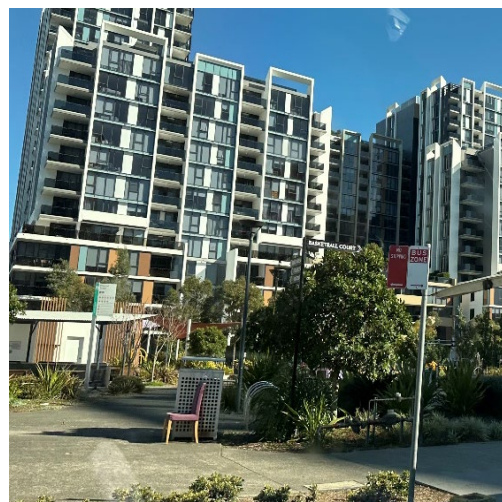
Baker St - Adjoining Industrial Units



MacArthur Ave, Pagewood
(north of Wentworth Ave)



Baker Street from corner Moore St



Tingwell Bvd, Eastgardens

Figure 8: Locality Photos

Source: Willowtree Communications



Social Infrastructure

A social infrastructure scan (refer to **Figure 9**) shows the key social attributes in the wider area. This includes significant retail, community, and recreation facilities within 800 metres of the site. **Table 3** highlights those faculties within 400 metres of the site more likely to be impacted by the development.

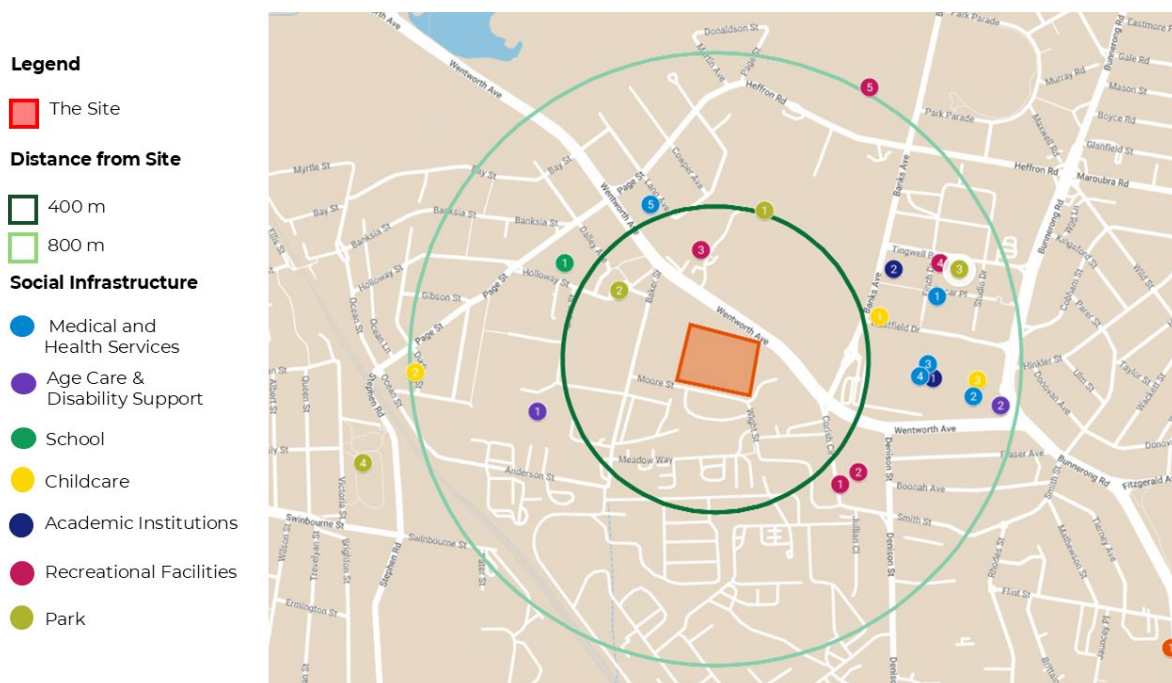


Figure 9: Social Infrastructure in Proximity to the Site

Source: Willowtree Communications, 2024

Table 3: Social Infrastructure in Proximity to the Site

ID	Name	Address	Distance from site
School			
1	Pagewood Public School	60 Page St, Botany NSW 2019	<400m
Child Care			
1	Reggio Emilia Early Learning Centre Pagewood	128 Banks Avenue Corner of Banks Ave, Westfield Dr, Pagewood NSW 2035	<400m
2	Kiddie Cloud Early Learning Centre	1A Dudley St, Pagewood NSW 2035	<800m
3	Eastgardens Kindy	Westfield Eastgardens, 304/152 Bunnerong Rd, Eastgardens NSW 2036	<800m
Academic Institutions			
1	Sunrise Education	Westfield, Suite 501, Level 4/152 Bunnerong Rd, Eastgardens NSW 2036	<800m
2	English365 (English Language School)	126 Banks Ave, Eastgardens NSW 2036	<800m
Park			
1	Mutch Park	Wentworth Ave, Pagewood NSW 2035	<400m
2	Holloway Street Reserve	Holloway St, Banksmeadow NSW 2019, Australia	<400m
3	Chauvel Green Park	10 Oscar Pl, Eastgardens NSW 2036	<800m
4	Garnet Jackson Reserve	13 Victoria St, Botany NSW 2019	>800m
Recreation			

1	Hensley Athletic Field	79 Corish Cir, Eastgardens NSW 2036	<400m
2	KIKOFF Eastern Suburbs (Sports Complex)	79 Corish Cir, Eastgardens NSW 2036	<400m
3	Mutch Park Squash & Tennis Centre	53 Wentworth Ave, Pagewood NSW 2035	<400m
4	Pagewood Basketball Court	10 Oscar Pl, Eastgardens NSW 2036	<800m
5	Bonnie Doon Golf Club	Banks Ave, Pagewood NSW 2035	<800m
Medical			
1	Key Health Pagewood - Medical Centre in Eastgardens	Shop 1/11 Oscar Pl, Eastgardens NSW 2036	<800m
2	Eastgardens Medical Centre	leve 1/152 Bunnerong Rd, Eastgardens NSW 2036	<800m
3	Laser Clinics Australia - Eastgardens	Shop 223/4/152 Bunnerong Rd, Eastgardens NSW 2036	<800m
4	Results Laser Clinic Eastgardens Westfield	Shop 104, Westfield Eastgardens, 152 Bunnerong Rd, Eastgardens NSW 2036	<800m
5	Baby Sleeps Tonight	16 Lang Ave, Pagewood NSW 2035	<800m
Community Centre			
1	Hillsdale Community Centre	Southpoint Shopping Centre, 238/262 Bunnerong Rd, Hillsdale NSW 2036	>800m
Aged Care & Disability Support			
1	Windgap Foundation	Botany Grove Business Park Tenancy 2, 1/14A Baker St, Banksmeadow NSW 2019	<400m
2	Home Care Assistance Sydney City and East	Level 4 - 405/152 Bunnerong Rd, Eastgardens NSW 2036	<800m

Neighbouring Developments

The site is located in proximity to an area undergoing substantial change, particularly to the northeast. A scan of recent development applications and proposals was undertaken and shows:

- Banksmeadow Industrial area continues to be enhanced through the redevelopment of an existing industrial site with several recently completed and active sites under construction;
- Port Botany freight activity is being enhanced through investments in improved freight rail
- Commercial and high-density residential intensification is progressing and proposed at Eastgardens.
- Residential intensification at Pagewood south of Wentworth Avenue

Specific recent and/or current developments and proposals of note in proximity to the site are summarised below (further details provided in **Section 5.3** Cumulative Impacts).

- **Baker Street Multi-level Warehouse (0.15 km west):** Construction of a two-storey warehouse and distribution centre with ancillary office space with a total GFA 13,119 m²
- **Redevelopment of Westfields Eastgardens (0.25 km east):** To accommodate a new 9-10 storey commercial tower above the retail podium, a new 8-10 storey commercial tower
- **Meriton Pagewood Green (0.3 km northeast):** Adjoining Westfields Eastgardens \$3 billion high-density residential development across a total 18.7-hectare site
- **Pagewood Place (0.35 km west):** Senior's Community comprising 29 apartments, communal facilities over 3 storeys
- **Botany Rail Duplication (0.8 km southwest):** Duplication of 2.9km section of single line track into Port Botany, for more efficient movement of freight.
- **Stephen Road Multi-level Warehouse (1 km southwest):** Construction and operation of a multi-level warehouse and distribution centre.
- **Botany - Chlor-alkali Plant (CAP) (1.5 km southwest) in Botany Industrial Park:** Construct and operate a chlorine liquefaction plant at IXOM's

The Botany Industrial Park (BIP) is a 60-hectare industrial area at 250m to the southeast of the site, which has been in operation since the 1940s. The BIP accommodates a range of sensitive land uses, including Surfactants Plant, Waste Repackaging Plant and Groundwater Treatment Plant. In 1998, a



framework for the BIP was established as part of a requirement by the then NSW Department of Urban Affairs and Planning in order to ensure that established safety, health and environmental standards were maintained. BIP activities are communicated regularly through the Community Consultative Committee, and the recent July 2024 minutes provided regular updates on safety, regulatory and development matters, noting ongoing remediation matters, chlorine related activities and organisational change management within the BIP.

Riskcon Engineering assessed the relationship of the site to the Botany Industrial Park (BIP) to determine the cumulative risk. The BIP requires a review against SEPP (Resilience and Hazards) due to its sensitive uses. Riskcon advised that the site does not exceed the SEPP thresholds and is located outside of the risk contours.

Social Locality Area

The synthesis of the above and research related to the nature of the project and the characteristics of key affected communities demonstrates that the appropriate social locality comprises the ABS Suburbs and Localities (SALs) areas of Banksmeadow, Pagewood to the north, Eastgardens to the north-east and Hillsdale to the east (**Figure 10**).

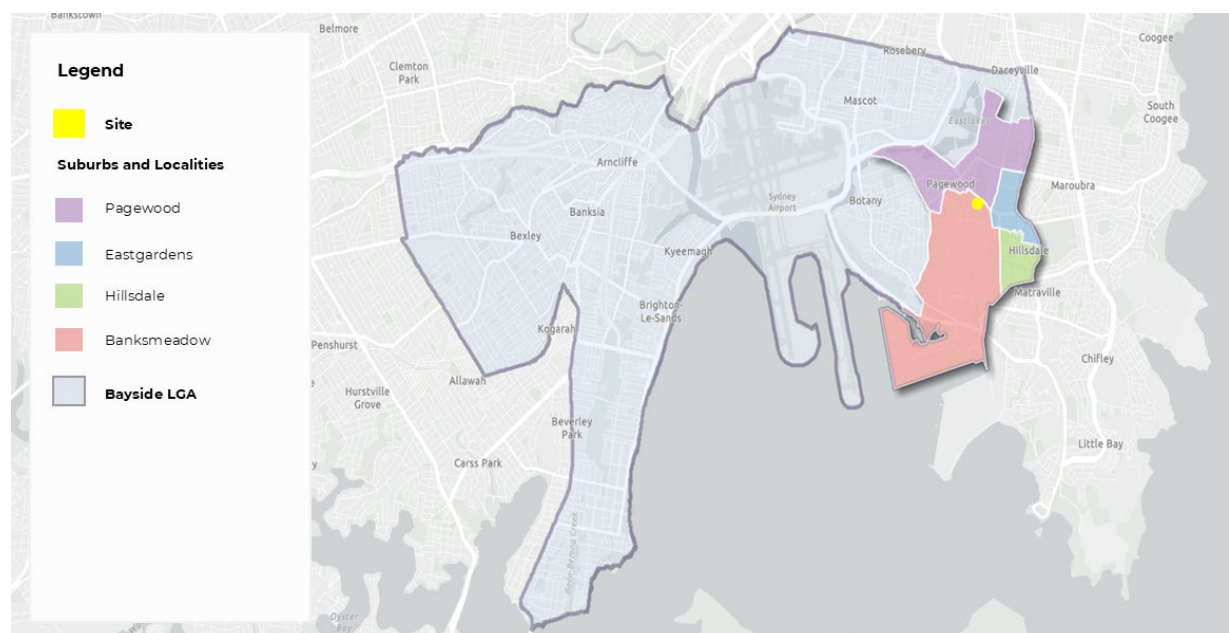


Figure 10: Social Locality of Proposed Multi-storey Warehouse

Source: Digital Atlas of Australia 2024

3.2 BASELINE DEMOGRAPHICS

Demographic analysis of social locality has different characteristics from each other, with Banksmeadow being largely industrial, Eastgardens is undergoing transformative change with the redevelopment of a former industrial area to having a large number of new residential high-rise buildings, Hillsdale with its medium to low residential density and Pagewood having a large proportion of individual dwellings north of Wentworth Ave and a mix of low-rise apartments and attached residential development south of Wentworth Avenue. As such, the relevant data is provided for all four SALs rather than in aggregated form to highlight where data needs to be differentiated.

The Bayside LGA provides an important context for the social baseline in comparison with the Greater Sydney region. It should be noted that where data is not available for the social locality, data is presented for the most relevant geography where it is available. Key characteristics are summarised as follows, and detailed data and sources are provided in **Appendix A**.



Industrial Activities

Bayside Council's economic profile (source: economy.id.com.au) highlights the importance of the transport, postal and warehousing sector:

- The largest employment by industry in the Bayside LGA is Transport, Postal and Warehousing, generating 25,852 local jobs in 2022/23 which is 28.3% of all jobs in the LGA. However, this category of jobs has declined in the last census period by 8.5% since it employed 28,239 workers in 2015/16
- The next highest employment types in the LGA Retail Trade at 8.9% and Construction at 8.7%. This compares to Greater Sydney where only 6% of workers are employed in Transport, Postal and Warehousing but has similar levels for retail (9.1%) and construction (7.9%) workers.
- The LGA's Gross Regional Product was \$14.94 billion in the year ending June 2023, growing 9.0% since the previous year.
- Of the jobs held by the Transport, Postal and Warehousing workforce in Bayside Council, according to 2021 statistics shows the three largest categories of occupations were:
 - Professionals (3,530 local workers or 19.1%)
 - Clerical and Administrative Workers (3,329 local workers or 18.0%)
 - Machinery Operators And Drivers (3,287 local workers or 17.8%)
- The jobs to resident ratio for Bayside Council area in 2022/23 was 0.91, meaning that there were less jobs than resident workers. Transport, Postal and Warehousing had the highest ratio (3.22), while the lowest ratio was found in Financial and Insurance Services (0.17).

The Banksmeadow SAL includes the Banksmeadow Industrial Area and parts of the Botany Industrial Park and Port Botany. This accommodates 7,492 total jobs, including 2,522 in Transport, Postage, and Warehousing, 1,579 in Manufacturing, 923 in construction, and 873 in wholesale trade.

Population, Age and Housing

Bayside LGA had a total resident population of 175,184 in the 2021 census with a population estimate of 195,269 by the year 2041 with a projected annual increase of 0.51%. In 2021, the social locality was home to 14,126 residents split between the suburbs of Pagewood (3,885), Eastgardens (4,086), Hillsdale (5,647) and Banksmeadow (508). The median age of the SALs varies from 42 in Pagewood, 31 in Eastgardens, 35 in Hillsdale and 33 in Banksmeadow.

Over 60% of the residents within the social locality are of working-age population (15-59 years old) which is similar to that of Bayside LGA. Banksmeadow had the highest percentage of the working-age population at 78.3%. followed by Eastgardens (74%), Hillsdale (67.6%) and Pagewood (57.2%).

Couple families with children were the dominant family type in 2021, with Pagewood having the highest number of couple families with children at 54.5% and an average household occupancy of 2.9 people per home. This was followed by Hillsdale (43.2%), Eastgardens (41.1%) and Banksmeadow (30.8%). This is similar or above the Bayside LGA level (43.4%). Couple families without children and single (lone) person households is the next major family type across the social locality. There are a higher number of families in Bayside LGA at 43.4% compared to Greater Sydney at 34.4%, with the average household occupancy across the LGA is 2.5 people compared with the Greater Sydney Region average of 2.7.

Flat or apartments make up most of the housing types at 80-90% across the social locality, with the exception of Pagewood, where separate house type dwelling is more prominent (at 75.6%). In the wider context, Bayside LGA has a more diverse housing type mix. However, the proportion of Flats or apartments, at 52.2%, is still higher than that of the separate houses at 34.5% and semi-detached, row or terrace houses, townhouses at 12.3%. The site is at close proximity to the SAL of Eastgardens, which has a higher proportion of flats and apartments when compared to Bayside LGA (52.2%) and Greater Sydney (27.1%)



Diversity

The traditional owners and custodianship of Bayside LGA lies largely with the lands of the Gweagal, Bidjigal, and Gadigal Clans of the Eora Nation, and the area is within the La Perouse Local Aboriginal Land Council. There are currently, 2.1%, 1.2%, 2.3%, and 0.6% of people who identify as Aboriginal and Torres Strait Islander People in Pagewood, Eastgardens, Hillsdale, and Banksmeadow SALs, the overall average for Bayside LGA at 1.1%. Overall lower proportion of Indigenous population in Bayside LGA (1.1%) compared to Greater Sydney (2.1%) with the notable exception to Hillsdale SAL at 2.3% in the social locality.

A large percentage of the population within the social locality was born in Australia, with 64% in Pagewood, 38% in Eastgardens, 43.3% in Hillsdale and 33.1% in Banksmeadow, which is similar to that of Bayside LGA (46.7%). There is a broad mix of places of birth amongst people born outside of Australia, including nations such as England, New Zealand, Greece, China (excludes SARs and Taiwan), Indonesia, Ireland, Brazil, Indonesia, Bangladesh, Philippines and Nepal.

There was no dominant ancestry within the social locality. However, the largest ancestry groups other than Australians included English, Greek, Chinese, and Irish. There is higher diversity between established residential neighbourhoods, including Pagewood, with 64% Australian-born residents, compared to the emerging high-density area Eastgardens, with 38% Australian-born residents and higher rates of Cantonese, Mandarin, Greek, and Spanish than the LGA and Greater Sydney averages.

There was a large variety of languages spoken other than English, including Greek (8.3%), Mandarin (3.4%) and Indonesian (2.7%) being the top three in Pagewood while Mandarin (14.1%), Portuguese (5.1%) and Cantonese (3.9%) are in Eastgardens. In Hillsdale, Bengali (5.2%), Spanish (4.5%) and Portuguese (4%) are most spoken. Mandarin (12.8%), Cantonese (3.1%) and Spanish (2.2%) are the top three most spoken languages in Banksmeadow. In a broader context, Mandarin (6.9%), Greek (6%) and Arabic (5.4%) are the languages spoken at home other than English in Bayside LGA.

Education

Over 80% of the total resident population above the age of 15 have completed their grade 12 education within the social locality and the wider population of the LGA. Around 30 to 40% of the population in the social locality have attained at least one tertiary qualification or higher, with 30% in Pagewood, 41.3% in Eastgardens, 28.7% in Hillsdale and 39.6% in Banksmeadow. This is proportionate to that of Bayside LGA (33.7%).

Employment and Income

Bayside Council's economic profile states that of the 71,452 workers in Bayside LGA, 19,956 or 27.9%, also live in the area (Source: economy.id.com.au ABS 2021 journey to work). The participation in the workforce of Bayside LGA was at 60.6%. The local participation in the workforce is also around 60%, with Eastgardens having marginally higher rates at 65.8% when compared to the suburbs of Hillsdale (64.0%), Banksmeadow (64.0%) and Pagewood SALs (59.1%).

According to the 2021 census, the median household weekly income is higher in parts of the social locality within the SALs of Pagewood (\$2,281), Eastgardens (\$2,232) and Banksmeadow (\$2,225) than in Hillsdale (\$1,635) SAL. This is also higher than the median household income of the wider area of Bayside LGA (\$1,959). Similarly, the proportion of households that earn relatively high household incomes of over \$3000 is around 30 to 40% in the SALs of Pagewood (40.4%), Eastgardens (32.5%) and Banksmeadow (30.5%) when compared to the 17% in Hillsdale SAL. Bayside LGA has 27.7% of households that earn above \$3000 per week.

Households with low incomes vary within the social locality. In 2021, Pagewood had the highest percentage of households who earn less than \$650, at 18.6%, followed by Hillsdale (14.3%), Eastgardens (11.8%), and Banksmeadow (10.2%). However, the wider area of Bayside LGA shows a similar percentage of lower-income households, at 15.2%.



Occupations between the local areas were similar to that of Bayside LGA in 2021, with the top responses from the residents being Professionals (26.8%), Clerical and Administrative Workers (14.4%), Managers (13.2), Technicians and Trade Workers (11.3%), and Community and Personal Service Workers (9.8%). 28% of all jobs in Bayside LGA are in the Transport, Postage and Warehousing sector, compared to 5% in Greater Sydney

Socio-economic advantage and disadvantage

Socio-economic indexes for Areas (SEIFA) combine Census data, including income, education, employment, occupation, housing, and family structure, to summarise an area's socio-economic characteristics. Four indices are used to determine an area's socio-economic character; the Index of Relative Socio-Economic Advantage and Disadvantage (IRSAD) has been used for this SIA to provide an overall representation.

The data is presented in terms of percentile for each of the three SALs in the social locality, with the range comprising the most disadvantaged 1 per cent of areas to 100 being the most advantaged 1 per cent. An area with all indicators equal to the state average will receive a 50%.

The 2021 IRSAD index (**Figure 11**) shows Hillsdale (52%) is around the state average; however, it is significantly lower than Pagewood (90%), Eastgardens (93%) and Banksmeadow SALs (99%). The IRSAD percentile for Bayside LGA is at 81%. Bayside LGA has an overall higher area of advantage than the NSW average, with small pockets of average advantage.

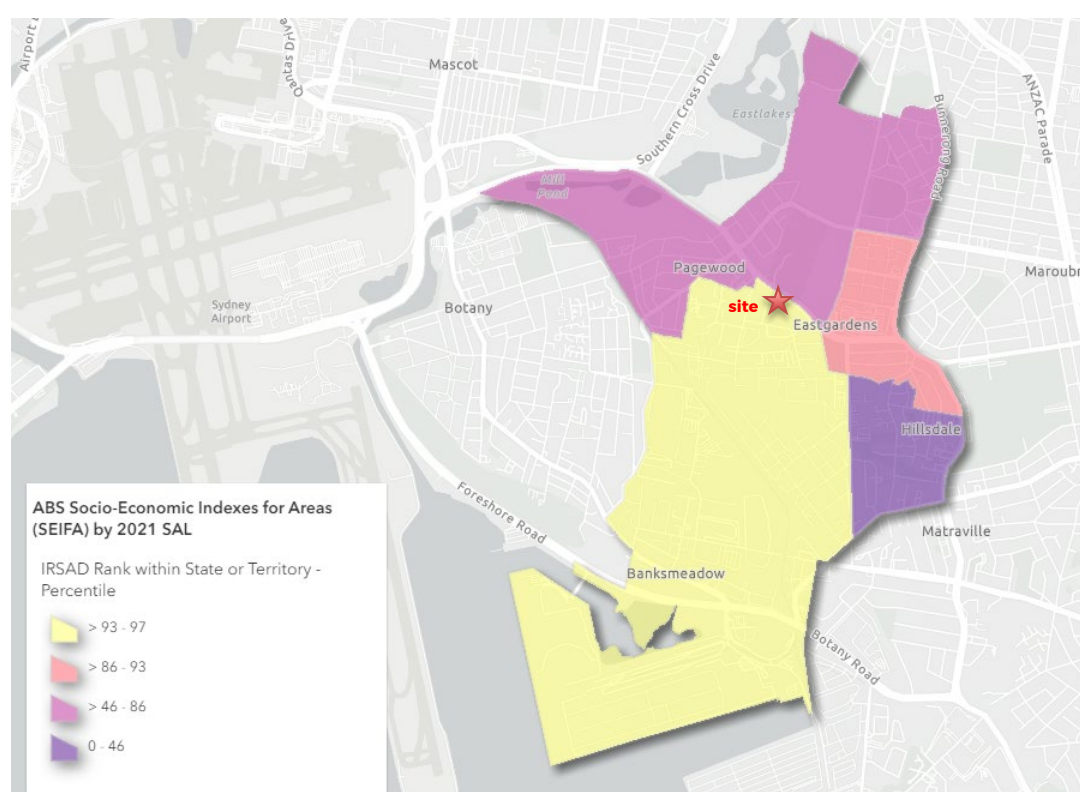


Figure 11: Representation of IRSAD Percentile within the Social Locality

Source: Australian Digital Atlas, 2024

Health and Wellbeing

Around 12-20% of the people in the social locality had at least one long-term chronic illness as reported in the 2021 census, with the highest reported percentage in Pagewood (24.2%), followed by Hillsdale (20.8%), Eastgardens (14.1%) and Banksmeadow (12.8%). The levels are similar to Bayside LGA at 20.4%. The most prevalent health conditions among the residents within the social locality are arthritis, asthma and mental health conditions (including depression or anxiety).



The number of people who require assistance with core activities within the social locality varies, with Pagewood having the highest at 7%, followed by Banksmeadow (2.4%), Hillsdale (4.3%) and Eastgardens (2.3). The need for assistance is higher than the recorded percentage in the wider context of Bayside LGA (0.5%).

Similarly, the percentage of people who provide unpaid assistance to people with disabilities, health conditions, or old age within the social locality varies, with 14.7% in Pagewood, 6.4% in Eastgardens, 9.1% in Hillsdale, and 5.1% in Banksmeadow. Bayside LGA (9.9%) has similar levels of people providing assistance.

Accessibility

The site is within close proximity (800m walk) to a wide range of social infrastructure, including recreation, education, childcare and medical services. The area is well-served by public transport, with Eastgardens being a major bus interchange (refer to **Figure 12**). Car ownership in the social locality ranges from 1.3 per dwelling in Hillsdale, 1.4 in Banksmeadow and Eastgardens and 1.8 in Pagewood. The car ownership levels are similar at 1.4 in Bayside LGA.

The use of public transport in the social locality for the journey to work is highest in Hillside (7.5%) and Eastgardens (6.5%) when compared to Pagewood (3.2%) and Banksmeadow (2.1%). This is lower than the Bayside LGA level of public transport journey to work trips at 10.6%. When looking more broadly at urban areas neighbouring Bayside LGA, the number drops with Randwick LGA at 6% and Sydney LGA at 9.5% of public transport users.

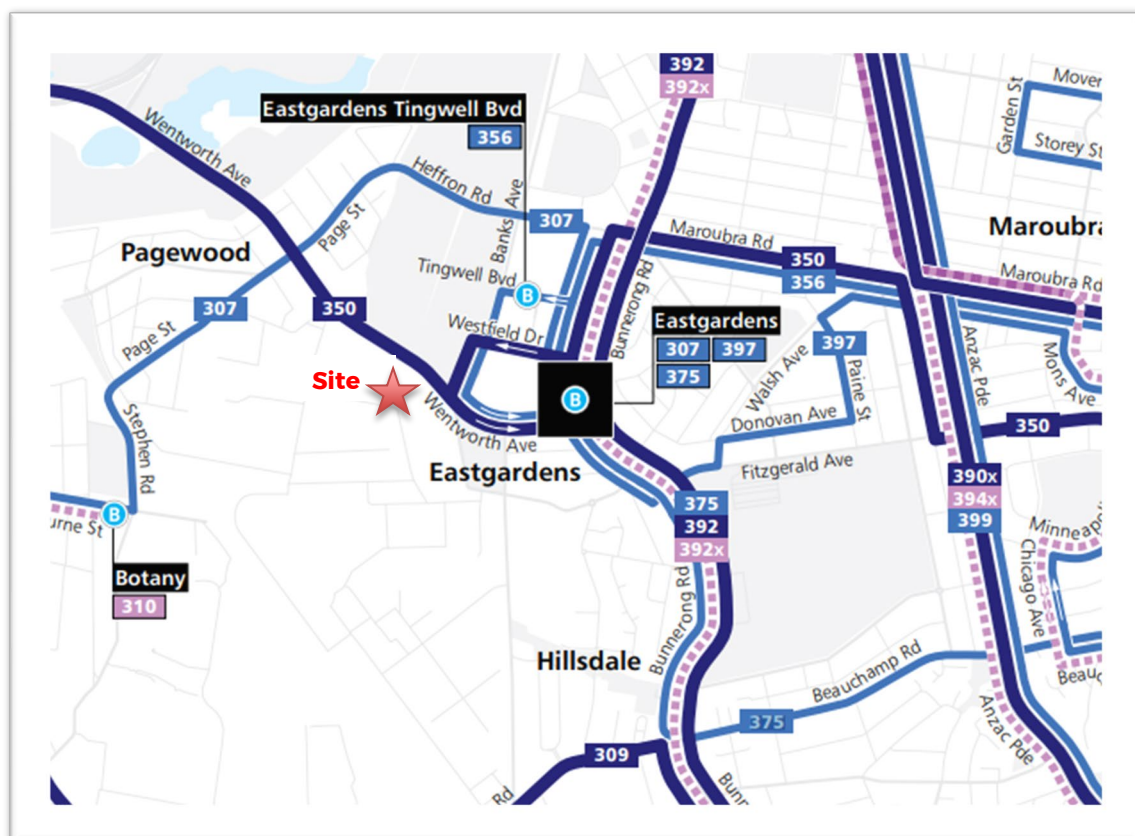


Figure 12: Public Transport Network within the Social Locality

Source: Eastern and south eastern public transport network, TfNSW 2021

The 2021 census that noted the number of people who walked to work shows only around 2% to 5% across the social locality, with Hillsdale having the highest percentage at 4.6%, and in the LGA, the level is 2.6%, similar to the Greater Sydney average of 2.5%.



The 2021 census showed a high percentage of people who worked from home in the social locality and also in the wider LGA, around 40%, compared to NSW levels (30%). This is consistent with the higher level of workforce employed in professional and administrative jobs, which are more likely to accommodate working from home.

Crime and Safety

Bureau of Crime Statistics & Research (BOSCAR) data provides insights into the level and types of crime in the surrounding area. A review of a range of crimes across the social locality shows various 'hotspots' of incidences, represented by the series of heat maps shown below (**Figure 13**).



Figure 13: Type of Offences within the Social Locality

Source: BOSCAR (from July 2023 to June 2024) Approximate site Location denoted by ★

There is a low rate of crime in the immediate vicinity of the site; however, higher rates in the adjoining commercial and residential communities to the east. The highest rates of crime in the surrounding area are related to malicious damage to property, followed by non-domestic assault. The highest rates of crime were largely located in the eastern part of the social locality through the Eastgardens – Hillsdale areas.

3.3 KEY CHARACTERISTICS OF SOCIAL BASELINE

The key findings for the social baseline of social locality reflect the social locality of the site, which is a confluence of industrial adjacent to one of Sydney's largest trade gateways, Port Botany, with large urban recreation areas to the north and residential neighbourhoods within 400m to the east, northeast, west and northwest. In this context, the social locality is notable for:



- 28% of all jobs in Bayside LGA are in the Transport, Postage and Warehousing sector, compared to 5% in Greater Sydney
- There has been a decline in jobs in the Transport, Postage and Warehousing sector in Bayside since 2016 by 8.5%
- The site is within close proximity (800m walk) to a wide range of social infrastructure, including recreation, education, childcare and medical services
- The Eastgardens neighbourhood to the north-west is undergoing transformative change with the redevelopment of a former industrial area into high-density residential
- Low rate of crime in the immediate vicinity of the site; however, higher rates in the adjoining commercial and residential communities to the east
- Higher number of families in Bayside LGA at 43.4% compared to Greater Sydney at 34.4%
- Bayside LGA has an overall higher area of advantage than the NSW average, with small pockets of average advantage
- Higher proportion of flats and apartments near the site at Eastgardens (over 80%) compared to Bayside LGA at 52.2% and Greater Sydney at 27.1%
- High diversity between established residential neighbourhoods, including Pagewood, with 64% Australian born compared to the emerging high-density area Eastgardens, with 38% Australian born and higher rates of Cantonese, Mandarin, Greek and Spanish than the LGA and Greater Sydney averages
- Overall, a lower proportion of the Indigenous population in Bayside LGA (1.1%) compared to Greater Sydney (2.1%); however, social locality included Hillsdale at 2.3%.
- Sensitive communities in the social locality include primary school students at Pagewood Public School and an increasing aged population (noting the new seniors centre under development), both located on Holloway Drive in the adjoining Pagewood residential neighbourhood.

3.4 SOCIAL LOCALITY – ENGAGEMENT AREA

The synthesis of the social baseline and stakeholder mapping undertaken for engagement informed a smaller 'primary' social locality suitable for engagement activities. This comprises the business, commercial and residential areas with higher proximity to the proposal and potential impacts.



Figure 14: Primary Social Locality Area for Engagement

Source: Nearmap, 2024/Willowtree Communications, 2024



4 Engagement

4.1 APPROACH TO ENGAGEMENT

The analysis of the proposal, stakeholders and the surrounding area informed a tiered approach to engagement. The approach aimed to undertake engagement that was proportionate to the likely impacts of the project on different stakeholders and provide open and transparent channels for feedback. These included:

- Formal engagement with council and relevant agencies and authorities;
- Targeted engagement with key stakeholders in the surrounding industrial area, including adjoining landowners
- Active engagement with local business community and key stakeholders (including Registered Aboriginal Parties guiding Aboriginal Cultural heritage work) to identify sentiment and potential impacts,
- Raise awareness and provide opportunities for local residential community within the engagement area to participate in engagement.

The range of tools identified to support this engagement is outlined in **Table 4**.

Table 4: Engagement Approach

Activity & Tools	Strategic Intent	Key Stakeholders
Authority and Agency engagement required under SEARs – direct approach by Project Team technical consultants (emails & meetings)	To gain technical input and feedback on the proposal	Bayside Council, Transport for NSW, Sydney Water, Aboriginal Community, Ausgrid and Jemena.
Community stakeholder engagement (Meetings, phone calls, emails and offers of further engagement)	To discuss aspects of the design, consultation and construction approach and seek feedback and input from community members.	Adjoining landowners, neighbouring golf club and adjacent sports facilities, the Pagewood Public School, Westfield Eastgardens, the local Aboriginal Land Council and registered parties involved in the Aboriginal Cultural Heritage Assessment Report, NSW Ports, Bayside and Randwick Councils.
Community information via Community Update #1 Newsletter	Provide an opportunity for enquiries and concerns to be raised.	<u>Local Business and Community Stakeholders</u> : Surrounding business and residential community
Local Business - Survey	Provide an opportunity to gather data around the interests and concerns of the community while providing open-ended questions to address novel or unanticipated issues.	<u>Local Business Community</u> : surrounding industrial area
Contact channels (Email)	Correspondence with stakeholders and the community via engage@willowtc.com.au	

Community Newsletter

The Newsletter was designed to provide a high-level overview of the proposal. Newsletters directed stakeholders to provide feedback via the engage@willowtc.com.au dedicated email address. More than 2,200 newsletters were distributed throughout the surrounding ‘primary social locality’ engagement area (refer **Section 4**). Further details on Community Update #1, including distribution addresses, are provided in the accompanying Engagement Report.



4.2 LOCAL BUSINESS SURVEY

A review of recent engagement activities in the surrounding area showed low rates of responses to engagement activities. In response to this, an in-person survey was undertaken through direct stakeholder engagement in the Industrial area. Twelve questions were posed, and responses were recorded online through the Survey Monkey Platform.

The survey was designed to capture both quantitative and qualitative data to ensure that results could be measured, the community had the opportunity to voice their concerns, and any issues that may not have been initially apparent could be identified. The survey design required the respondents to answer questions to determine their general demographics, baseline activity, socio-economic and lifestyle concerns. Freeform stakeholder feedback was also incorporated into the survey to ensure wide ranging concerns could also be captured. Survey questions are summarised below, and results are detailed in **Appendix B**.

Table 5: Survey Questions

QUESTIONS	ANSWERS
1. Where do you work?	a) Wentworth Ave b) Moore St c) Baker St d) Wight St e) Cornish Cir f) Other (specify)
2. And what industry are you involved in?	a) Manufacturing b) Urban Services c) Construction d) Freight and logistics e) Other (Please specify)
3. Age bracket	a) 16-25 b) 26-35 c) 36-45 d) 46-55 e) Over 55
4. Gender	a) female b) male c) non-binary
5. Residential postcode	Open ended text
6. How often do you use Moore St?	a) Regularly in peak times b) Regularly out of peak times c) Rarely d) Never
7. What are the issues in within the business park that impact you the most?	Open ended text
8. We are interested to get your opinion on a proposed redevelopment to the industrial site in your area to ensure we understand the impacts it may have to the area; Are there activities associated with this project that would interest/benefit you?	Open ended text
9. Are there activities associated with this project that would concern you? (select up to 2 options):	a) Traffic congestion during construction b) Removal of existing vegetation c) Intensification of industrial facilities d) Pressure on public transport e) Impact on street parking f) None of the above



10. What types of development would you like to see more of in your local area (select up to 2 options):	a) Industrial factories or warehouses b) High rise residential housing c) Commercial / retail activities d) Medium density residential e) Other [please specify]
11. What impacts from the development would be most significant to your community? (select all that apply)	a) Mitigation of traffic issues b) Pressure on public transport c) Increased greenspace/recreation d) Other [please specify]
12. Do you have any other feedback or areas of concern?	Open ended text

Survey details are provided in the accompanying Engagement Report and outcomes summarised in engagement outcomes following.

4.2 ENGAGEMENT ACTIVITY

The implementation of the engagement strategy and responses is provided in the following table.

Table 6: Engagement Activity

Date	Targeted Stakeholders	Activities	Responses
14 June 2024 August – September 2024	Bayside Council	Initial pre-lodgement meeting with ESR and Willowtree Planning, ESR and Council to discuss the upcoming development. Multiple requests for follow up – email and phone calls	Initial briefing provided an overview
19 June 2024	DPHI Assessments (Industry)	Initial pre-lodgement meeting with ESR and Willowtree Planning confirming suitability for SSDA pathway	Initial briefing provided an overview
27 August 2024	TfNSW	JMT Consulting approached TfNSW prior to lodgement, noting the restricted vehicle access via Moore St and turning paths for vehicles	No additional requirements confirmed refer
August / September 2024 including email Community Update #1 September 2024	Indigenous Communities	Consultation between Austral Heritage and registered parties including representatives from La Perouse Local Aboriginal Land Council AI Indigenous Services Butucarbin Aboriginal Corp Didge Ngunawal Clan Kamilaroi-Yankuntjatjara Working Group Also Community Update with link to survey provided by email	No issues raised; input focussed on Aboriginal Cultural Heritage Assessment Report
30 August 2024 4 September 2024	Ausgrid – technical Ausgrid- immediate neighbour	LandPartners lodged application regarding electricity connection and received a response on 30 August 2024 Door knock delivery of the notification to the Moore St facility, with an offer for more information.	Further steps identified following any development approval No further response
18 September 2024	Sydney Water	Landpartners, Surveyors and Planners concluded “The site is adequately serviced by existing potable water reticulation system in Moore Street.”	Provides guidance following approval



4 September 2024	Industrial area	Community Update #1 outlining proposal and feedback channel to residential neighbourhoods	
	Bonnie Doon Golf Club	Phone call with Managing Director David Bromell followed up with email containing the notification and contact details.	No further enquiries
	Pagewood Public School	Phone call with Rebecca S at Pagewood Public School, followed up with email containing the notification and contact details.	Confirmed offer of meeting; No further enquiries
	Westfield Eastgardens (Scentre)	Phone call with Stuart White (Director of Development) 's office, followed up with email containing the notification and contact details.	Confirmed offer of meeting; No further enquiries
	Haverick Meats (immediate neighbourhood)	Email containing the notification and contact details.	No enquiries
	Hindmarsh Construction (contact for Stocklands construction site) immediate neighbourhood	Message left on contact number on site.	No response
	Body Corporate Pagewood Green	Hand deliver Community Update #1 and coordination of resident notification	No further response
5 September 2024	The NSW Port Authority	Phone call offering follow up	Referred to NSW Ports
	Mutch Park Tennis and Squash Centre	Email containing the notification and contact details	No response
11 September 2024	Local community (residential and industrial – area of engagement (Figure 14))	Community Update #1 outlining proposal and feedback channel to residential neighbourhoods	Open Enquiry channel for residential community
12 September 2024	Sydney Ports	Willowtree Communications met with Greg Walls Planner at NSW Ports. Provision of newsletter and invitation to complete survey	Letter of support in recognition of demand for warehousing and logistics in the area
16 September 2024	Community member	Response to letterbox drop	One enquiry – from local school community raising traffic and parking concerns in proximity to school
19 September 2024	Toyota Parts Business – adjoining property	Briefing on proposal	No further response
	13-15 Baker Street Industrial Campus tenants	Briefing on proposal to Florist and Auto Supply	No further response
	Local business community in surrounding industrial area	Online survey conducted onsite and face to face.	8 responses
	Bayside Council – Recreation Officer for Mutch Park	Email notification with offer of briefing	No response
20 September 2024	Randwick Council	Email of notification, followed up with Teams meeting with Liam Stanley Acting Manager Strategy Planning	Requested EIS provide clarification on aspects of proposal (traffic and landscaping)



7 November 2024	Botanic gardens of Sydney, National herbarium of NSW	Anne Clements and Associates received confirmation of plan specimen identification to inform Biodiversity Assessment Report	No further action
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4.4 ENGAGEMENT OUTCOMES

Agencies:

Feedback from agency engagement focussed on technical aspects of the proposal, and no additional matters were raised other than that associated with the delivery phase after any approval of the proposal. A summary of agency and authority engagement is provided in the Engagement Report, and Technical studies are listed in **Section 1** of this report.

Councils:

There was a low level of interest in the proposal from Bayside Council, with multiple requests for follow-up meetings from the original briefing (14 June 2024) made from August – September, noting:

- Email requests were made on 30 July, 5 August, and 26 August directly and through the general enquiries line
- Phone calls and messages left/made on 28 August and 4 September 2024

A meeting with the adjoining Randwick Council was also held, and several areas of interest were raised and included:

- Noted the arterial network in the vicinity of proposal in Randwick LGA includes Bunnerong Road - wanted to understand arterial routes that traffic generated by the proposal would use
- Noted that Wentworth Avenue is a major thoroughfare to access Randwick LGA – wanted to understand proposed landscape treatment
- Operational aspects, including 24/7 activity

Local Stakeholders

A meeting with NSW Ports resulted in a letter of support (refer **Appendix E**), which reinforced the positive impacts of the proposal to meet demand for freight and logistics in proximity to Port Botany and support those activities in the Bayside LGA.

Low interest levels were registered by other stakeholders, including adjoining landowners, the Pagewood Public School, Westfield Eastgardens, Bonnie Doon Golf Club and Mutch Park operators. This was confirmed in many instances with additional communication through follow up phone calls/emails to ensure no further action was required, including:

- Bonnie Doon Golf Club - confirmed they received the Community Update and raised no issues
- Pagewood Public School - confirmed they received the Community Update and raised no further response

Local Business Community / Industrial Area

The surrounding businesses were approached to take part in a local business survey; however, the response rate was low, which is consistent with engagement on similar proposals in the industrial area. Eight responses were recorded in total and are analysed (**Appendix B**). While the feedback collected did not have the veracity to disseminate trends within the data, common themes that emerged included:

- Support for intensification of industrial uses with industrial and commercial development/use preferred for development within the local area (50% and 37.5%, respectively), with no support for any residential or community development.
- traffic concerns given existing high number of heavy vehicles using the local streets, particularly Baker Street
- construction – potential impacts of noise and dust



Community Stakeholders were delivered Newsletters and followed up with phone messages with few responses. Those included:

- Bonnie Doon Golf Club – confirmation they received Newsletter and raised no issues
- Pagewood Public School – confirmation they received Newsletter and raised no further response

Wider Engagement Area including residential neighbourhoods of Pagewood and Eastgardens

The Community Update, delivered to over 2,300 letterboxes within the surrounding area, was open for 2.5 weeks. Only one response was received via the dedicated email address, which highlighted traffic congestion concerns in the surrounding streets, particularly associated with the amount of car parking proposed and any potential impacts on accessing Pagewood Public School (refer Engagement Report). The response to this feedback advised that network matters will be addressed in EIS Traffic Impact Assessment Report.

To understand potential community traffic concerns further, a review of the engagement by TfNSW on the recently completed (mid 2023) upgrade of the Baker Street – Wentworth Avenue showed regular community engagement through a series of Community Updates. This upgrade was designed to deliver significant improvement to traffic flow in the area as well as safer pedestrian movements (refer Engagement Report).

Key Stakeholder and Community Issues

Drawing from the stakeholder and community feedback, a summary of issues raised through engagement, and responses to these matters is provided in the following table.

Table 7: Summary Engagement Feedback and Project Response

Issue	Response
Traffic – heavy vehicle <u>Detail:</u> Traffic is the primary concern for all respondents (Business Community Survey and community enquiry) Baker St lies perpendicular to Moore St and acts as a major thoroughfare to Port Botany and large commercial enterprises in the industrial area. Therefore, there is significant heavy traffic in the area, which is a critical part of the functioning of the existing industrial development in the immediate area.	• Transport assessment undertaken by JMT Consulting confirms that the Baker Street – Wentworth Avenue intersection will retain sufficient capacity to accommodate traffic movements to and from the site. • Under transport guidelines heavy vehicles will be required to access the site solely from the Wentworth Avenue / Baker Street intersection. • Once on Wentworth Avenue, heavy vehicle traffic will follow arterial roads/freight routes. • The recently installed traffic lights at the Wentworth Avenue / Baker Street intersection provide for significantly improved capacity and safety for heavy vehicles travelling to and from the site.
Traffic – car parking <u>Details:</u> Concerns surrounding the development include street parking and the number of additional off-street car parks at the new site, which contribute to traffic congestion. (Business Community Survey and community enquiry)	• Additional parking on site will accommodate parking needs associated with the proposal. • Transport assessment undertaken by JMT Consulting confirms there is capacity for this additional traffic within acceptable levels.
Construction – dust and noise <u>Details:</u> Dust and noise during construction were mentioned by single respondent as unprompted “other impacts” (Business Community Survey)	• Dust and noise generated by construction phase will be managed to acceptable levels through current industry standard construction management requirements and adhere to permissible construction hours.
Landscape – Wentworth Avenue <u>Detail:</u> Retention and potential for enhancement of vegetation and landscaping (Adjoining Council engagement)	• Visual impacts of the development that interface with recreation and residential areas adjoining Wentworth Avenue will be screened by additional vegetation as well as the site topography which includes a change in level between Wentworth



	Avenue and the northeast corner of the site being several metres below street level. • The proposed development includes an increased landscape setback of 12m along the Wentworth Avenue frontage, which is well above the minimum 4m requirement within the DCP. • The building is also setback approximately 23m instead of the minimum 9m required within the DCP. • The 12m landscape setback area allows for the retention of the majority of the existing established native trees along the entire boundary, which provide greening along Wentworth Avenue in addition to screening of the development. • The Wentworth Avenue landscape setback will also include supplementary planting of native canopy trees and native understorey planting.
Protection of Warehousing and Logistics <u>Detail:</u> Retention of land uses in industrial areas adjacent to trade gateways (NSW Ports, local Business Survey)	• The demand for increasing freight and logistics in a growing city in key locations is important to the sector to protect and enhance



5 Social Impact Identification and Assessment

5.1 Social Impact Evaluation

This section evaluates the expected social impacts of the Multi-storey warehouse development. **Table 8** first discusses each of the eight social elements and includes an overview of the relevant construction and operational impacts of this project on each value.

The next section (**Tables 9** and **Table 10**) describes each impact, including the social value categories it relates to, the type of impact (positive or negative), and an assessment of its likelihood and magnitude. It then provides any standard or project-specific mitigation to identify the significance of the residual impact. The cumulative impacts of this project concerning neighbouring projects are discussed in **Section 5.3** according to the guidelines set out in the Cumulative Impact Assessment Guidelines for State Significant Projects (2022). Residual impact mitigation recommendations are discussed in **Section 6**.

Table 8: Overview of Social Elements of Value to People Related to the Proposal

Value	Overview
Way of Life	<i>Includes how people live, how they get around, how they work, how they play, and how they interact each day</i> - Construction vehicle movements to and from the site can cause additional traffic on surrounding roads, however not at levels expected to affect travel times and cause disturbance or inconvenience for the people in the local area trying to access various points of interest in their everyday lives. Everyday life can also be disrupted by the increase in dust, noise, and vibration above normal levels, impacting the health, peace, and lifestyle activities of nearby residents and workers. Standard requirements for hours of construction and construction management practices can assist in mitigating these impacts. Affected stakeholders may include the immediate industrial businesses and Pagewood residential neighbourhood. - The operation of a multi-storey warehouse is expected to provide improved employment opportunities for the residents in the local and wider area and help redress decline in jobs in the sector in the LGA. At the same time, increased operations will also lead to more traffic and potentially noise impacts that could affect the general way of life of the neighbouring community. Estimates show vehicle movements during the AM and PM peak hours are at levels accommodated by the immediate road network. An increase in the number of workers on site due to the warehouse operations can indirectly affect the need to increase the capacity for social and support infrastructure in the area. Affected stakeholders may include businesses and residents within the social sociality and surrounding areas.
Community	<i>Including composition, cohesion, character, how the community functions, resilience, and people's sense of place</i> The construction activities for the proposed warehouse project will take place in an area zoned for industrial land usage. The immediate community is industrial business based with high level of activity related to freight and warehousing, wide range of industrial units and construction businesses in the immediate vicinity. However, the social locality includes residential neighbourhoods, recreation areas and a major retail centre. The construction phase is unlikely to have a negative impact on the immediate local industrial business community as construction is not incompatible with existing industrial functions. Temporary increase in



	construction workers may affect the general sense of community in the adjoining Pagewood neighbourhood during the construction period. Once operational, the project can have a positive impact on the community by providing more job opportunities and improved productivity for freight and logistics capacity in the area benefiting social cohesion in the business community. Although the warehouse is located in an industrial zone, it is close to residential areas with high-rise apartments. Increased traffic, reduced parking access, and increased traffic may affect these residential areas although no roads in residential areas are proposed to be used by heavy vehicles and on-site parking is provided. Affected stakeholders considered are within the social locality.
Accessibility	<i>Including how people access and use infrastructure, services and facilities, whether provided by a public, private, or not-for-profit organisation</i> - During the construction process, there may be occasional peaks in more traffic, as construction vehicles come to and from the site to support different construction tasks. This is not expected to be at levels that would make it harder to access nearby services and amenities where the local community chooses to use the road network in the industrial area to access social infrastructure nearby. - Operations on the site could increase traffic on the surrounding road network however this is designated as a major freight route for metropolitan Sydney. Therefore, operations on the site may lead to increased congestion in the road network around the site. Access to the site is via designated freight roads of Wentworth Avenue and Baker Street. Disruption to local residential neighbourhoods is a prevailing consideration whereby the surrounding residential communities must traverse freight routes to access a number of local services that aren't in their immediate vicinity. The extended or new operating hours might create a sense of safety, improving passive surveillance in the area.
Culture	<i>Both Aboriginal and non-Aboriginal, including shared beliefs, customs, practices, obligations, values and stories, and connections to Country, land, waterways, places and buildings</i> - Technical studies review of Aboriginal and non-Aboriginal heritage show no material heritage issues. The Aboriginal Cultural Heritage Assessment has identified that construction work can potentially disrupt historical artefacts or culturally important sites in the project area or its surroundings, which could impact the local community, and its cultural heritage. Construction activities are subject to requirements to mitigate impacts. - Once constructed the operation of the proposed multistorey warehouse aligns with the current land use regulations in the industrial zone and will incorporate measures identified in the Aboriginal Cultural Heritage Assessment Report and is not anticipated to negatively affect the site's function within the community.
Health and Wellbeing	<i>Including physical and mental health especially for people vulnerable to social exclusion or substantial change, psychological stress resulting from financial or other pressures, access to open space and effects on public health</i> Construction activities involve various processes that can generate dust, fumes, vibration, and noise, all of which can have an impact on the health and well-being of people in the vicinity, particularly those who are sensitive. Additionally, there is indirect stress associated with construction activities, changes to the local community, and future development, which can cause anxiety for the residents in the social locality. Potential impacts to adjacent recreation and residential reinforce the need for construction management plan to



	mitigate potential impacts. With appropriate construction management practices in place, the sensitive communities associated with the Public School and aged population are considered remote from the immediate impacts of construction. - Once operational the major impacts of warehousing activities are related to traffic movement to and from the site and within the site as part of the storage of goods and packaging. The proposed warehouse will include improved safety measure for workers separating car and heavy vehicles on site. These are considerations within the context of the location of the site within an industrial area and adjacent to a major freight route. - The intensification of industrial use may contribute to increased urban heat island effect, which can negatively affect the health of workers and nearby residents however the site's landscape plan and proximity to large recreation areas waterways are mitigating factors in this location. Investigations into the social locality also identified proximity to crime hotspots, especially in the nearby suburb of Eastgardens. The proposed Multi-storey Warehouse and its operating hours could contribute to increasing the perception of safety in the area. - The increase in the number of workers during the construction and operational phases also has the potential to enhance their livelihoods and social networks, which can be beneficial in promoting general health and well-being, as well as overall community health.
Surroundings	<i>Including ecosystem services such as shade, pollution control, erosion control, public safety and security, access to and use of the natural and built environment, and aesthetic value and amenity</i> - The construction process can have an impact on the surrounding areas. The equipment, site setup, and increased vehicle movement can cause changes in the local community's perceptions, particularly adjoining residential neighbourhoods. Some residents may be concerned about a decrease in residential desirability due to increased industrial activity. During construction, there is also a potential increase in dust, noise, and vibration that can affect the quality of surrounding amenities. Local stormwater and flood mitigation systems also need to be considered in relation to any additional impacts on the surroundings. The construction phase can change the visual sense of the community in the short term and change to the local character of the place. - Once constructed the multi-storey warehouse will change the immediate surroundings, particularly the treatment of major thoroughfare Wentworth Avenue. Whilst there is no direct access from Wentworth Avenue other than for pedestrians, the ancillary office and car parking and new landscaping will change this interface to a contemporary warehouse character. The extended hours of operation could also mean increased activity and therefore passive surveillance, contributing to a sense of safety on the roads such as Wentworth Avenue and Baker Street for nearby residents. The proposed multi-storey warehouse optimises the site capacity under the planning framework which could adversely impact the visual amenity for people in surrounding area with the visual impact largely affecting stakeholders north of Wentworth Avenue. Landscaping is being informed by Connection to Country considerations.
Livelihoods	<i>Including people's capacity to sustain themselves through employment or business</i> - The Estimated Development Costs (EDC) for the project is approximately \$150 million. This means the project will create additional job opportunities on-site and indirectly for the duration construction. Furthermore, an increased number of construction staff could indirectly benefit local food, retail, and transit services. - Operation of the multi-storey warehouse would also generate increased economic activity and is estimated to provide an increase in jobs, as well as indirect jobs associated with transport and logistics serving the warehouse facility. There would also be a minor increase



	in the patronage of surrounding businesses owing to the future employees of the warehouse and may extend to local social infrastructure services such as daycare, retail, medical and recreation facilities, which are key to ensuring that individuals have access to necessary childcare, goods and services as well as community activities within proximity to their place of work. Overall, the establishment of the warehouse has the potential to provide positive impacts to the economic landscape of the surrounding area.
Decision-making Systems	<i>Including the extent to which people can have a say in decisions that affect their lives, and have access to complaint, remedy and grievance mechanisms.</i> • During the construction process, there is the potential for people to feel like they do not have an effective means for expressing their opinions or giving input on the proposal. The proposal seeks to optimise existing planning framework through the development of the multistorey warehouse. Owing to the fact that this is a land use consistent with existing site land use, in an industrial zone, the surrounding community is less likely to experience this feeling of powerlessness. • The guidelines for engagement and social impact assessment as part of the state-significant project are designed to help address feeling of powerlessness in decision making processes. This includes a range of engagement activities with local Council, community stakeholders, notification of proposals to the surrounding area. • As the nature of operations on the site are remaining relatively unchanged even though it is being intensified, the protection of freight and logistic activities in this area has been a long-standing policy of State Government and Bayside Council for many years. It is not anticipated the proposal would introduce additional fears relating to decision making systems above the baseline. • Potential impacts arising from significant growth in the social locality are addressed in Section 5.3 Cumulative Impacts



5.1.1 Construction Phase

Table 9: Construction Phase- Social Impact Evaluation and Mitigation

CONSTRUCTION - EMPLOYMENT				
Relevant categories for assessment	Community, Livelihood, Health and Wellbeing			
Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Specific Mitigation/Enhancement	Residual Impact Significance Assessment
<i>Construction of the warehouse will generate additional employment that can mean a positive benefit to the local community.</i> <i>The increased number of construction workers alters the feel of the local community.</i>	Almost Certain + Minor = Medium Positive: Increase in employment with minimal impact by the construction workforce as construction workers largely substitute for the previous warehouse workforce. • Almost certain likelihood (definitely expected) • Minor magnitude, short-term duration <i>Reference –Development Cost Report (EDC) prepared by MBM (2024)</i>	Construction activity will generate additional jobs both directly on the site and indirectly in the wider context of supporting the construction industry.	The estimated cost of the project is approximately \$150 million, which could translate to over 200 temporary jobs during the construction phase) depending on construction methods	Almost Certain + Minor = Medium Positive Skilled workers/contractors will benefit from additional opportunities and continue to deliver quality outcomes.
CONSTRUCTION - NOISE AND VIBRATION				
Relevant categories for assessment	Way of Life, Community, Health and Wellbeing, Surroundings			
Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Specific Mitigation/Enhancement	Residual Impact Significance Assessment
<i>Construction Noise and vibration cause a decline in acoustic</i>	Likely + Minor = Medium	• Noise-attenuated equipment	• Construction Management Plan (CMP) to establish environmental criteria in relation to noise, dust, traffic and contractor	Likely + Minor = Medium Negative



amenities and a potential decline in health or well-being for immediate neighbour.	Negative - Deterioration in amenity: • Likely (re: high probability to occur) • Minor magnitude, short term duration Reference: Noise and Vibration Impact Assessment Report prepared by Renzo Tonin & Associates (2024)	• Limited hours of construction through standard conditions of consent for approved work hours • Noise-emitting plant to be directed away from sensitive receivers. • Utilisation of temporary measures where required (e.g. screening, enclosures)	behaviour should be established prior to the commencement of construction. • Implementation of recommendations from acoustic studies include the following measures to mitigate unacceptable levels of noise: ○ Provide special attention to the use and maintenance of 'noise control' or 'silencing' kits fitted to machines to ensure they perform as intended ○ Simultaneous operation of noisy plant within discernible range of a sensitive receiver is to be avoided ○ Loading and unloading of materials/deliveries is to occur as far as possible from sensitive receivers. Select site access points and roads as far as possible away from sensitive receivers. ○ Where practicable, pre-fabricate and/or prepare materials off-site to reduce noise with special audible characteristics occurring on site. Materials can then be delivered to site for installation ○ Stationary noise sources should be enclosed or shielded whilst ensuring that the occupational health and safety of workers is maintained	The predicted construction noise levels are based on the typical worst-case scenario and that plant and equipment is operating concurrently. These conditions are not realistically expected to be constant.
CONSTRUCTION - AIR QUALITY				
Relevant categories for assessment	Way of Life, Community, Health and Wellbeing, Surroundings			
Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Specific Mitigation/Enhancement	Residual Impact Significance Assessment
Dust generated through construction activities causes a decline in air quality and a potential decline in health or well-being for	Possible + Minor = Medium Negative - Potential to affect health of people in the surroundings and nearby community	• Appropriate dust suppression measures implemented during construction phase to minimise or avoid impacts on air quality (e.g. consider	• The Air Quality Impact Assessment Report sets out the following mitigation measures to be included in the Construction Management Plan: ○ Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is	Unlikely + Minimal = Low Negative The mitigated dust deposition and human



immediate neighbours/workers.	- Possible likelihood (i.e. Medium probability) - Minor magnitude, short term duration Reference: Air Quality Impact Assessment Report prepared by SLR Consulting (2024)	wind speed and direction when undertaking activities) Utilisation of temporary measures where required (e.g. covering of waste, screening	required for a particular process, in which case ensure that appropriate additional control measures are in place. - Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use. - Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport. - Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).	health impacts risks for demolition, earthworks, construction, and trackout phases are anticipated to be negligible provided appropriate mitigation measures are implemented
CONSTRUCTION - TRAFFIC				
Relevant categories for assessment	Way of Life, Community, Health and Wellbeing, Surroundings, Accessibility			
Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Specific Mitigation/Enhancement	Residual Impact Significance Assessment
Construction equipment and traffic, including heavy vehicles, are likely to disrupt the immediate environment, affecting immediate neighbours.	Almost Certain + Minor = Medium Negative: Deterioration in amenity with increased traffic of approximately 50 vehicles expected at the peak of works. Workers, equipment and materials will be transported via the following key routes: - Denison Street (connecting to Foreshore Road) - Southern Cross Drive - Wentworth Avenue - Baker Street - Moore Street	- Construction vehicles to follow appropriate routes (road restrictions) and traffic rules - Traffic flow measures include managing construction traffic and ensuring activities do not impede local traffic - Construction workers parking provided within the construction site where possible - Construction activity to be carried out in accordance with the approved hours of work	- Implementation of recommendations from the Traffic Assessment Report, Preliminary Construction and Traffic Management Plan includes the following key mitigation measures: - Manage and control construction traffic movements on the adjacent road - Trucks to enter and exit the site in a forward direction. - Construction access driveways to be managed and controlled by certified site personnel - Pedestrian warning signs and construction safety signs/devices to be utilised in the vicinity of the site - Construction vehicles not to queue on public roads and be wholly accommodated within the site	Likely + Minor = Medium Negative The predicted construction traffic levels are based on the typical worst-case scenario where there is a traffic peak. Subject to implementation of a Construction and Traffic Management Plan the construction traffic, parking and safety are considered able to be managed and mitigated to a generally acceptable degree of change. over a relatively



	• Almost certain likelihood (definitely expected) • Minor magnitude as short-term duration and replaces traffic otherwise associated with operation existing of warehouse Reference: Transport Impact Assessment prepared by JMT Consulting (2024)		○ Truck loads would be covered during transportation off-site ○ Green Travel Plan to be prepared to encourage active and public transport usage	short duration, impacting a minimal number of sensitive receivers.
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CONSTRUCTION - LOCAL CHARACTER AND VEGETATION LOSS

Relevant categories for assessment	Community, Culture, Way of Life, Surroundings, Health and Wellbeing			
Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Specific Mitigation/Enhancement	Residual Impact Significance Assessment
The changes to local character and landscape and character due to site preparation and construction works.	Almost Certain + Minor = Medium Negative: Clearing of vegetation and some mature trees on the site as part of site preparation works may temporarily reduce amenity of the site. However, the site is located within an industrial zone bordered by Wentworth Ave, which is a state road and adjacent to Port Botany lands. High levels of construction underway in surrounding area, including residential neighbourhoods to east and west • Almost certain likelihood (definitely expected)	• Landscape Plan industry standard requirements including opportunities to retain trees and to replace/offset trees removed to contribute to long term landscape setting and streetscape and mitigate urban heat island effects	• CMP measures to manage construction noise and vibration, air quality and site security compatible with industrial zone • Use of screening to Wentworth Avenue reflective of local character and identity. • Continue to communicate with surrounding residents and businesses post-construction in order to smoother transition. • Implement landscaping plans as outlined in the Arboriculture Impact Assessment and Tree Protection Management Plan, including retention of 277 trees and protection measures required to maintain tree health during construction, ahead of enhanced vegetation to Wentworth venue using local native planting • The design and landscape reports further state that 118 new trees are to be planted during landscaping works.	Possible + Minimal = Low Negative Subject to implementation of CMP and Landscape Plan



	Minor magnitude: Long-term duration however, landscape plan will reduce impacts <i>Reference: Design Report prepared by Nettletontribe Architects (2024)</i> <i>Landscape Plan and Report prepared by Paddock Studio (2024)</i> <i>Arboricultural Impact Assessment & Tree Protection Management Plan prepared by Canopy Consulting (2024) and construction impact assessments above.</i>		Additionally, the landscape provided for the project is 12.7%, which is more than the mandatory requirement at 10%	
CONSTRUCTION - HAZARDOUS MATERIALS				
Relevant categories for assessment	Community, Livelihood, Health and Wellbeing			
Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Specific Mitigation/Enhancement	Residual Impact Significance Assessment
<i>Site remediation can lead to potential exposure to contaminants that can have adverse impacts on the health of construction workers and staff.</i>	Almost Certain + Moderate = High Negative: The Hazardous building material report identified the following places to have contaminants: - Chrysotile Asbestos (in Non-Friable condition) in Warehouse: - Central east portion mezzanine level redundant pipework for compressor within plant room 2)	- Establish a Hazardous Materials Register that includes details on all hazardous materials on site, their condition and location - Any materials deemed to be consistent with those detailed in the Hazardous Materials Register that have not been previously identified should be assumed to have the same content and be treated accordingly. - Should any additional suspected hazardous materials be observed during or prior to	The following recommendations were outlined in the Hazardous Building Materials Survey for the identified contaminants/building materials found in the site: <u>Asbestos Containing Materials (ACM)</u> - All identified and suspected ACM are to be recorded on a site Hazardous Building Materials Register with a copy kept on-site and managed and updated under the responsibility of the site controller/owner - Appropriate warning labels shall be applied to occurrences of identified and suspected asbestos materials in accordance with regulations - Asbestos Management Plan (AMP) is required to be prepared	Possible + Minimal = Low Negative Post-site remediation, routine monitoring should be conducted to ensure the procedures remain effective



	- Central portion, mezzanine plantroom above quality control laboratory (two older air handling unit joins) - Mezzanine level plantroom of administration portion (flange joint of the fire damper shut off) 2. Lead Dust in: - Mezzanine level central east office floor (settled dust -24 mg/kg) - Mezzanine level of central east portion (raised area adjacent the old compressor within plant room 2 – settled dust -180 mg/kg) 3. Lead Paint on warehouse; - External fire door and door frame - beige paint- (0.14% w/w) in fair condition - Gate house, internal and external metal frame – maroon paint (4.9% w/w) in Good condition <i>Reference: Hazardous Building Materials Survey prepared by JBS&G (2024)</i>	demolition works, works should cease until a suitably qualified occupational hygienist can assess the suspected hazardous material and provide appropriate recommendations for management and/or removal.	- The Hazardous Materials Register must be updated following any changes to the condition of ACM identified within the register <u>Lead Based Paints</u> - Lead based paints identified in the Hazardous Materials Register should be managed in accordance with the AS4361.2-2017. - A program of periodic inspection should be undertaken to confirm the materials acceptable condition for the future operation of the site. <u>Polychlorinated Biphenyls</u> - All old fluorescent light fittings throughout the site are to be treated as containing PCB capacitors and should be re-inspected once safe access can be provided to confirm the presence or absence of PCB capacitors. <u>Synthetic Mineral Fibres</u> - A program of periodic inspection should be undertaken to confirm the materials condition for the future operation of the site.	
CONSTRUCTION- FLOOD CONTROL				
Relevant categories for assessment	Community, Way of Life, Accessibility, Surroundings, Health and Wellbeing			



Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Specific Mitigation/Enhancement	Residual Impact Significance Assessment
<i>Potential impacts to people and property and local stormwater quality during construction phase whilst new flood mitigation and stormwater management measures are delivered.</i>	Almost certain + minor = medium Negative: Redevelopment of the site involves new flood mitigation and stormwater management to address existing flood affectation • Almost certain likelihood (high probability) • Minor as short-term impact to be rectified for long-term duration <i>Reference: Civil Engineering Report Incorporating Water Cycle Management Strategy prepared by Costin Roe (2024)</i> <i>Resilience and Hazards Stormwater management prepared by Riskcon Engineering (2024)</i>	• Sites that are located in flood planning areas are subject to flood-related development controls. • Flood hazards can be reduced by appropriate flood mitigation such as trunk drainage upgrade, diversion of stormwater assets, etc, to reduce flood risk in the development site.	• CMP requirements for any temporary management of stormwater (and inundation) and appropriate use of sediment traps to manage water quality	Unlikely + minor = Low Negative Subject to implementation of CMP measures, flooding is able to be managed and mitigate any impacts for the surrounding area.
CONSTRUCTION - ABORIGINAL HERITAGE				
Relevant categories for assessment	Culture, Surroundings, Health and Wellbeing			
Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Specific Mitigation/Enhancement	Residual Impact Significance Assessment
<i>Potential impact due to community concerns that Aboriginal Heritage is not being considered adequately and will result in loss of heritage.</i>	Unlikely + Minor = Low Negative: Site has previously been developed for urban industrial and no heritage issues identified, or further testing required.	• Engagement with Local Aboriginal Land Council and Registered parties involved in the Aboriginal Cultural Heritage Assessment • Should any archaeological heritage item be found, works in the vicinity should	• Aboriginal Cultural Heritage Assessment (Austral Archaeology, August 2024) confirmed no Aboriginal heritage sites, objects, or places were identified during the investigation. Consequently, no Aboriginal heritage values will be impacted by the proposed works. No further assessment or mitigation works are required	Unlikely + Minor = Low Negative Subject to implementation of CMP and AHIP provisions (if required). Also, Aboriginal



	- Unlikely (low probability) - Minor Reference: Aboriginal Cultural Heritage Assessment prepared by Austral Archaeology (2024).	be stopped and assessment would have to be made consistent with AHIP requirements.	CMP includes provision for responding to discovery of any potential archaeological heritage objects found.	stakeholders are to be kept informed about the management of Aboriginal cultural heritage within the study area throughout the completion of the project.
CONSTRUCTION - DECISION MAKING				
Relevant categories for assessment	Way of Life, Community, Health and Wellbeing, Decision making Systems			
Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Specific Mitigation/Enhancement	Residual Impact Significance Assessment
Potential impact to community for feeling of powerlessness in decision making processes.	Possible + Minor = Medium Negative: Potential community concerns due to rate of change in surrounding area and deterioration of social licence for development on site and surroundings due to particularly in regard to potential and perceived cumulative impacts - Possible (medium probability) - Moderate (noticeable change) Reference: Section 1.4 Strategic Context and Section 3.1 Neighbouring Developments of this report	- Engagement on SSDA under DPHI Guidelines - Engagement on policies and plans for development in surrounding area and considerations of existing uses and cumulative impacts as part of any changes to planning instruments	- Engagement on SSDA included Community Newsletter (2,300 businesses and dwellings), communication with key stakeholders and local business survey to inform community of proposed development and opportunities to make submissions in assessment process - Follow up Community Newsletter will be issued on submission of EIS for assessment to ensure community awareness of input into decision-making process - Proponent undertakes ongoing and open communication with adjoining landowners that may be impacted by duration of construction works and specific impacts of noise, air quality and traffic - Support from local stakeholders for the intensification of warehousing in the area given proximity to major freight routes and trade gateway at Port Botany	Unlikely + Minor = Low Negative Immediate site and neighbourhood low impact due to existing industrial activities and engagement to raise awareness of proposal and proposed communication during construction phase with any impacted neighbours.



5.1.2 Operational Phase

Table 10: Operational Phase- Social Impact Evaluation and Mitigation

OPERATION-EMPLOYMENT				
Relevant categories for assessment	Community, Way of Life, Health and Wellbeing, Livelihoods			
Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Specific Mitigation/Enhancement	Residual Impact Significance Assessment
<i>The operation of the warehouse will generate additional direct and indirect jobs, as well as create new social networks.</i>	Almost Certain + Moderate = High Positive: Increased employment opportunities for the local residents • Almost certain likelihood (definitely expected) • Moderate magnitude, extended duration <i>Reference: Development Cost Report (EDC) prepared by MBM (2024)</i>	• State and local government employment strategies and productivity strategies	• The EDC report estimates a generation of a total of 246 jobs to aid in the operation of the proposed development, which provides more employment than is currently generated through the warehouse operations (~175 jobs) • Intensification of freight and logistics on the site help reverse decline in jobs in the sector and improve sector efficiencies	Almost Certain + Moderate = High Positive Employment is a positive contributor to health, social inclusiveness and resilience within a community. The site is located in an area that has longstanding recognition of its role in warehousing, transport and logistics. Therefore, retaining industrial land uses is a positive contributor to the long-term viability of job markets within the social locality.
OPERATION-TRAFFIC				
Relevant categories for assessment	Way of Life, Community, Accessibility, Surroundings, Health and Wellbeing			



<i>Impact or Benefit</i>	Evaluated Significance	Standard Mitigation/Enhancement	Project Specific Mitigation/Enhancement	Residual Impact Significance Assessment
<i>Potential increase in traffic and vehicle movements as well as increased numbers of employees.</i>	Likely + Moderate = High Negative: Pressure on road capacity. - Likely (high probability) - Moderate magnitude, extended duration <i>Reference: Traffic Impact Assessment Report prepared by JMT Consulting (2024)</i>	- Undertake and implement recommendations from relevant traffic studies undertaken as part of the project planning and development process. - Standard speed limits enforced for all vehicles and weight limits for heavy vehicles - Green travel plans requirements include Information regarding public transport options is to be made available for staff and workers.	- Access to the site will be maintained via Moore Street, with no direct vehicle access provided via Wentworth Avenue. Separate driveways for light and heavy vehicles are to be provided to improve road user safety by segregating large trucks from staff and visitors accessing the site. - Both Wentworth Avenue and Baker Street are designated heavy vehicle routes, and no access by heavy vehicles will be permitted via the local street network. - Baker Street – Wentworth Drive intersection recently upgraded by TfNSW to improve traffic flow, turning movements and pedestrian safety.	Likely + Minor = Medium Negative The Traffic Assessment report concludes that the surrounding road network, taking into consideration background traffic growth over a 10-year period, confirms that the key intersections of Wentworth Avenue / Baker Street and Moore Street / Baker Street will continue to operate at acceptable levels of service with the proposal in place. The small amount of traffic added by the proposal, which equates to less than one vehicle every minute, does not impact the operation of the intersection – with the level of service remaining unchanged compared to a 'existing conditions + 10 years growth' scenario. In this context, the road network impacts of the proposal are considered acceptable, with no further mitigation measures required.
OPERATION-PARKING AND ACCESS				



Relevant categories for assessment	Community, Way of Life, Accessibility, Health and Wellbeing			
Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Specific Mitigation/Enhancement	Residual Impact Significance Assessment
Potential decrease in the ease of movement as well as reduced parking in the vicinity of the site.	Likely + Minor = Medium Negative: Pressure on streetside parking and potential risks to pedestrian safety - Likely (high probability) - Minor magnitude, extended duration to be mitigated Reference: Traffic Impact Assessment Report prepared by JMT Consulting (2024); Accessibility Design Assessment Report prepared by Hontas Hatzl & Co (2024)	- Identify opportunities to encourage active transport for staff e.g. safe walk routes, bicycle parking or track included in landscape design. - Ensure that there is sufficient and inclusive access to staff, customers and visitors within the development - Undertake and implement recommendations from relevant traffic studies undertaken as part of the project planning and development process. - Standard speed limits enforced for heavy vehicles	239 space car parking spaces to be provided which exceeds Council's minimum parking requirements - JMT consulting preliminary Green Travel Plan recommendations support increased modal share for public transport and active transport for staff and visitors of the site - Introducing Carpooling to staff via management policies - Secure bicycle parking (68 provided in proposed) and end-of-trip facilities - Accessibility Design Assessment Report confirm that the proposed development complies with the relevant accessibility provisions [NCC/BCA 2022, The Disability Standards 2010 and Australian Standards] and incorporates elements to enable satisfactory resolution of possible issues.	Possible + Minimal = Low Negative The onsite car parking, bicycle storage facilities and supporting green travel plan measures to be undertaken, means that the impacts on parking and access to the surrounding street and road network are considered acceptable, with no further mitigation required.
OPERATION–NOISE AND AIR QUALITY				
Relevant categories for assessment	Community, Way of Life, Health and Wellbeing			
Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Specific Mitigation/Enhancement	Residual Impact Significance Assessment
Establishment and operation of a multistorey warehouse potentially could lead to	Likely + Minor = Medium Likely (highly probable likelihood)	- Fitting and maintaining noise reduction packages on plant and equipment - Using efficient enclosures for noise sources or at the greatest	- The following recommendations have been made in the Air Quality assessment for the management of air quality during operational phase: - Mobile heavy lift equipment and other vehicles operated on site are maintained and operated	Possible + Minor = Medium Negative



<i>increased noise, emission resulting in negative impacts on immediate neighbours in their everyday life.</i>	Minor magnitude, extended duration <i>Reference: Noise and Vibration Impact Assessment prepared by Renzo Tonin & Associates (2024)</i> <i>Air Quality Assessment prepared by SLR Consulting (2024)</i>	distance from the noise-sensitive area; or orienting the equipment so that noise emissions are directed away from any sensitive areas, to achieve the maximum attenuation of noise - Materials of the warehouse facility facade and roof construction would be selected during detailed design, so that any noise break-out from internal activities would result in a negligible increase in overall noise emissions from the facility - Scheduling the use of noisy equipment at the least-sensitive time of day - Restricting or reducing operations at night	as per manufacturer specifications or best practice requirements. - Mobile heavy lift equipment and other vehicles are turned off when not in use, where safe to do so. All unnecessary engine idling is avoided. - Any spillages are cleaned up in a timely manner. - Where possible sealed access roads and hardstand areas are maintained and the surface kept free of significant dust-generating materials - The Noise and Vibration Impact Assessment gives the following recommendations for operational impact mitigation: - Broadband reversing alarms “quackers” shall be adopted across the tenant truck fleet that operates through warehouse facility where feasible and reasonable. - Any PA systems required as part of normal operation that emit sound within the facility, are to be designed so that they would result in a negligible increase in overall noise emissions from the facility - Design elements to minimise the requirement for trucks to not have to stop/brake and then accelerate outside of dock areas with line of sight to nearby sensitive receivers, in particular where they are required to operate during the night period. - Alternate practices to the use of horns as a safety warning should be reviewed for external operations and incorporated into site/tenant operations and safety practices, where feasible and reasonable - Development of a methodology to manage the individual contributions of tenants within any approved noise requirements for the Proposal as part of the Operational Management Plan developed for the Proposal	The mitigation measures for managing noise and air quality, ensure they do not exceed noise management levels (NMLs)] and air quality levels, according to the assessment reports, and are considered acceptable with the proposed warehouse activities. No further mitigation required.
OPERATION- VISUAL IMPACT				



Relevant categories for assessment	Community, Culture, Way of Life, Surroundings			
Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Specific Mitigation/Enhancement	Residual Impact Significance Assessment
Permanent changes to surroundings through the establishment of new warehouse building.. This will change the experience of surroundings for local residents, workers, and visitors.	Almost Certain + Minor = Medium Neutral: The site is located within an industrial zone, as the change to bulk and scale may cause minor impacts on the local character however new modern façade and enhanced landscaping to Wentworth Avenue may enhance amenity. - Almost certain(almost definitely expected) - Minor magnitude, extended duration Reference: Visual Impact Assessment prepared by Paddock Studio (2024)	Requirements for Visual Impact Assessment ensures that the proposal addresses landscape setting and incorporate measures such as high-quality design elements that respond to local context..	The Visual Impact Assessment outlines the following measures to reduce the potential visual impacts including: - Preserving select existing mature trees and vegetation surrounding the site to shield the built form from visual receptors - Creating visual interest within the façade and using colours that would limit contrast with surrounding landscapes - Applying building setbacks to accommodate additional landscaping	Likely + Minor = Medium Neutral The warehouse is located in an industrial land zone and within permitted use parameters. The surroundings are largely dominated by industrial buildings and arterial road. District views from nearby high-rise apartments and roadways also have views across the site to the Port Botany. Within this context, the proposal is unlikely to cause significant residual impact. No further mitigation is proposed.
OPERATION: URBAN HEAT				
Relevant categories for assessment	Surroundings, Health and Wellbeing			
Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Specific Mitigation/Enhancement	Residual Impact Significance Assessment
Industrial intensification	Possible + Minor = Medium	Standard strategies to reduce impacts of urban heat in built areas include increasing	According to (E-LAB, 2024), the following recommendations are suggested for a more comfortable environment:	Possible + Minor = Medium



likely to contribute to the urban heat island effect. Increased urban heat will likely result in decreased health and wellbeing for the local community.	Negative: In response to the metric that show Sydney is getting hotter, the site's baseline heatwave temperature experiences peaks of approximately 3-6°C above the baseline • Possible likelihood (medium probability) • Minor as impact to be rectified for long-term duration Reference: Eastern City District Plan 2018 Landscape and architectural plans prepared by Paddock Landscape Architects (2024) Sustainability Report prepared by E-LAB (2024)	vegetation and green spaces, providing shade structures and water misting, using reflective building materials, and incorporating sustainable and water-sensitive design practices	○ Implement native landscaping throughout the site, particularly around ○ Office spaces where occupants are likely to spend extended periods. ○ Incorporate green walls and roofs where appropriate. ○ Extensive tree planting with wide canopies throughout the above-ground car park ● Solar energy can be harnessed and reduce load on HVAC systems as outlined in the Sustainability Report whereby PV can be installed at a rate that maximises the coverage of the non-trafficable roof area, which gives approximately 17,000 m² usable area on the warehouse roof. Further consideration will be required to appropriately size the number of photovoltaic panels. ● Introduction of architectural treatments to foster façade shading. ● Landscape and architectural plans landscape setbacks of 13m on Wentworth Avenue and 9m on Moore Street	Negative The mitigation approaches can assist in reducing the urban heat effect and maintain a comfortable work environment. Landscaping can assist in reducing the wider impacts of urban heat and need to be maintained.
OPERATION–AMENITIES AND SERVICES				
Relevant categories for assessment	Community, Way of Life, Accessibility, Health and Wellbeing, Livelihoods			
Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Specific Mitigation/Enhancement	Residual Impact Significance Assessment
Potentially increased demand for provision for wellbeing and amenities due to increased staff and workers.	Possible +Minimal = Low Neutral: Whilst new jobs generated would put pressure on the existing social and supporting infrastructure within the warehouse and external area (e.g. GPs,	• Standard strategies include NSW Government agencies services planning and local council community service planning as well as local recreation areas and retail hierarchy to protect and grow local and strategic centres	● It likely staff well-being measures will be considered by future tenancies relative to their workforce needs	Possible +Minimal = Low Neutral The site is well located near social infrastructure facilities, and are likely to be able to accommodate any additional demands



	community facilities, childcare), these additional jobs address recent decline in the sector in the LGA. • Possible(Medium probability) • Minimal magnitude, extended duration Reference: Social Baseline Section 3.2			generated by the proposal and no further mitigation is required.
OPERATION–SAFETY & SURVEILLANCE				
Relevant categories for assessment	Surroundings, Accessibility, Health and Wellbeing			
Impact or Benefit	Evaluated Significance	Standard Mitigation/Enhancement	Project Specific Mitigation/Enhancement	Residual Impact Significance Assessment
Increased intensity of development at the site could improve passive surveillance in the area, increasing safety.	Possible + Minimal = Low Positive: Improving local sense of safety and security • Possible (Medium Probability) • Minimal magnitude, extended duration Reference: Architectural Design Report prepared by Nettletontribe Architects (2024)	• Standard safety design features that support crime prevention though environmental including street surveillance, fencing, signage, access points, lighting and landscaping	• Design features incorporated include lighting, clear signage, security fencing, and landscaping that enhances interface with the street in keeping with crime prevention environmental design outcomes • Operational management includes appropriate site security measures to maintain the safety of site and crime prevention in the immediate area	Possible + Minimal = Low Positive No further mitigation measures are recommended



5.2 Cumulative Impacts

An analysis of development activity, major projects and planning proposals in the social locality has identified various projects underway or approved that require consideration. This is largely in the context of the major transformation at Eastgardens where redevelopment of a brownfield industrial site to high density residential is underway. The summary is organised in accordance with the Cumulative Impact Assessment Guidelines for State Significant Projects 2022 with the status and timing of development is identified. These are grouped according to:

- Activities/approvals within existing industrial zones in the surrounding area; and
- Activities/approvals within existing non-industrial zones in the surrounding area including residential, town centre and open space zones.

Table 11: Summary of Cumulative Impact Considerations

Project	Address and Proximity (distance to project)	Description (Project Status/Indicative timing)	Cumulative Impact (Relevant assessment matters- overlap)
Industrial Areas in Social Locality – Banksmeadow Industrial Area (under Bayside LEP), Port Botany (General Industrial under SEPP) including Botany Industrial Park – within approx. 1 km			
Baker Street Multi-level Warehouse SSD-48411467-Mod-1 (SSD-48411467)	Address: 2-8 Baker Street, Banksmeadow Location: Approx 150m to west of site	Description: Construction of a two-storey warehouse and distribution centre with ancillary office space with a total GFA 13,119 m ² Status: Significant Development (SSD-48411467) approved December 2023, currently have another SSD application (SSD-48411467-Mod-1) that is under assessment due to changes to GFA and the layout Timing: Commenced Demolition commenced in 2024.	- Amenity Impact: Local residents may experience disruptions due to construction noise and dust, along with a potential decline in air quality due to increased vehicular emissions. - Infrastructure Strain: The increase in traffic and operational activities may place additional pressure on local roads and utilities, necessitating potential upgrades to accommodate the heightened demand - Access Challenges: Changes in access patterns could create bottlenecks at key intersections, requiring careful traffic management strategies. - Potential for Job opportunities: The development will provide the community with both short-term (construction-related) and long-term (operational) job opportunities. It is estimated that the However, the introduction of larger warehouses could threaten smaller local businesses, potentially leading to job losses in those establishments. - Long-Term Economic Benefits: Multiple warehouse operations close to major trade gateways such as Port Botany and the airport can contribute to supply chain efficiency to improve service in the city. Cumulative impacts on freight network are regularly reviewed by TfNSW as part of their regular updates to NSW Freight and Ports Plan. A review of the approval for the Baker Street Multi-level Warehouse shows impacts are not a significant consideration in regards to cumulative impacts in the vicinity of the Proposal as



			construction management measures are in place and operational activities are consistent with strategic context and proximity to freight road network.
Botany Rail Duplication SSI-9714-Mod-1	Address: Mascot To Botany Location: Approx. 800m southwest of site	Description: Duplication of 2.9km section of single line track into Port Botany, for more efficient movement of freight. Status: State Significant Infrastructure SSI 9714 approved July 2020, duplication completed January 2024 Timing: Operational in last 12 months (Jan 2024)	- Noise Disruption: Operations may generate noise through industrial corridor and potentially affecting nearby residential properties and local businesses. - Logistical Improvements: The project aims to enhance freight transport efficiency, which could lead to a longer-term reduction in road traffic by promoting rail usage for freight. - Long-Term Economic Benefits: Improved rail freight capacity can enhance the efficiency of goods transport, potentially reducing costs for local businesses and benefiting the regional economy. A review of the approval for the Botany Rail Duplication shows impacts are not a significant consideration in regard to cumulative impacts in the vicinity of the Proposal as some distance from site and consistent with strategic context including NSW Freight and Ports Plan supporting efficient operation of a nationally significant Port. In this context the duplication is considered to have positive impacts increasing the capacity for freight rail.
Stephen Road Multi-level Warehouse, Banksmeadow SSD-65924461	Address: 49-61 Stephen Road, Banksmeadow Location: Approx. 1 km southwest of site	Description: Construction and operation of a multi-level warehouse and distribution centre. Status: Prepare EIS Timing: SEARs valid for 2 years from issue	• Traffic Generation: This warehouse is expected to contribute additional traffic, particularly from freight vehicles, contributing to increasing traffic in the area. • Potential for Job opportunities: The development will provide the community with the opportunity for both term (construction related) and long term (operational). However, the introduction of larger warehouses could threaten smaller local businesses, potentially leading to job losses in those establishments. • Construction Impact: Noise and dust from construction could impact nearby residents, mirroring issues faced by other developments in the vicinity. • Access Considerations: Increased traffic volume may complicate local traffic flow, necessitating strategic planning to ensure adequate access and movement around the area • Long-Term Economic Benefits: Multiple warehouse operations close to major trade gateways such as Port Botany and the airport can contribute to supply chain efficiency and improve city service. A review of the SEARs for the Stephen Road Multi-level Warehouse ensures traffic considerations will address potential impacts such as construction and take into account future growth in consideration when modelling traffic movements. In this context it is not anticipated to be approved should there be significant concerns in regard to cumulative impacts in the vicinity of the Proposal as consistent with strategic context.



Botany - Chlor-alkali Plant (CAP) DA35/98-Mod-6	Address: 16-20 Beauchamp Road, Banksmeadow NSW 2019 Location: Approx. 1.5 km southwest of site	Description: construct and operate a chlorine liquefaction plant at IXOM's Status: Prepare Mod Report Timing: tbc – ongoing considerations associated with existing facilities noted in BIP consultative Committee	• Heavy Vehicle Traffic: The operation of the chlorine liquefaction plant is likely to generate additional vehicle traffic, contributing to traffic volumes on local roads. • Potential Environmental Risks: Concerns over air quality and noise pollution from plant operations could impact local residents, necessitating strict environmental controls. • Chemical Safety: The plant's operation involves handling hazardous materials, raising safety concerns for the local community regarding potential spills or emissions, which require stringent monitoring and management. • Health Concerns: Potential health risks from chemical exposure could raise public health concerns, necessitating transparent communication from the company to mitigate fears A review of the proposal is best understood in the context of the special activities undertaken in the Botany Industrial Park (BIP) which is managed for sensitive uses through the framework for the established as part of a requirement by the then NSW Department of Urban Affairs and Planning, in order to ensure that established safety, health and environmental standards were managed in relation to remediation of past uses, management of a range of existing and for potential sensitive uses into the future. Given the distance from the site to the BIP and that the Modification is anticipated to be managed within the framework of the BIP it does not represent a cumulative impact relevant to the proposal.
Non-industrial activities including Residential, Town centre and Open Space Areas in the Social locality (up to 800m from site)			
Meriton Pagewood Green	Address: 128 Bunnerong Road and 120 Banks Ave, Pagewood Location: Approx. 300m northeast of site	Description: Adjoining Westfields Eastgardens \$3 billion high density residential development across total 18.7 hectare site including the former British American Tobacco Australia factory) Status: various approvals completed and ongoing, including 20+ storey residential towers being progressively delivered (A series of Planning Proposals have been progressed/pursued since	- Influx of Population and changing Demographics: According to the City Planning & Environment Committee meeting in August 2024, at the time of completion Meriton Pagewood Green development is expected to contain around 4000 dwellings and a small amount of retail floor space, which would translate to thousands of new residents living in the area, altering the demographic landscape. This influx could bring in a more diverse population, but would also lead to increased demand for local amenities and services. - Economic Implications: Housing affordability in the area is a consideration and the spokesperson to Pagewood Green development cited that only 45 affordable housing dwellings would be provided – there area range of initiatives recently introduced by NSW Government to increase the provision of affordable dwellings including bonus schemes . - Services and Infrastructure: The increase in population and economic activity will most likely place significant pressure on existing infrastructure, such as roads, public transport, schools, and healthcare facilities. For instance, public transport may require enhancements to accommodate increased ridership or there is likely to be an even more increase in the



		2016; this has included an initial 1700 dwellings, in 2019 approval of a further 200 with further proposal to accommodate up to a total of 4,000 dwellings	rate of car dependency in the area. It is understood Voluntary Planning Agreements have been negotiated to provide: ○ A new 8000 m² Central Park ○ Upgrades to Botany Aquatic centre ○ Improvement at Hensley Athletic Field - Environmental Factors: the cumulative impact of multiple projects within the same social locality can have an impact on the local environment due to potential increases in traffic congestion and pollution. - Community: The overlapping impacts of these developments may lead to tensions over the uncertainty of future development and changes to the local character of the local community. Approvals of the series of rezonings to accommodate the high density residential in the context of long-standing recognition of the industrial activities and freight network adjacent to the Pagewood Green development area indicates that social and economic considerations to provide well-located high density housing have been balanced with consideration of protection of industrial activities and freight road network operations. In this context the onus for the consideration of cumulative impacts on existing Banksmeadow Industrial area was with the various Pagewood Green proposals.
Pagewood Place	Address: 81 Holloway Street, Pagewood Location: Approx 350m west of site, at the corner of Holloway Street and Green Street Pagewood	Description: Senior's Community comprising 29 apartments, communal facilities over 3 storeys Status: under construction	• Changing Demographics: Pagewood Place will provide housing for seniors, potentially attracting older residents seeking a supportive community. This demographic shift could enhance local social networks, but may also raise concerns about accessibility and age-friendly infrastructure next to the industrial area of Banksmeadow- unlikely to have many overlapping impacts. • Economic Activity: The warehouse development is expected to generate job opportunities, which could potentially create a dual economic landscape that can cause disparities in allocating service needs between the various demographics in the locality. • Services and Infrastructure: The combined demand from both projects may strain local services, including healthcare, public transport, and recreational facilities. The seniors' community will likely require increased access to healthcare services, while the warehouse may heighten demand for transportation routes which might result in the conflict in allocating resources • Community and Cohesion: The presence of a seniors' community alongside the industrial warehouse could lead to friction over noise, traffic, and general social/local character. • Environmental Factor: Both developments could contribute to increased traffic and potential environmental degradation. ...



			A review of the approval for the Senior’s Community Housing project shows impacts are not a significant consideration in regards to cumulative impacts in the vicinity of the Proposal as construction management measures are in place and operational activities have relatively low impact as seniors complex is small, largely self-contained and provided a much needed supply of seniors housing in the area,
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Planning proposal activities in the area include:

- **Redevelopment of Westfields Eastgardens (PP-2022-1337) at** 152 Bunnerong Road Eastgardens, approx. 250m to east of site. The planning proposal is seeking to amend Bayside Local Environmental Plan 2021 in relation to accommodate new 9-10 storey commercial tower above retail podium, new 8-10 storey commercial tower. As the Planning Proposal exhibition closed April 2024, and the proposal is currently under review it is outside the requirements to consider for cumulative impacts. Rather this Planning Proposal will need to consider cumulative impacts on the surrounding area addressing any impacts including the long-standing recognition of the important freight and logistics actives in Banksmeadow and Port Botany.

In summary, the combined increased levels of development in the local area, in conjunction with this project, may result in cumulative impacts associated with impacts on traffic, amenity and access to social infrastructure. These commutative impacts are considered acceptable given:

- **Traffic** – key consideration is cumulative impacts on traffic and amenity. The JMT Traffic Impact Assessment confirms intersections have capacity to accommodate increases in traffic noting the modelling includes an allowance for background growth as required under SEARs
- **Surrounding character** – Industrial area is being modernised to cater for contemporary business uses expand and is part of sensitive approach to the optimisation of the existing capacity at Banksmeadow Industrial Area including landscaping, contemporary budlings and address the recent decline in jobs in the LGA. In this context the modernisation of industrial area is complementary to the new high density residential development as an interface between residential and more intensive industrial activities associated with Port Botany.
- **Housing and social infrastructure** - the residential development reviewed above includes provision for community facilities and open space improvements at Pagewood Green and much needed senior housing as Pagewood Centre. It is further noted that this housing is needed to help deliver the 5-year housing target set by the NSW Government for Bayside LGA for the national Housing Accord period (mid 2024 – mid 2029) for an additional 10,100 dwellings to be completed.

In conclusion, the local area to the site is undergoing transformative change and decision makers have strong systems in place to manage the assessment of cumulative impacts. However it must be emphasised that the long standing role of warehousing, freight and logistics in proximity to the Port Botany and Sydney Airport which are trade gateways of national significance should continue to be a key consideration by decision makers in regard to any further intensification of development that could hinder or compromise the industrial activities such as the proposed multi-level warehouse at 130 Wentworth Road, Banksmeadow.



6 Mitigation Recommendations

On balance, the overall social impacts of the proposal during operation (as described in **Section 5** are likely to deliver benefits in relation to way of life, accessibility, surroundings, health, community, and culture. Based on the potential for residual impacts identified in the previous section the following recommendations for implementation by the proponent are emphasized.

Construction Phase:

Recommendation 1: Before any construction work at the site, prepare and implement a Construction Management Plan (CMP) to:

- ensure the construction site is managed effectively and meets relevant environmental criteria and regulations and include detailed construction schedules, the phases, and operating hours and communication strategies for adjoining properties in Moore Street; and
- address the social impacts identified in the Social Impact Assessment (SIA) and aim to preserve the amenity of the site and surroundings, people way of life, health and wellbeing and social connections including traffic and parking, noise and vibration and air quality.

Recommendation 2: Prepare and Implement a Construction Traffic Management Plan to mitigate impact on surrounding businesses to:

- Manage the construction vehicles including truck routes, size of vehicles, vehicle movement frequencies and plan for vehicles stand for loading and unloading
- Manage construction deliveries so they are timed occur outside of peak hours
- Control vehicle entry points and turning areas where possible using a one-way system. Identify parking areas and delivery routes loading zones, away from the work area
- Educate workers - traffic management in the induction for everyone
- Communicate clearly with the community and neighbours including provision and construction traffic routes and times.

Operational Phase

Recommendation 3: An Operational Green Travel Plan (GTP) be implemented to manage the future impacts of operations related traffic and parking on surrounding road networks and communities. The key objectives of the GTP are to include:

- Increased modal share for public transport, cycling and walking journeys for staff and visitors of the site;
- Reduce private vehicle dependency as a means of access to the site;
- Ensure adequate facilities are provided at the site to enable users to travel by sustainable transport modes; and
- Raise awareness of, and actively encourage the use of, sustainable transport amongst users.

Recommendation 4: The development proposal is recommended to target 5 Star Green Star Buildings v1 rating, by achieving Ecologically Sustainable Development (ESD) in the seven categories (+ leadership) identified in the Green Building Council of Australia's benchmarking tool. It is also recommended that the following Initiatives are implemented to minimise the urban heat island effect and provide a more comfortable environment for the staff and other occupants:

- Implement native landscaping throughout the site, particularly around office spaces where occupants are likely to spend extended periods.
- Extensive tree planting with wide canopies in landscape areas and incorporate green walls and roofs where appropriate.



- Introduction of architectural treatments to foster façade shading.

Recommendation 5: Implement the Tree Protection Management Plan (TPMP), which will need to be overseen by an official Project Arborist. The Project Arborist would manage tree protection and oversee any work conducted within the Tree Protection Zones (TPZs). This includes:

- performing regular compliance monitoring and certification. Although several mitigation measures are already incorporated into the architectural and landscape design of the project, it is recommended that the following additional measures be implemented:
 - Replacement or offset of any trees and vegetation removed during site preparation and construction works, with a tree of like habit and indigenous to the LGA where possible, planted as near as practicable to the location of the removed tree, grown to maturity and replaced if the planting fails to survive and thrive.
 - New landscape areas to allow for supplementary native tree plantings to the boundaries of the site and the internal landscape areas. This also includes a diverse species mix of environmentally and culturally important species that reflect the surrounding areas wetlands, grasslands, heathlands, scrub and dry sclerophyll forests. The tree line would help to screen the development and provide filtered views to the development.

An additional recommendation is proposed to maintain the social benefit of the proposal as follows.

Recommendation 6: It is noted that policy documents that protect the operation of the freight and logistics sector in this location are of regional significance. In this context cumulative impacts of development surrounding residential/commercial areas on this freight network must continue to be considered by Transport for NSW and land use policy makers. Whilst the recent upgrade of the intersection of Baker Street and Wentworth Avenue has provided greater efficiencies and safety for the local business and residential community, it is recommended:

- the proponent / future tenant work with adjoining business and NSW Ports and TfNSW to promote the protection of the freight routes to promote the ongoing role of the industrial area in this strategic location.



7 Conclusion

The proposal has been assessed for its social impacts in keeping with DPHI's Social Impact Guidelines and is underpinned by consideration of social values. This assessment has been informed by an analysis of quantitative data, project design and provisions, strategic policy and qualitative data generated through a tailored engagement process.

Overall, the assessment highlights that the proposal is likely to bring about significant positive social and economic benefits into the long term. While there are some potential negative social effects, these can be suitably addressed through the implementation of recommended mitigation strategies.

The most significant social benefit of the delivery of the multistorey warehouse and associated office is its consistency with its strategic location and the increasing demand for warehousing recognised by both State and local governments. In addition, the modern facility will cater to contemporary operational requirements for warehouses as well as enhance worker safety through on-site separation of car and heavy vehicle traffic.

The key considerations relating to the construction phase can be managed through construction management measure to mitigate the potential for adverse temporary impacts of construction traffic, dust and noise on the surroundings, way of life and health and well-being of workers/community in the surrounding area. This can be addressed through a Construction Management Plan.

The key consideration relating to operational phase relate to environmental and sustainability measures to promote green travel and energy efficient building operation supporting accessibility and health and well-being. The ongoing maintenance of new landscaping by the proponent is necessary, particularly to Wentworth Avenue, to deliver additional trees and provide amenity to the surroundings in response to the site coverage and site interfaces with recreation areas to the north.

Ongoing considerations relate to strategic site location and the long-standing policy protection of industrial uses associated with the site, adjoining industrial area and Port Botany. These need to be protected to ensure any further urban renewal in surrounding areas does not impact operation efficiencies of the industrial area or associated freight network. This can be addressed through regular monitoring of Bayside Council and NSW Government planning activities by the proponent.

The checklist of requirements set out in Social Impact Guideline Review questions has been satisfactorily addressed and are provided in Appendix B along with the author declaration. In this context, the proposal is considered suitable for progressing to a detailed assessment stage.



Appendix A- Social Baseline Data

Population and Households (Source ABS 2021)

Age Profile											
Age Structure	Primary						LGA - Region				
	Pagewood (SAL)		Eastgardens (SAL)		Hillsdale (SAL)		Banksmeadow (SAL)		Bayside LGA		Greater Sydney Region
	No.	%	No.	%	No.	%	No.	%	No.	%	%
Median Age	42		31		35		33		35		37
Babies to Preschoolers (0-4)	195	5	262	6.4	383	6.8	31	6.2	9,986	5.7	6.0
Primary and Secondary Schoolers (5-14)	511	13.2	368	9.0	570	10.1	28	5.5	16501	9.4	12.5
Higher Ed/Tertiary Ed/ Independence age (15-24)	535	13.8	628	15.4	658	11.7	52	10.2	21490	12.3	12.2
Young Workforce (25-34)	326	8.4	1252	30.6	1130	20.0	184	36.2	36534	20.9	15.5
Parent and Homebuilders (35-49)	762	19.6	842	20.6	1389	24.6	128	25.2	37291	21.3	21.5
Older Workers and Pre-Retirees (50-59)	599	15.4	303	7.4	637	11.3	34	6.7	19234	11.0	12.0
Empty Nesters and Retirees (60-69)	403	10.4	221	5.4	439	7.8	19	3.7	15233	8.7	9.8
Seniors (70-84)	461	11.9	181	4.4	382	6.8	22	4.3	15108	8.6	8.7
85 and over	99	2.5	38	0.9	57	1.0	0	0.0	3,802	2.2	2.0

Household Composition (Source ABS 2021)											
Household Structure	Primary						LGA - Region				
	Pagewood (SAL)		Eastgardens (SAL)		Hillsdale (SAL)		Banksmeadow (SAL)		Bayside LGA		Greater Sydney Region
	No.	%	No.	%	No.	%	No.	%	No.	%	%
Couple family with Children	563	54.5	446	41.1	654	43.2	70	52.6	19,947	43.4	34.4
Couple family without Children	291	28.2	486	44.8	500	33	41	30.8	17,955	39.1	23.3
One Parent Family	158	15.3	119	11.0	328	21.7	16	12	6,829	14.9	10.5
Single/Lone Person Households	287	22	360	23	673	29.4	64	30.6	16,347	25.2	22.2
Group Households	27	2.1	142	9.1	124	5.4	10	4.8	4,206	6.5	4.0
Average Household Size	2.9		2.4		2.3		2		2.5		2.7

Dwelling Structure (Source ABS 2021)											
Occupied Private Dwellings	Primary						LGA - Region				
	Pagewood (SAL)		Eastgardens (SAL)		Hillsdale (SAL)		Banksmeadow (SAL)		Bayside LGA		Greater Sydney Region



	No.	%	No.	%	No	%	No.	%	No.	%	%
Separate house	986	75.6	240	15.3	96	4.2	9	4.4	22,373	34.5	53.4
Semi-detached, row or terrace house, townhouse, etc	153	11.7	34	2.2	184	8.0	27	13.3	7,970	12.3	18.8
Flat or apartment	163	12.5	1,289	82.2	2,009	87.8	169	83.3	33,875	52.2	27.1
Other dwellings	5	0.4	0	0	0	0.0	0	0	462	0.7	0.2
Diversity											

Indigenous Population (Source ABS 2021)

Population	Primary								LGA - Region - State				
	Pagewood (SAL)		Eastgardens (SAL)		Hillsdale (SAL)		Banksmeadow (SAL)		Bayside LGA		Greater Sydney Region		NSW
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	%
Total Resident population	3,885		4,086		5,647		508		175,184		5,231,147		
Indigenous population	83	2.1	49	1.2	128	2.3	3	0.6	1,962	1.1		2.1	0.7

Ancestry (Source ABS 2021)

Ancestry	Primary								LGA - Region			
	Pagewood (SAL)		Eastgardens (SAL)		Hillsdale (SAL)		Banksmeadow (SAL)		Bayside LGA		Greater Sydney Region	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Australian	920	23.7	503	12.3	866	15.3	37	7.3	24,610	14.0		22.3
English	805	20.7	648	15.9	845	15	84	16.5	25,018	14.3		23.8
Greek	480	12.4							14,583	8.3		2.4
Chinese	405	10.4	975	23.9	577	10.2	111	21.9	25,998	14.8		10.6
Irish	363	9.3	492	12	507	9	62	12.2	10,721	6.1		7.7
Italian			220	5.4						4.6		4.3
Filipino					266	4.7						
German							20	3.9				

Top Countries of Birth (Source ABS 2021)

Country	Primary								LGA - Region			
	Pagewood (SAL)		Eastgardens (SAL)		Hillsdale (SAL)		Banksmeadow (SAL)		Bayside LGA		Greater Sydney Region	
	No.	%	No.	%	No	%	No.	%	No.	%	No.	%
Australia	2,487	64	1,553	38	2,446	43.3	168	33.1	81,762	46.7		56.8
England	91	2.3	127	3.1			14	2.8		1.98		3.13
New Zealand	66	1.7					18	3.5		1.5		1.6
Greece	111	2.9							3,927	2.2		0.5
China (excludes SARs and Taiwan)	108	2.8	501	12.3	191	3.4	60	11.8	11,831	6.8		4.6
Indonesia	81	2.1							4,460	2.5		



Ireland	220	5.4	167	3	27	5.3	1.0x	0.4	
Brazil	192	4.7	183	3.2			1.4	0.4	
Indonesia	140	3.4					2.5	0.7	
Bangladesh			208	3.7			1.4	0.5	
Philippines			185	3.3	12	2.4	2.0	1.7	
Nepal							4,683	2.7	1.1

Language used at home, top 5 responses (other than English) (Source ABS 2021)

Language	Primary								LGA - Region		
	Pagewood (SAL)		Eastgardens (SAL)		Hillsdale (SAL)		Banksmeadow (SAL)		Bayside LGA		Greater Sydney Region
	No.	%	No.	%	No	%	No.	%	No.	%	%
Greek	322	8.3							10,429	6.0	1.4
Mandarin	134	3.4	577	14.1			65	12.8	12,026	6.9	4.66
Indonesian	104	2.7	150	3.7						2.3	0.6
Cantonese	82	2.1	159	3.9	173	3.1	16	3.1	6,506	3.7	2.8
Spanish	72	1.9	113	2.8	256	4.5	11	2.2	4,981	2.8	1.2
Portuguese			208	5.1						1.8	0.5
Bengali										1.0	0.7
Assyrian Neo-Aramaic										0.3	0.7
German							8	1.6		0.2	0.3
Dutch							8	1.6		0.1	0.1
Arabic									9,495	5.4	4.2
English only used at home	2,460	63.3	1,852	45.3	2,608	46.2	239	47	73,964	42.2	57.3

Education

Attendance (Source ABS 2021)

Highest level of Educational Attainment (People aged 15 years and over)	Primary								LGA - Region		
	Pagewood (SAL)		Eastgardens (SAL)		Hillsdale (SAL)		Banksmeadow (SAL)		Bayside LGA		Greater Sydney Region
	No.	%	No.	%	No	%	No.	%	No.	%	%
Bachelor Degree level and above	956	30	1,431	41.3	1,348	28.7	177	39.6	50,056	33.7	35.0
Advanced Diploma and Diploma level	310	9.7	356	10.3	468	10	42	9.4	15,394	10.4	10.8
Certificate level IV	83	2.6	75	2.2	131	2.8	7	1.6	3,575	2.4	
Certificate level III	352	11.1	273	7.9	520	11.1	25	5.6	12,098	8.1	
Year 12	561	17.6	572	16.5	887	18.9	58	13	25,356	17.1	
Year 10	247	7.8	157	4.5	385	8.2	18	4	10,514	7.1	
Year 9 or below	258	8.1	87	2.5	268	5.7	10	2.2	9,045	6.1	



Inadequately described	82	2.6	72	2.1	117	2.5	11	2.5	4,183	2.8
No educational attainment	49	1.5	25	0.7	72	1.5	0	0	2,152	1.4

Employment and Income

Household income (Source ABS 2021)

Income	Primary								LGA - Region			
	Pagewood (SAL)		Eastgardens (SAL)		Hillsdale (SAL)		Banksmeadow (SAL)		Bayside LGA		Greater Sydney Region	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Median weekly personal income	\$849		\$1,113		\$862		\$1,353		\$872		\$881	
Median weekly Household income	\$2,281		\$2,232		\$1,635		\$2,225		\$1,959		\$2,077	
Household weekly income Less than \$650 (low)	226	18.6	177	11.8	311	14.3	17	10.2	9317	15.2		14.1
Household weekly income \$3,000 or more (high)	1005	40.4	1288	32.5	1849	17.0	196	30.5	51958	27.7		32.0

Workforce Participation (Source ABS 2021)

	Primary								LGA - Region			
Participation in the labour force	Pagewood (SAL)		Eastgardens (SAL)		Hillsdale (SAL)		Banksmeadow (SAL)		Bayside LGA		Greater Sydney Region	
	No.	%	No.	%	No	%	No.	%	No.	%	No	%
In the labour force	1,882	59.1	2,276	65.8	3,007	64.0	286	64.0	90,134	60.6		60.0
Not in the labour force	1,190	37.4	908	26.2	1418	30.2	73	16.3	49,079	33.0		34.6
Not stated	105	3.3	268	7.7	274	5.8	81	18.1	9,481	6.4		5.4

Occupation (Source ABS 2021)

Top 5 responses	Primary								LGA - Region			
	Pagewood (SAL)		Eastgardens (SAL)		Hillsdale (SAL)		Banksmeadow (SAL)		Bayside LGA		Greater Sydney Region	
	Occupation	%	Occupation	%	Occupation	%	Occupation	%	Occupation	%	Occupation	%
	Professionals	31.1	Professionals	29.4	Professionals	19.9	Professionals	32.7	Professionals	26.8	Professionals	29.3
	Managers	15.9	Managers	14	Technicians and Trades Workers	14	Managers	15.5	Clerical and Administrative Workers	14.4	Managers	15.2
	Clerical and Administrative Workers	13.1	Clerical and Administrative Workers	12.3	Clerical and Administrative Workers	13.2	Clerical and Administrative Workers	13.7	Managers	13.2	Clerical and Administrative Workers	13.8
	Technicians and Trades Workers	10.9	Technicians and Trades Workers	12.2	Community and Personal	12.1	Technicians and Trades Workers	10.6	Technicians and Trades Workers	11.3	Technicians and Trades Workers	10.5



Community and Personal Service Workers	10	Community and Personal Service Workers	11	Service Workers Labourers	10.4	Sales Workers	9.9	Community and Personal Service Workers	9.8	Community and Personal Service Workers	9.3
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Industries of Employment (Source ABS 2021)

Industry (ANZSIC)	Primary Pagewood (SAL)		Eastgardens (SAL)		Hillsdale (SAL)		Banksmeadow (SAL)		LGA - Region Bayside LGA		Greater Sydney Region	
	No	%	No	%	No	%	No	%	No	%	No	%
Agriculture, Forestry and Fishing	5	0.28	0	0.00	4	0.14	0	0.00	124	0.15	10,595	0.44
Mining	0	0.00	3	0.14	0	0.00	0	0.00	80	0.09	4,862	0.20
Manufacturing	62	3.47	54	2.51	130	4.60	4	1.41	3,502	4.11	131,332	5.40
Electricity, Gas, Water and Waste Services	7	0.39	16	0.74	8	0.28	0	0.00	522	0.61	20,080	0.83
Construction	165	9.23	270	12.57	282	9.97	36	12.68	7,129	8.37	198,286	8.16
Wholesale Trade	36	2.01	43	2.00	73	2.58	12	4.23	2,376	2.79	78,845	3.24
Retail Trade	171	9.57	156	7.26	311	11.00	22	7.75	7,971	9.36	213,851	8.80
Accommodation and Food Services	99	5.54	118	5.49	147	5.20	7	2.46	6,026	7.08	133,334	5.49
Transport, Postal and Warehousing	89	4.98	124	5.77	277	9.79	10	3.52	6,409	7.53	122,993	5.06
Information Media and Telecommunications	48	2.69	33	1.54	33	1.17	5	1.76	1,727	2.03	58,627	2.41
Financial and Insurance Services	101	5.65	144	6.70	107	3.78	26	9.15	5,723	6.72	169,389	6.97
Rental, Hiring and Real Estate Services	42	2.35	57	2.65	54	1.91	14	4.93	1,703	2.00	46,948	1.93
Professional, Scientific and Technical Services	174	9.74	213	9.92	173	6.12	30	10.56	8,489	9.97	265,208	10.91
Administrative and Support Services	41	2.29	80	3.72	122	4.31	10	3.52	3,424	4.02	77,677	3.20
Public Administration and Safety	121	6.77	173	8.05	164	5.80	19	6.69	4,924	5.78	132,839	5.47
Education and Training	210	11.75	204	9.50	207	7.32	27	9.51	6,303	7.40	206,584	8.50
Health Care and Social Assistance	261	14.61	237	11.03	425	15.03	34	11.97	10,389	12.20	325,449	13.39



Arts and Recreation Services	38	2.13	29	1.35	48	1.70	9	3.17	1,323	1.55	36,377	1.50
Other Services	56	3.13	79	3.68	113	4.00	11	3.87	2,697	3.17	77,583	3.19
Inadequately described/Not stated	66	3.69	109	5.07	148	5.23	6	2.11	4,289	5.04	119,837	4.93

Industries of Employment by Location (economy.id 2021)

Industries of Employment	Banksmeadow (SAL)			Bayside LGA	
	No	%		No	%
Agriculture, Forestry and Fishing	8	0.09		94	0.13
Mining	12	0.14		12	0.01
Manufacturing	1579	19.1		4330	6.07
Electricity, Gas, Water and Waste Services	87	1.05		455	0.63
Construction	923	11.16		5923	8.3
Wholesale Trade	873	10.56		3039	4.26
Retail Trade	406	4.91		7252	10.17
Accommodation and Food Services	119	1.43		3942	5.52
Transport, Postal and Warehousing	2522	30.51		18236	25.57
Information Media and Telecommunications	21	0.25		646	0.9
Financial and Insurance Services	3	0.03		935	1.31
Rental, Hiring and Real Estate Services	124	1.5		1507	2.11
Professional, Scientific and Technical Services	169	2.04		3479	4.87
Administrative and Support Services	190	2.29		2647	3.71
Public Administration and Safety	153	1.85		3917	5.49
Education and Training	24	0.29		3265	4.57
Health Care and Social Assistance	118	1.42		4732	6.63
Arts and Recreation Services	4	0.04		794	1.11
Other Services	157	1.89		2234	3.13
Inadequately described/Not stated	767	9.27		3781	5.3

Socio-economic advantage and disadvantage

SEIFA Score (Source ABS 2021)

SEIFA	Primary				LGA
	Pagewood (SAL) %	Eastgardens (SAL) %	Hillsdale (SAL) %	Banksmeadow (SAL) %	Bayside LGA %
IRSAD Rank within State or Territory - Percentile	90	93	52	99	81



Health and Wellbeing

Long-Term Health Conditions (Source ABS 2021)											
Condition	Primary								LGA - Region		
	Pagewood (SAL)		Eastgardens (SAL)		Hillsdale (SAL)		Banksmeadow (SAL)		Bayside LGA		Greater Sydney Region
	No.	%	No.	%	No.	%	No.	%	No.	%	No. %
Arthritis	308	7.9	123	3.0	281	5	12	2.4	10,164	5.8	
Asthma	257	6.6	194	4.7	355	6.3	17	3.3	9,396	5.4	
Cancer (including remission)	99	2.5	42	1.0	88	1.6	5	1	3,664	2	
Dementia (including Alzheimer's)	39	1	16	0.4	21	0.4	0	0	1,379	1	
Diabetes (excluding gestational diabetes)	189	4.9	110	2.7	260	4.6	14	2.8	7,713	4	
Heart disease (including heart attack or angina)	149	3.8	62	1.5	139	2.5	4	0.8	5,310	3	
Kidney disease	36	0.9	11	0.3	56	1	0	0	1,335	1	
Lung condition (including COPD or emphysema)	37	1	13	0.3	44	0.8	0	0	1,573	1	
Mental health condition (including depression or anxiety)	222	5.7	157	3.8	341	6	28	5.5	9,385	5	
Stroke	45	1.2	13	0.3	37	0.7	0	0	1,221	1	
Any other long-term health condition(s)	302	7.8	189	4.6	363	6.4	17	3.3	11,624	7	
Population with at least one Long-term health condition		24.2		14.1		20.8		12.8		20.4	23.6

Need for Assistance and Disabilities (Source ABS 2021)											
Condition	Primary								LGA - Region		
	Pagewood (SAL)		Eastgardens (SAL)		Hillsdale (SAL)		Banksmeadow (SAL)		Bayside LGA		Greater Sydney Region
	No.	%	No.	%	No.	%	No.	%	No.	%	No. %
None of the selected conditions	2,722	70.1	3,141	76.9	4,056	71.8	345	67.9	125,756	71.8	
One condition	641	16.5	454	11.1	865	15.3	57	11.2	25,466	14.5	
Two conditions	205	5.3	91	2.2	209	3.7	8	1.6	6,953	4	
Three or more conditions	92	2.4	33	0.8	99	1.8	0	0	3,399	1.9	
Core activity need for assistance (all ages)	273	7.0	92	2.3	242	4.3	12	2.4	8,844	5.0	5.2
Unpaid assistance to people with disability, health condition or old age	470	14.7	223	6.4	425	9.1	23	5.1	14,695	9.9	10.6
Accessibility											



Motor Vehicle Ownership and Travel Movements (Source ABS 2021)												
Movement and Motor Vehicle Ownership	Primary								LGA - Region			
	Pagewood (SAL)		Eastgardens (SAL)		Hillsdale (SAL)		Banksmeadow (SAL)		Bayside LGA		Greater Sydney Region	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Average motor vehicles per dwelling	1.8		1.4		1.3		1.4		1.4			1.7
Car as driver or passenger	766	42.9	875	40.7	1,373	48.6	111	39.1	32,205	37.8		37.8
Public transport	58	3.2	140	6.5	213	7.5	6	2.1	9,065	10.6		5.6
Active Transport (walked only)	37	2.1	61	2.8	129	4.6	9	3.2	2,246	2.6		2.3
Other (truck/motorcycle)	12	0.7	28	1.3	35	1.2	6	2.1				
Worked from home	652	36.5	737	34.3	677	23.9	114	40.1	28,934	34		38.9

Crime

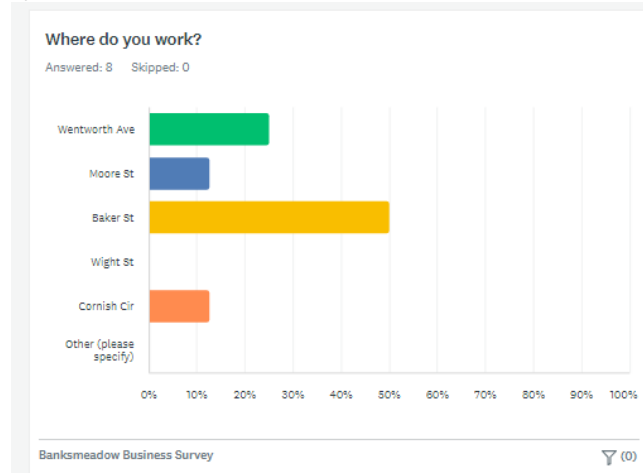
Incidents of Crime [Year to June 2023] Rate per 100,000 population (Source BOSCAR 2021)												
Top 5 Types of Crime	Primary						LGA - Region					
	Pagewood (SAL)		Eastgardens (SAL)		Hillsdale (SAL)		Banksmeadow (SAL)		Bayside LGA		NSW	
	Rate	2-year trend	Rate	2-year trend	Rate	2-year trend	Rate	2-year trend	Rate	2-year trend	Rate	2-year trend
	All Offenders – Rate per 100,000											
Assault	566.4	Stable	1364.1	Stable	35	Stable	n.c.	n.c.	642.3	Stable	916.5	Stable
Non-Domestic Assault	369.4	n.c.	893.7	Stable	254.5	n.c.	n.c.	n.c.	272.6	Stable	427.9	Stable
Malicious Damage to Property	394	n.c.	846.7	Stable	509	n.c.	n.c.	n.c.	426.5	Stable	611.6	Stable
Theft	1600.6	Down 28.6% per year	7737.5	Stable	2460.1	Stable	n.c.	n.c.	1762.3	Stable	2366.8	Stable
Theft Motor Vehicle	147.7	n.c.	117.6	n.c.	118.8	n.c.	n.c.	n.c.	114.6	Stable	182.4	Up 12.5% per year
Theft Break and Entry	24.6	n.c.	47	n.c.	33.9	n.c.	n.c.	n.c.	33.7	Stable	102.5	Stable
Robbery	24.6	n.c.	94.1	n.c.	0	n.c.	n.c.	n.c.	11.8	Stable	24.5	Stable



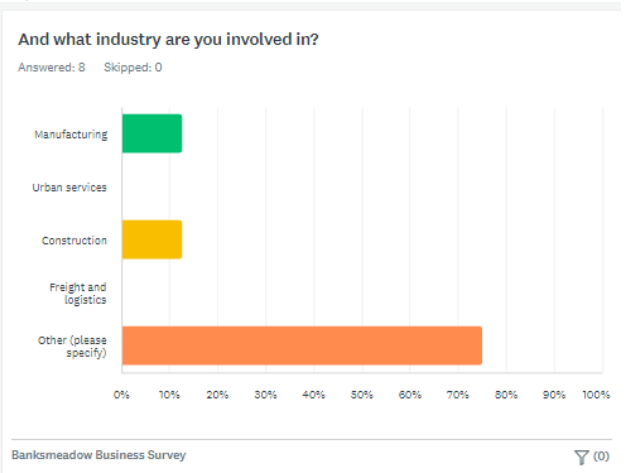
Appendix B- Local Business Survey Results

Business Survey Results

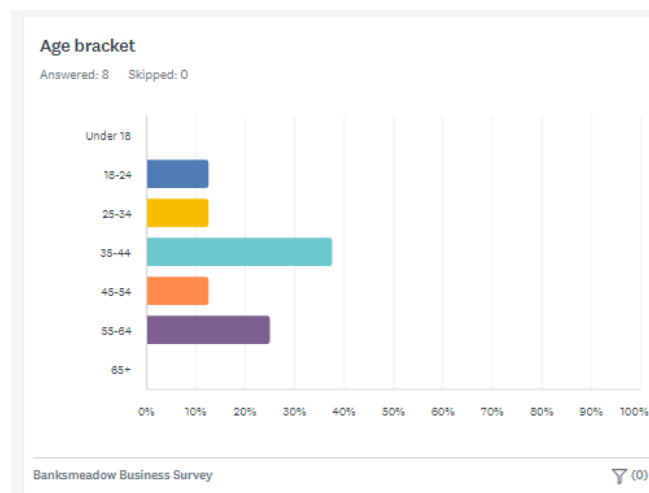
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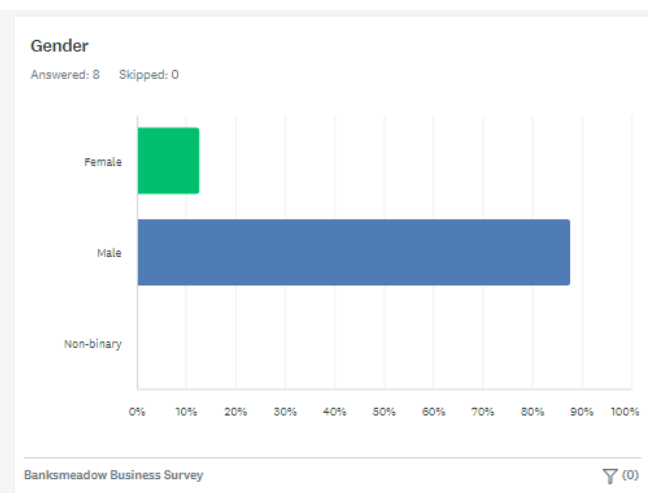
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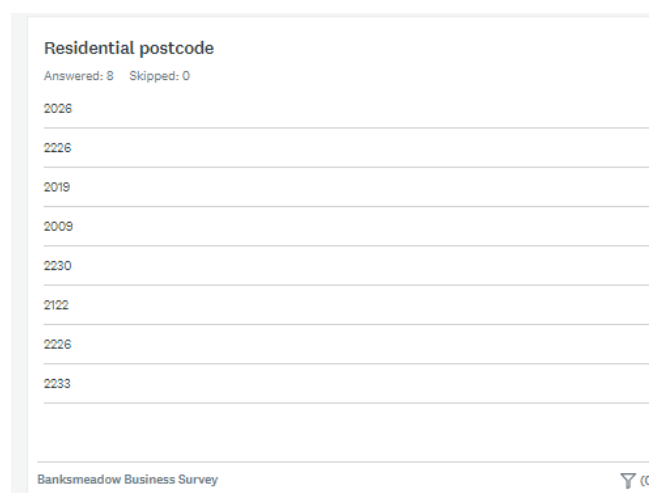
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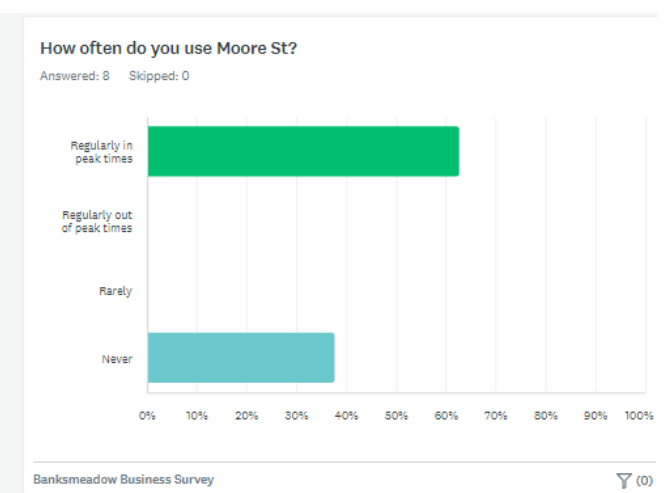
Q.4



Q.5



Q.6



Q.7

What are the issues in within the industrial area that impact you the ...

Answered: 8 Skipped: 0

Access

Traffic disruptions

Traffic

Traffic

Trucks

Parking

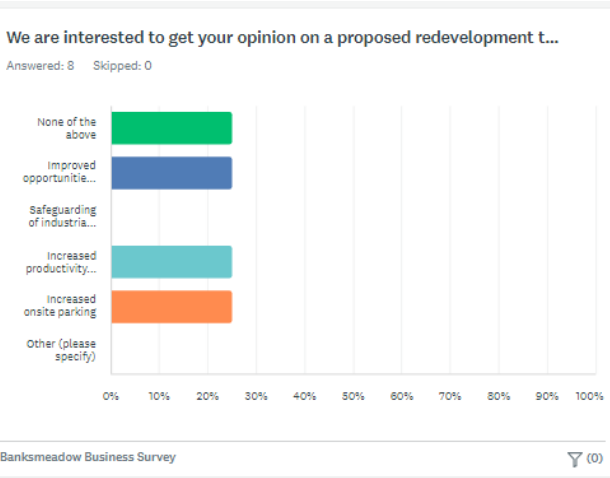
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Traffic

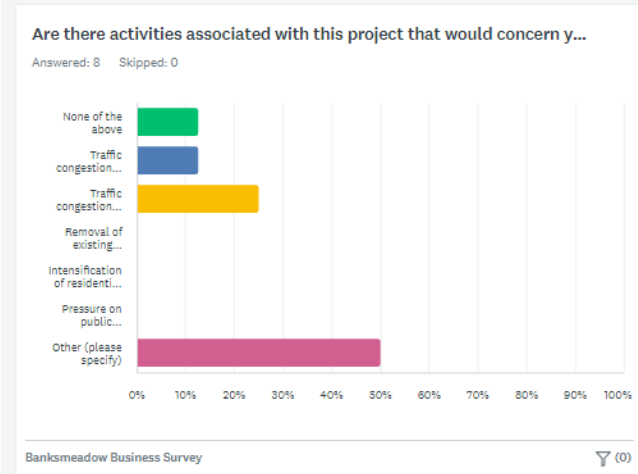
Banksmeadow Business Survey

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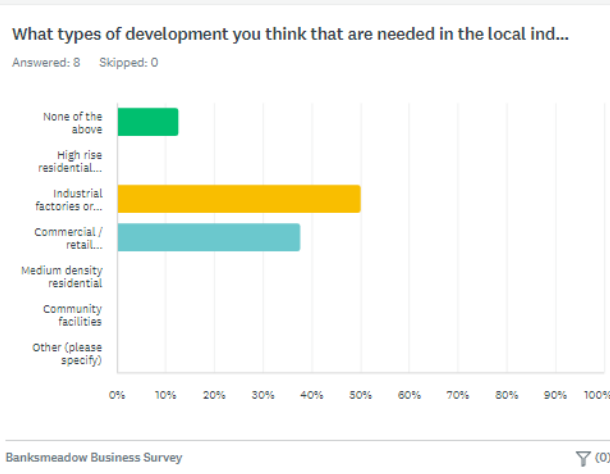
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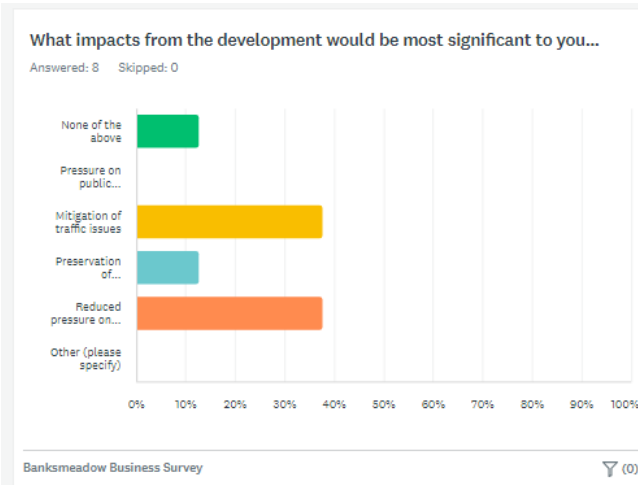
Q.9



Q.10



Q.11



Q.12

Do you have any other feedback or areas of concern?

Answered: 8 Skipped: 0

None

None

None

None

None

None

None

None

Banksmeadow Business Survey

▼ (0)



Appendix C- Review Questions and Author Declaration

SIA review questions		
General		
Impact Area		Section
1	Does the lead author meet the qualification and experience requirements?	Yes, document control information is provided Yes refer Appendix B – experience detailed in Author declaration
2	Has the lead author provided a signed declaration?	Yes, the Author declaration is provided in Appendix B
3	Would a reasonable person judge the SIA report to be impartial, transparent and suitably rigorous given the nature of the project?	Yes, Section 2 details the approach used to ensure transparency and work integrity
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?	Yes, as defined in Section 3.2
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?	Yes, refer to Sections 3 and 5
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?	Yes, Refer Section 5
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?	Yes, Refer to Section 3
8	Does the social baseline study demonstrate social-science research methods and explain any significant methodological or data limitations?	Yes, Refer to Sections 2 and 3
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?	Yes, refer to Section 5
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, refer to Sections 2 and 3
11	Does the SIA report describe how the preliminary analysis influenced project design and EIS engagement strategy?	Yes, refer to Section 2
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?	Yes, refer to Section 4
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?	Refer to Section 4
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?	Refer to Section 5
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?	Refer to Section 5
16	Does the SIA report identify its assumptions, and include sensitivity analysis and alternative scenarios? (including 'worst-case' and 'no project' scenarios where relevant)	Refer to Section 5
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?	Refer to Section 5



18	Are the evaluations of significance disaggregated to consider the likely different experiences for different people or groups, especially vulnerable groups?	Refer to Section 5
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?	Refer to Sections 5 and 6
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?	Refer to Sections 5 and 6
21	Does the SIA report demonstrate how the proponent will adaptively manage social impacts and respond to unanticipated events, breaches, grievances and non-compliance?	Refer to Sections 5 and 6

Declaration of Author

I, Stephanie Barker declare that I am the author of the Social Impact Assessment (SIA) titled “Multi-storey Warehouse” and dated 14 November 2024. This document has been prepared in accordance with relevant guidelines and standards for conducting social impact assessments.

The information presented in this assessment is based on thorough research, analysis, and my professional expertise in the field. This experience includes advising the NSW Government on a range of social policy matters for the metropolitan area of Greater Sydney from 2014-2023 and role in coordination of award-winning social research and initiatives as well as liveability indicators.

I have endeavoured to ensure the accuracy, integrity, and transparency of the data and findings included in this assessment which includes use of data generated specifically for the purpose of assessing this proposal.

This SIA aims to evaluate the potential social impacts of the proposed multi-storey warehouse and to provide actionable recommendations for stakeholders.

I acknowledge the contributions of individuals and organisations consulted during the assessment process, and I am committed to upholding ethical practices throughout.

Signed,



Stephanie Barker

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Appendix D – References

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