

Appendix N

Social and
Economic



Port Botany Quayline Equalisation Project

Technical Report: Social and Economic

Port Botany Quayline Equalisation Project

Technical Report: Social and Economic

Client: Port Botany Operations Pty Ltd as Trustee for Port Botany Unit Trust

ABN: 25 855 834 182

Prepared by

AECOM Australia Pty Ltd

Gadigal Country, Level 21, 420 George Street, Sydney NSW 2000, PO Box Q410, QVB Post Office NSW 1230, Australia

T +61 1800 868 654 www.aecom.com

ABN 20 093 846 925

August 2025

AECOM in Australia and New Zealand is certified to ISO9001, ISO14001 and ISO45001.

© AECOM Australia Pty Ltd (AECOM). All rights reserved.

AECOM has prepared this document for the sole use of the Client and for a specific purpose, each as expressly stated in the document. No other party should rely on this document without the prior written consent of AECOM. AECOM undertakes no duty, nor accepts any responsibility, to any third party who may rely upon or use this document. This document has been prepared based on the Client's description of its requirements and AECOM's experience, having regard to assumptions that AECOM can reasonably be expected to make in accordance with sound professional principles. AECOM may also have relied upon information provided by the Client and other third parties to prepare this document, some of which may not have been verified. Subject to the above conditions, this document may be transmitted, reproduced or disseminated only in its entirety.

Table of Contents

Executive summary	i
Glossary and abbreviations	iv
1.0 Introduction	1
1.1 Project context and overview	1
1.2 The Project	3
1.2.1 Construction of the Project	3
1.2.2 Operation of the Project	6
1.3 Purpose of this report	7
1.3.1 Assessment requirements	7
1.3.2 Agency engagement	7
2.0 Assessment approach	8
2.1 Legislation, policy, guidelines and standards	8
2.1.1 Legislative context	8
2.1.2 Social Impact Assessment Guideline for State Significant Projects	8
2.1.3 Strategic context	9
2.2 Methodology	13
2.2.1 Social locality	13
2.2.2 Scoping and initial assessment	16
2.2.3 Social baseline study	21
2.2.4 Evaluation of the significance of impacts	21
2.2.5 Cumulative impact assessment	23
2.2.6 Facilitated impact assessment	23
3.0 Consultation	25
3.1 Engagement Principles	25
3.2 Project-specific engagement objectives	25
3.3 SIA stakeholders	25
3.3.1 Aboriginal stakeholders	26
Community engagement survey	26
4.0 Existing environment (social and economic baseline)	27
4.1 Social and economic profile	27
4.1.1 Key demographic data	27
4.1.2 Vulnerable communities	27
4.2 Aboriginal culture and values	32
4.3 Social infrastructure	32
4.4 Economic characteristics	35
4.4.1 Local businesses / employment centres	35
4.5 Access and connectivity	35
4.5.1 Road and freight network	35
4.5.2 Marine transport	35
4.5.3 Public transport	35
4.5.4 Active transport (walking and cycling)	35
4.6 Construction workforce and industry	35
5.0 Assessment of construction impacts	37
5.1 Way of life	37
5.1.1 Changes to how people move around	37
5.1.2 Property impacts	37
5.1.3 Utilities and digital access	37
5.1.4 Access to accommodation	37
5.2 Surroundings	38
5.2.1 Local amenity	38
5.2.2 Crime, safety and security	41
5.2.3 Access and use of surroundings	42
5.3 Livelihoods	43
5.3.1 Business impacts	43
5.3.2 Economic impacts	43

	5.4	Summary of construction impacts	44
6.0		Assessment of operational impacts	45
	6.1	Way of life	45
	6.2	Surroundings	45
	6.2.1	Local amenity	45
	6.2.2	Crime, safety and security	47
	6.3	Livelihoods	47
	6.4	Summary of operational impacts	47
7.0		Assessment of cumulative and facilitated impacts	48
	7.1	Overview	48
	7.2	Cumulative impacts	48
	7.2.1	Construction	48
	7.2.2	Operation	48
	7.3	Facilitated impacts	49
	7.3.1	Local amenity	49
8.0		Mitigation and management of impacts	52
	8.1	Overview	52
	8.2	Mitigation and management measures	52
	8.3	Residual impacts	52
9.0		Conclusion	54
10.0		References	55
Annexure A			A
		Certification	A
Annexure B			B
		Social baseline data	B
Annexure C			C
		Assessment review questions	C

List of Tables

Table 1-1	Key construction activities	3
Table 1-2	Project operation	6
Table 1-3	SEARs – social and economic	7
Table 2-1	Principles to guide the social impact assessment (identified in the SIA Guideline)	10
Table 2-2	Planning priorities of local government relevant to the Project	12
Table 2-3	Scoping and initial assessment	17
Table 2-4	Likelihood definitions (DPIE, 2023b)	22
Table 2-5	Magnitude definitions (DPIE, 2023b)	22
Table 2-6	Dimensions of impact magnitude (DPIE, 2023b)	22
Table 2-7	Impact significance matrix (DPIE, 2021b)	23
Table 4-1	Demographic information for social locality and NSW (ABS, 2021)	28
Table 4-2	Potentially vulnerable communities in the social locality	30
Table 4-3	Existing construction workforce (ABS, 2021)	36
Table 5-1	Summary of construction impacts	44
Table 6-1	Summary of operational impacts	47
Table 8-1	Mitigation and management measures – social and economic	52
Table 8-2	Residual social impact summary – construction	53
Table 8-3	Residual social impact summary – operation	53

List of Figures

Figure 1-1	Project overview	2
Figure 1-2	Indicative construction compound locations	4
Figure 1-3	Indicative construction phases and timing	5
Figure 2-1	Social locality applied to assessment of the Project	14
Figure 2-2	Proximal area within the social locality	15
Figure 2-3	Developments identified for consideration of potential cumulative impacts with the Project	24
Figure 4-1	Social infrastructure with two kilometres of the Project Area	34

Executive summary

Overview

The Port Botany Operations Pty Ltd as Trustee for Port Botany Unit Trust (referred herein as NSW Ports) is seeking approval to undertake works to ensure equitable operational quayline length between the three container stevedore companies operating at Port Botany (the Project). The Project would involve two principal components:

- Construction of an extended quayline (BD12) on the southern side of Brotherson Dock, including dredging of the Brotherson Dock channel and berths to provide material for reclamation of land. This would provide:
 - Extension of the southern side of the Brotherson Dock quayline by around 314 metres to provide a combined quayline length on the southern side of Brotherson Dock of around 1,250 metres to accommodate up to three longer container vessels, commensurate with the quayline length available to stevedore operators in other parts of the port
 - An additional 5.3 hectares of wharf area (wharf hardstand)
- Consequential changes in bulk liquids operations at the port, including demolition of the existing Bulk Liquids Berth 1 (BLB1), construction and operation of a new Bulk Liquids Berth (BLB3) in a more southerly location, and associated changes to pipework and bulk liquids handling infrastructure within the port.

The assessment presented in this technical report, as part of the EIS, addresses the Secretary's Environmental Assessment Requirements (SEARs), in support of the application for the Project.

Existing environment

This social and economic impact assessment has been based on a social locality defined using Statistical Area Level 2 (SA2) boundaries. It encompasses SA2 areas of Botany, Port Botany Industrial, Banksmeadow, Malabar-La Pouse and Matraville-Chifley. Based on 2021 demographic data, key features of the social locality include:

- Older and elderly people – 21.3% of the population within the social locality were aged 65 years and older, which is less than NSW generally (25.6%)
- Need for assistance – 3.6% of people within the social locality were identified as needing assistance with a core activity, which is less than the overall percentage of people in NSW needing assistance (5.8%).
- Index of Relative Socio-economic Advantage and Disadvantage (IRSAD):
 - Botany – a decile of eight for both Australian and NSW State rankings, representing the top 80% of areas and indicating high levels of advantage
 - Banksmeadow – a decile of nine for both Australian and NSW State rankings, representing the top 90% of areas and indicating high levels of advantage
 - Malabar – La Pouse – a decile of seven for both Australian and NSW State rankings, representing the top 70% of areas and indicating high levels of advantage
 - Matraville – Chifley – a decile of six for both Australian and NSW State rankings, representing the top 60% of areas indicating moderate levels of advantage
 - Overall, Botany, Banksmeadow, Malabar – La Pouse and Matraville – Chifley are reported to experience relatively high levels of socio-economic advantage, compared to other suburbs within NSW
- Cultural and linguistic diversity – 62.84% of residents within the social locality speak only English at home, compared with 67.6% of residents in NSW

- Aboriginal culture and values – Botany Bay is considered highly significant to Aboriginal people for cultural and archaeological reasons. Historical land use activities have resulted in radical changes to the natural topography of the northern part of Botany Bay. Historical development is expected to have destroyed or severely disturbed Aboriginal archaeological deposits that may have been present
- Construction workforce and industry – a substantial proportion of the existing workforce in the social locality are employed in the construction industry, ranging from 7.4 per cent to 8.4 per cent.

Social infrastructure within two kilometres of the Project Area includes educational facilities, medical facilities, sporting and recreational facilities, community halls, clubs, and services, activities and programs that operate within these facilities. Several local centres and employment hubs are located within the social locality. These include retail and hospitality, industrial and transport production hubs which provide employment opportunities for those living within and near the social locality.

Key assessment findings

The potential social and economic impacts of the Project during construction and operation have been assessed with reference to *Social Impact Assessment Guideline for State Significant Projects* (SIA Guideline) (DPIE, 2023a) and *Social Impact Assessment Guideline for State Significant Projects Technical Supplement* (DPIE, 2023).

The assessment has identified that the Project would generally have a low significance (negative) social impact during construction (refer to Table ES1) and operation (refer to Table ES2). This is principally driven by the relatively small scale of the Project relative to the remainder of the existing port, and separation distances from potentially affected receivers. Medium significance (positive) impacts have been assessed in relation to businesses and the local and regional economies, based on the Project's contribution to employment and services, and through support for a competitive port.

Table ES1 Summary of construction impacts

SIA Guideline category	Likelihood	Magnitude	Significance
Way of life			
Changes to how people move around	Minimal	Unlikely	Low (negative)
Property impacts	Minimal	Very unlikely	Low (negative)
Utilities and digital access	Minimal	Very unlikely	Low (negative)
Access to accommodation	Minimal	Very unlikely	Low (negative)
Surroundings			
Local amenity	Minimal	Possible	Low (negative)
Crime, safety, security	Minimal	Very unlikely	Low (negative)
Access and use of surroundings	Minimal	Very unlikely	Low (negative)
Livelihoods			
Business impacts	Minimal	Very unlikely	Medium (positive)
Business impacts	Minimal	Possible	Low (positive)
Economic impacts	Minor	Possible	Medium (positive)

Table ES2 Summary of operational impacts

SIA Guideline category	Likelihood	Magnitude	Significance
Way of life			
Way of life	Minimal	Very unlikely	Low (negative)
Surroundings			
Local amenity	Minimal	Very unlikely	Low (negative)
Crime, safety, security	Minimal	Very unlikely	Low (negative)
Livelihoods			
Livelihoods	Minor	Possible	Medium (positive)

Mitigation measures and residual impacts

Notwithstanding the assessed low significance of social and economic impacts, mitigation and management measures have been identified to further reduce impacts where possible. These mitigation and management measures include:

- Stakeholder engagement activities will be carried out during construction of the Project. These activities will be accessible to a range of groups (such as residents, recreational users and businesses) in the community. This will include, at a minimum, a range of engagement methods (including options for physical copies of engagement materials and translation of key communication materials)
- Opportunities to engagement local employees, business and services will be considered during construction of the Project.

The application of these measures is anticipated to manage residual impacts during construction and operation such that social impacts would remain of low significance. With respect to positive business and economic impacts, the Project would provide positive social outcomes, particularly through:

- Benefits to retail and construction-related businesses associated with the presence of construction workers and activities, improving the livelihoods of these businesses (construction)
- Increased expenditure at local businesses and employment opportunities, resulting in benefits to livelihoods for local businesses and their employees (construction)
- The broader economic benefits of the Project would likely result in flow on effects for livelihoods within the social locality (operation).

Glossary and abbreviations

Term	Description
ABS	Australian Bureau of Statistics
Amenity	Refers to the quality of a place, its appearance, feel and sound, and the way the community experiences the place. Amenity contributes to a community's identity and its sense of place. Aesthetic qualities are an important part of amenity, but the broader concept of amenity is determined also by the physical design of a place and the human activity that takes place within it. A place that has 'amenity' is regarded as pleasant and attractive, as well as convenient and comfortable (Handy, 2002).
EIS	Environmental Impact Statement prepared under the EP&A Act
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i> (NSW)
facilitated development	The subsequent development facilitated by the Project, being construction and operation of infrastructure for the purposes of container operations, involving: • Installation of up to three new quay cranes • Installation of quay rail sidings • Crane power and control systems. Further details of the facilitated development are provided in Section 3.4 (Facilitated development) of the EIS.
impact	Influence or effect exerted by a development or other activity on the natural, built and community environment
mitigation	Actions or measures to avoid or reduce the impacts of a development
Project	The development for which approval is sought under Division 5.2, Part 5 of the EP&A Act, involving: • Construction of an extended quayline (BD12) on the southern side of Brotherson Dock, including dredging of the Brotherson Dock channel and berths to provide material for reclamation of land • Consequential changes to the bulk liquids berths at the port, including demolition of the existing Bulk Liquids Berth 1 (BLB1), construction and operation of a new Bulk Liquids Berth (BLB3) in a more southerly location, and associated changes to pipework and bulk liquids handling infrastructure within the port. Further details of the Project are provided in Chapter 3 (Project description) of the EIS.
residual impact	Impacts of the Project that remain after mitigation measures are implemented.
SEARs	Secretary's environmental assessment requirements issued under the EP&A Act
social infrastructure	Infrastructure assets that deliver social services and other community uses, including schools, hospitals, childcare centres, libraries, and sport and recreation facilities. The term can also be used to broadly encompass the networks of facilities, places, spaces, programs, projects, and services that sustain a community's quality of life and wellbeing.
Statistical Area Level 2	Statistical Area Level 2, defined by the ABS, are medium-sized general-purpose areas built up from whole Statistical Areas Level 1. Their purpose is to represent a community that interacts together socially and economically.

1.0 Introduction

1.1 Project context and overview

The Port Botany Operations Pty Ltd as Trustee for Port Botany Unit Trust (referred herein as NSW Ports) is seeking approval to undertake works to provide equitable operational quayline length between the three container stevedore companies operating at Port Botany (the Project). The Project would involve two principal components (refer to Figure 1-1):

- Construction of an extended quayline (BD12) on the southern side of Brotherson Dock, including dredging of the Brotherson Dock channel and berths to provide material for reclamation of land. This would provide:
 - Extension of the southern side of the Brotherson Dock quayline by around 314 metres to provide a combined quayline length on the southern side of Brotherson Dock of around 1,250 metres to accommodate up to three longer container vessels, commensurate with the quayline length available to stevedore operators in other parts of the port
 - An additional 5.3 hectares of wharf area (wharf hardstand)
- Consequential changes to the bulk liquids berths at the port, including demolition of the existing Bulk Liquids Berth 1 (BLB1), construction and operation of a new Bulk Liquids Berth (BLB3) in a more southerly location, and associated changes to pipework and bulk liquids handling infrastructure within the port. The types and volumes of bulk liquids would remain unchanged.

The extended quayline and associated wharf area would be constructed and made available for further development in future by a stevedore. NSW Ports does not seek approval for this further development, including construction and operation of infrastructure for the purposes of container operations.

More detailed descriptions of construction and operation of the Project are provided in Chapter 3 (Project description) of the EIS.

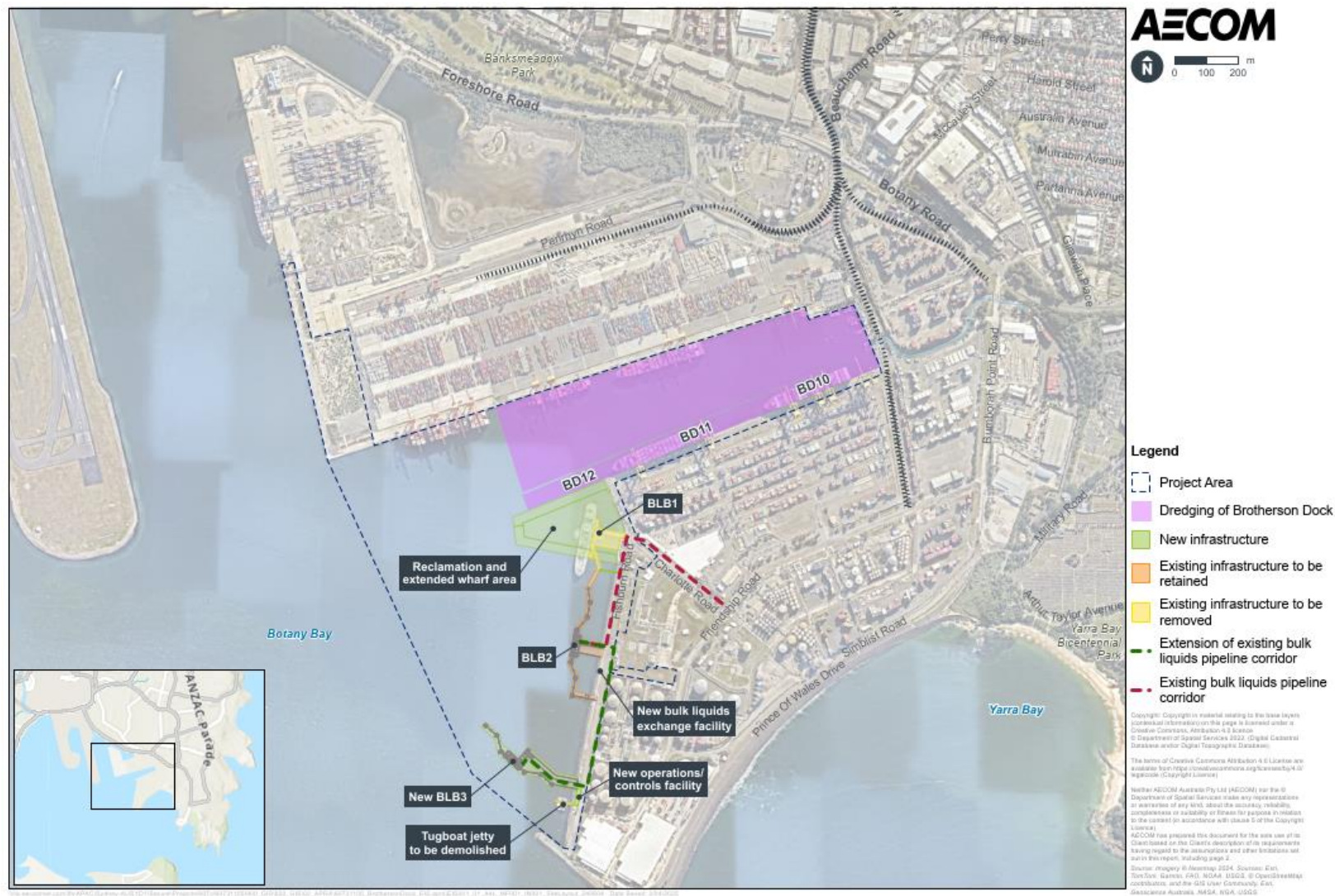


Figure 1-1 Project overview

1.2 The Project

Construction and operation of the Project is summarised in the following sections and described in detail in Chapter 3 (Project description) of the EIS.

1.2.1 Construction of the Project

A high level summary of the key construction activities for the Project are provided in Table 1-1. An indicative construction program for each construction phase is shown in Figure 1-3.

Table 1-1 Key construction activities

Construction phase	Key construction activities
Enabling works and establishment of construction compounds	Site establishment and enabling works would be required to establish four landside construction compounds (LSCCs) and one waterside construction compound (WSCC) (refer to Figure 1-2). Temporary environmental and safety controls, such as erosion and sediment controls would be implemented.
Construction of the new BLB3	Construction of BLB3 would involve: • Construction of a suspended deck structure, requiring approximately 119 piles • Installation of BLB3 infrastructure and mooring dolphins, new pipeline rack and exchange facility, and electrical services • Construction of a new operations/ control facility and new emergency egress at the existing BLB2.
Decommissioning and removal of BLB1 and tugboat jetty	Decommissioning and demolition activities would involve: • Demolition and removal of the tugboat jetty south of BLB3 • Cessation of operations associated with BLB1, and flushing and pigging (pipe clearing) of pipelines associated with BLB1 • Demolition and removal of BLB1 infrastructure and associated pipelines.
Construction of the extended quayline (BD12) and wharf area	Construction of the extended quayline (BD12) on the southern side of Brotherson Dock would involve two main activities: • Construction of a bund wall, dredging and reclamation works: - Construction of a bund wall including a core, geofabric textile layer, and outer rock armour layer - Progressive dredging of Brotherson Dock, filling behind the bund wall - Compaction of dredged materials within the reclamation area. • Piling and wharf deck construction, requiring approximately 380 piles with anticipated lengths of up to 70 metres.
Site demobilisation	Construction sites and compounds would be removed. Disturbance areas would be reinstated to pre-construction conditions. Disturbance areas used for construction would be reinstated to conditions comparable to those existing prior to the commencement of construction.



Figure 1-2 Indicative construction compound locations

Construction phases	Indicative timing																							
	2027				2028				2029				2030				2031				2032			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Enabling works																								
Establishment of construction compounds and laydown area works																								
Construction of the new BLB3																								
Decommissioning and removal of BLB1 and tugboat jetty																								
Construction of bund wall, dredging and reclamation																								
Piling and wharf deck construction																								
Site demobilisation																								

Figure 1-3 Indicative construction phases and timing

1.2.2 Operation of the Project

The key operational components of the Project are shown in Figure 1-1 and summarised in Table 1-2. The extended Brotherson Dock and BLB3 would operate 24 hours a day 7 days a week, consistent with existing operations at Port Botany managed by the stevedores.

Table 1-2 Project operation

Key operational component	Description
Extended quayline (BD12) and wharf area	The extended quayline would allow for the southern side of Brotherson Dock to accommodate longer ships, consistent with the longer quaylines available to other stevedores operating within the port. The key operational components would include: • An extended BD12 wharf area within the reclaimed area along and behind the extended quayline • A hardstand area around 5.3 hectares in area, composed of the reclaimed area (4 hectares) and suspended deck (1.3 hectares) • Forty-eight fenders along the BD12 quayline to absorb the impact of ships and provide secure points for vessels to tie up their mooring lines • Supporting services, including drainage and security.
BLB3 to replace BLB1 including associated pipeline infrastructure	The new BLB3 would operate similarly to the current BLBs, but would be located further south. BLB3 would be connected to the existing pipeline network or directly into the existing bulk liquids and gas tenancies that use this berth. The key operational components of the BLB3 would include: • A central working platform, including (but not limited to) three marine loading arms to transfer bulk liquids from ships to shore facilities, and provision for up to five additional arms • Access bridges connecting shore to the central working platform to the vessels, providing vehicle and pedestrian access, as well as a pipeline corridor • Additional emergency egress from BLB2 to shore • Pipeline infrastructure including: - Extension of the existing bulk liquids pipeline corridor along Fishburn Road from the BLB3 pipe manifold to existing Vopak and Elgas bulk liquids storage locations - An additional pipeline along Fishburn Road to the existing BLB2 exchange facility, replacing the existing BLB1 bitumen pipelines - An additional bulk liquids exchange facility located on Fishburn Road - Utilities including power, lighting, security, water, sewer, communications.

1.3 Purpose of this report

This report is one of a number of technical assessments that forms part of the EIS. The purpose of this technical report is to assess potential social and economic impacts, in response to the Secretary Environmental Assessment Requirements (SEARs) issued by the NSW Department of Planning, Housing and Infrastructure (DPHI) (refer to Section 1.3.1) and from engagement with agencies (refer to Section 1.3.2).

Details of the relevant qualifications and experience of the authors are included in Annexure A (certification page).

1.3.1 Assessment requirements

The SEARs issued by the NSW DPHI, relating to social and economic impacts and where these requirements are addressed in this technical report are outlined in Table 1-3.

Table 1-3 SEARs – social and economic

Issue and desired performance outcome	Requirement	Section where addressed in report
Social The project is designed to provide socially sustainable outcomes. The project will maximise the social and economic welfare of the community. The project will deliver better development outcomes by minimising negative social impacts and enhancing positive social impacts on affected communities.	Provide a Social Impact Assessment as outlined in Section 6.2.14 of the Scoping Report.	Refer to Chapter 5.0 and Chapter 6.0.
Economic The project minimises impacts to property and business and achieves appropriate integration with adjoining land uses, including maintenance of appropriate access to properties and community facilities, and minimisation of displacement of existing land use activities, dwellings and infrastructure.	Assess the economic impacts of the project on potentially affected properties, businesses and land and water users (for example, recreational and commercial fishers), including access, amenity and relevant statutory rights.	Refer to Chapter 5.0 and Chapter 6.0.

1.3.2 Agency engagement

During preparation of the EIS, consultation was carried out with various agencies and community groups (refer to Chapter 5 of the EIS). Consultation relevant to social impacts is described in Chapter 3 (Consultation).

2.0 Assessment approach

2.1 Legislation, policy, guidelines and standards

This social and economic impact assessment has been undertaken in accordance with:

- *Social Impact Assessment Guideline for State Significant Projects* (SIA Guideline) (DPIE, 2023a)
- *Social Impact Assessment Guideline for State Significant Projects Technical Supplement* (DPIE, 2023)
- *Undertaking Engagement Guidelines for State Significant Projects* (DPHI, 2024)
- *Cumulative Impact Assessment Guidelines for State Significant Projects* (DPIE, 2022)
- *Social Impact Assessment Practice Note: Engaging with Aboriginal communities* (NSW Climate and Energy Action, 2022).

2.1.1 Legislative context

The assessment of social impacts is a key element of environmental impact assessment under both Commonwealth and NSW environmental planning legislation. 'Environment' is defined to include the social environment within both jurisdictions.

Section 528 of the EPBC Act defines the environment as including:

- ecosystems and their constituent parts, including people and communities; and*
- natural and physical resources; and*
- the qualities and characteristics of locations, places and areas; and*
- heritage values of places; and*
- the social, economic and cultural aspects of a thing mentioned in paragraph (a), (b), (c) or (d).*

Similarly, Part 1 of Section 1.4 of the NSW EP&A Act defines the environment as “*all aspects of the surroundings of humans, whether affecting any human as an individual or in his or her social groupings.*”

2.1.2 Social Impact Assessment Guideline for State Significant Projects

The *Social Impact Assessment Guideline for State Significant Projects* (SIA Guideline) (DPIE, 2023a) is the principal guideline for the assessment of social and economic impacts in NSW.

The SIA Guideline seeks to provide a consistent framework and approach to the assessment of social impacts of state significant projects. This report has been prepared referencing the following categories from the SIA guideline, that help guide the impact assessment:

- **Way of life**, including how people live, how they get around, how they work, how they play, and how they interact each day
- **Community**, including composition, cohesion, character, how the community functions, resilience, and people's sense of place
- **Accessibility**, including how people access and use infrastructure, services and facilities, whether provided by a public, private, or not-for-profit organisation
- **Culture**, both Aboriginal and non-Aboriginal, including shared beliefs, customs, practices, obligations, values and stories, and connections to Country, land, waterways, places and buildings
- **Health and wellbeing**, 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
- **Surroundings**, 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

- **Livelihoods**, including people's capacity to sustain themselves through employment or business
- **Decision-making systems**, 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.

The SIA Guideline also sets out principles to guide an evidence-based approach to the social impact assessment. An overview of these principles and how they have been considered in this report is provided in Table 2-1.

2.1.3 Strategic context

The Project is consistent with *Staying Ahead: State Infrastructure Strategy 2022 – 2042* (Infrastructure NSW, 2022) and the *NSW Ports 2063 Masterplan* (NSW Ports, 2023) amongst other strategic policies outlined in Chapter 2 (Strategic context). The State Infrastructure Strategy recognises the role of Port Botany in boosting economy-wide productivity and competitiveness, as well as the need to integrate infrastructure, land use and service planning. The Masterplan recognises that to enable the vision outlined in the State Infrastructure Strategy, Port Botany would require investment in additional berthing infrastructure to equitably accommodate the longer container vessels that are increasingly being used in the international fleet.

Portions of the Project Area are located within both the Randwick and Bayside local government areas (LGA). Randwick City Council's *Local Strategic Planning Statement* (LSPS) (Randwick City Council, 2020) and Bayside City Council's *Local Strategic Planning Statement* (Bayside Council, 2020) outline the community's vision for the desired future of the LGAs, including relevant planning priorities. The planning priorities that align with the Project are outlined in Table 2-2.

Table 2-1 Principles to guide the social impact assessment (identified in the SIA Guideline)

Principle and description	Consideration in this report
Action-oriented – defines specific actions to deliver practical, achievable and effective outcomes for people	Chapter 8.0 (Mitigation and management of impacts) identifies the mitigation and management measures proposed to address potential social and economic impacts of the Project. These measures have been developed to be action-oriented, consistent with best practice and achievable.
Adaptive – establishes systems to respond to new or different circumstances to support continuous improvement	The mitigation and management measures proposed in Chapter 8.0 (Mitigation and management of impacts) have been developed to respond to differing circumstances as the Project progresses, and to support continuous improvement in community outcomes.
Culturally responsive – develops culturally informed approaches and methodologies to ensure Aboriginal and culturally diverse communities are engaged appropriately, and their perspectives, insights and feedback are valued	This report has assessed potential social impacts in relation to the connection and value placed on the land by local Aboriginal people in Section 4.2.
Distributive equity – Considers how different groups will experience social impacts differently (particularly vulnerable and marginalised groups, future generations compared with current generations, and differences by gender, age and cultural group)	Secondary research and the assessment of impacts in this report has been undertaken to understand and properly consider people from a broad range of backgrounds. Potentially vulnerable and marginalised groups have been identified and considered as part of this assessment (refer to Section 4.1.2).
Impartial – Uses fair, unbiased research methods and follows relevant ethical standards	The methodology and execution of secondary research and impact assessment has been undertaken to meet the requirements of the SIA Guideline. This report has been prepared by appropriately qualified environmental impact assessment and social impact assessment practitioners.
Inclusive – Seeks to hear, understand, respect and document the perspectives of all likely affected people. Uses respectful, meaningful and effective engagement activities tailored to the needs of those being engaged (e.g. being culturally sensitive and accessible)	The exhibition of the EIS, including this report, would allow for people to express their support or objection, by providing comments on the Project and how it may impact on their lives.

Principle and description	Consideration in this report
Integrated – uses and references relevant information and analysis from other assessments to avoid duplication. Supports effective integration of social, economic and environmental considerations in decision-making	This report has referenced inputs from technical assessments prepared for other parts of the EIS, as well as relevant data and information from the ABS to identify and assess social and economic impacts of the Project (refer to Chapter 4.0 (Existing environment (social baseline))).
Life-cycle focus – seeks to understand likely impacts (including cumulative impacts) at all Project stages, from pre-construction to operation commencement and post closure	Relevant social impacts have been assessed for construction and operational phases of the Project. The assessment has also included consideration of cumulative and facilitated impacts (refer to Chapter 7.0) and has identified mitigation and management measures for the relevant Project phase (refer to Chapter 8.0).
Material – identifies which likely social impacts matter the most for people and/or pose the greatest risk/opportunity to those expected to be affected	This report has applied the methodology specified by the SIA Guideline to consider the likelihood and magnitude of potential impacts. By definition, only impacts that are likely to occur (and hence are material and/or pose the greatest risk/opportunity) have been included in the assessment.
Precautionary – if there are risks of serious or irreversible environmental damage (including harm to people), avoids using any limits on full scientific certainty as a reason for postponing measures to prevent environmental (including social) degradation	Chapter 8.0 (Mitigation and management of impacts) identifies the mitigation and management measures proposed to address potential social and economic impacts of the Project. These measures have been developed to be precautionary based on the technical assessment presented and are consistent with current best practice measures for similar projects.
Proportionate – ensures the scope and scale of the SIA corresponds to the scope and scale of the likely social impacts	This report has been prepared as a ‘minor’ scale assessment, in accordance with the SIA Guideline. This is based on the relatively isolated location of the Project, as well as its potential to result in social impacts, positive and negative, both within and beyond the social locality (refer to Section 2.2.1 for discussion of social locality).
Rigorous – uses appropriate, accepted social science methods and robust evidence from authoritative and trustworthy sources	This report has been prepared using ABS data, utilising accepted social science methods. Additional inputs have been derived from other technical assessments within the EIS. All of these sources are considered to be trustworthy and authoritative.
Transparent – explains, justifies and makes available information, methods and assumptions so that people can see how their input has been considered	The impact assessment methodology, baseline data and other information sources considered in this report have been detailed in Section 2.2 (Methodology) and Chapter 4.0 (Existing environment (social baseline)) with impacts discussed in detail in Chapter 5.0 (Assessment of construction impacts) and Section 6.0 (Assessment of operational impacts).

Table 2-2 Planning priorities of local government relevant to the Project

Planning priority	Alignment with the Project
Randwick City Council	
Planning Priority 9 – Focus economic development, innovation, and jobs growth in strategic centres	The Project would provide infrastructure that would equalise quayline lengths between the three stevedores operating at Port Botany. This would support competition beyond throughput capacity, such as operational efficiency, strengthening economic development in Port Botany.
Planning Priority 13 – Recognise the importance of industrial and urban service lands	The Project would support continued port-related industrial land use in Port Botany.
Planning Priority 22 – Align planned growth with infrastructure delivery	The Project would provide infrastructure that adapts to the future trade needs of NSW and Australia by accommodating future container vessel size increases in line with market demand.
Bayside City Council	
Planning Priority B14 – Protect and grow the international trade gateway	The Project would protect the continued port-related industrial land use of Port Botany as an international trade gateway. This would support the need to accommodate longer vessels driven by changes in international shipping fleet sizes and the growing global container trade.
Planning Priority B18 – Support the growth of targeted industry sectors	The Project would provide infrastructure that adapts to the future trade needs of NSW and Australia, developing a strong, resilient and competitive international trade gateway.

2.2 Methodology

This section describes the framework used to assess potential social and economic impacts associated with the Project. Key steps in the assessment included:

- Scoping and initial assessment, which has involved:
 - Defining the social locality of the Project and gaining an understanding of the characteristics of the communities within (refer to Section 2.2.1)
 - Undertaking an initial scoping assessment to identify the key social and economic impacts to be considered in the assessment, and the appropriate level of assessment (refer to Section 2.2.2)
- Social and economic impact assessment, which involved:
 - Completing a baseline study to understand the social context of the area without the Project, based on the ABS 2021 Census and other relevant data (refer to Section 2.2.3)
 - Predicting and analysing potential social and economic impacts and benefits of the Project, within each relevant social and economic impact category of the SIA Guideline (refer to Section 2.1.2). This has been informed by other technical assessments including air quality and odour, traffic and transport, noise and vibration, heritage, marine ecology, water quality, coastal processes, hazards and risk, and visual amenity impacts
 - Evaluating the potential significance of social and economic impacts through a risk-based assessment which has defined the likelihood and magnitude of each impact (refer to Section 2.2.4)
 - Identifying and assessing potential cumulative and facilitated social and economic impacts
 - Developing mitigation and management measures for identified negative social and economic impacts, and opportunities to enhance social and economic benefits
 - Evaluating the potential residual social and economic impacts, following the application of proposed mitigation and management measures.

2.2.1 Social locality

The social locality for the Project (refer to Figure 2-1) has been identified taking into account likely direct and indirect areas of influence associated with the construction and operation. This area has been developed to align with the following Statistical Area Level 2 (SA2) areas:

- Botany (SA2)
- Port Botany Industrial (SA2)
- Banksmeadow (SA2)
- Malabar – La Perouse (SA2)
- Matraville – Chifley (SA2).

Noting the potential for multiple and/ or overlapping impacts, this assessment has considered the following sub-categories of the social locality:

- **Proximal area:** the area immediate around the Project Area (refer to Figure 2-2). This area has been defined as the area most likely to experience the, longest, most intense and/ or greatest number of social impacts
- **Region:** the broader area in which the social locality is situated, representing where the majority of the social and economic impacts of the Project would be experienced. This area is broader than the proximal area as it includes broader and less tangible social and economic impacts such as regional economy and population level changes.

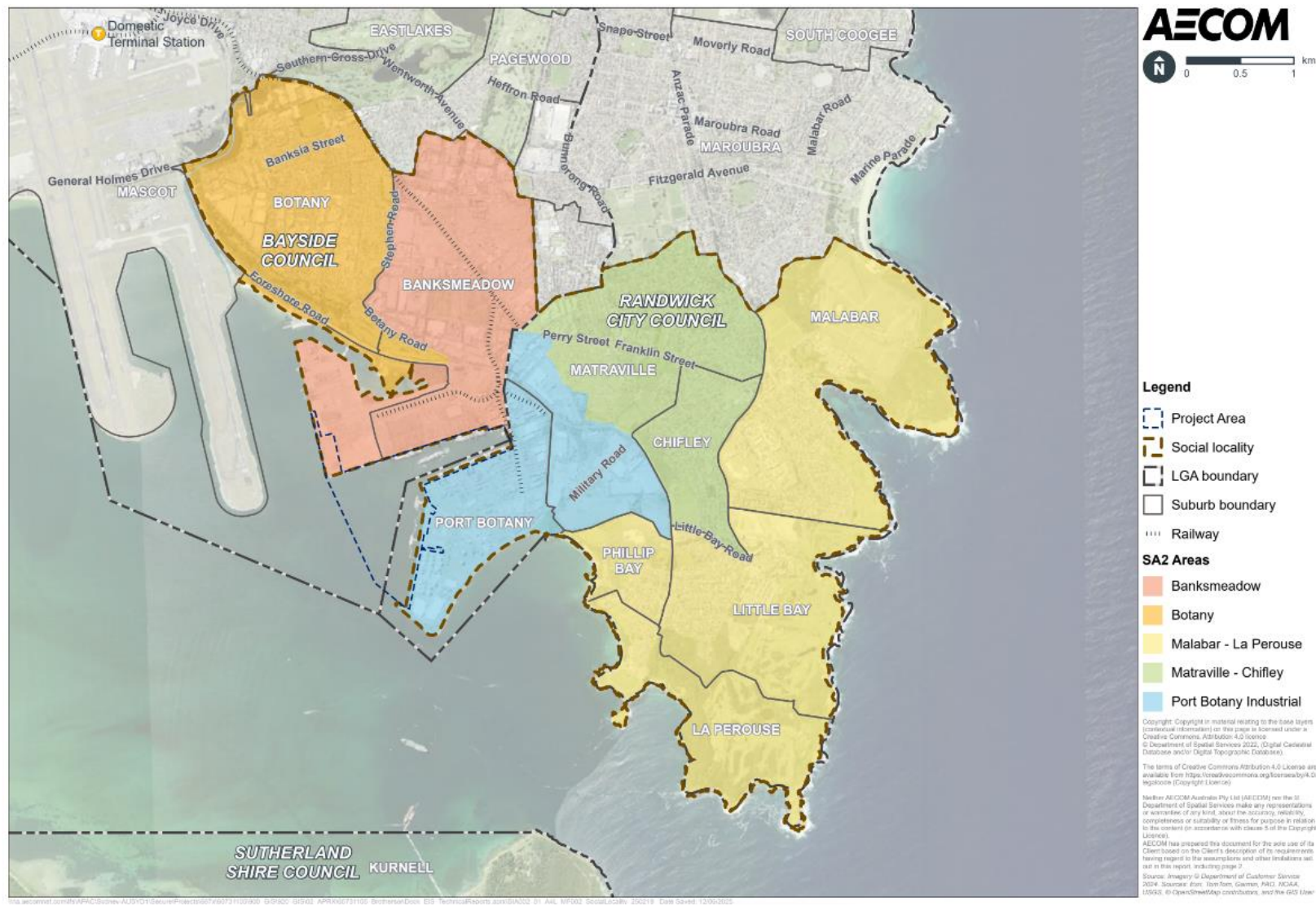


Figure 2-1 Social locality applied to assessment of the Project

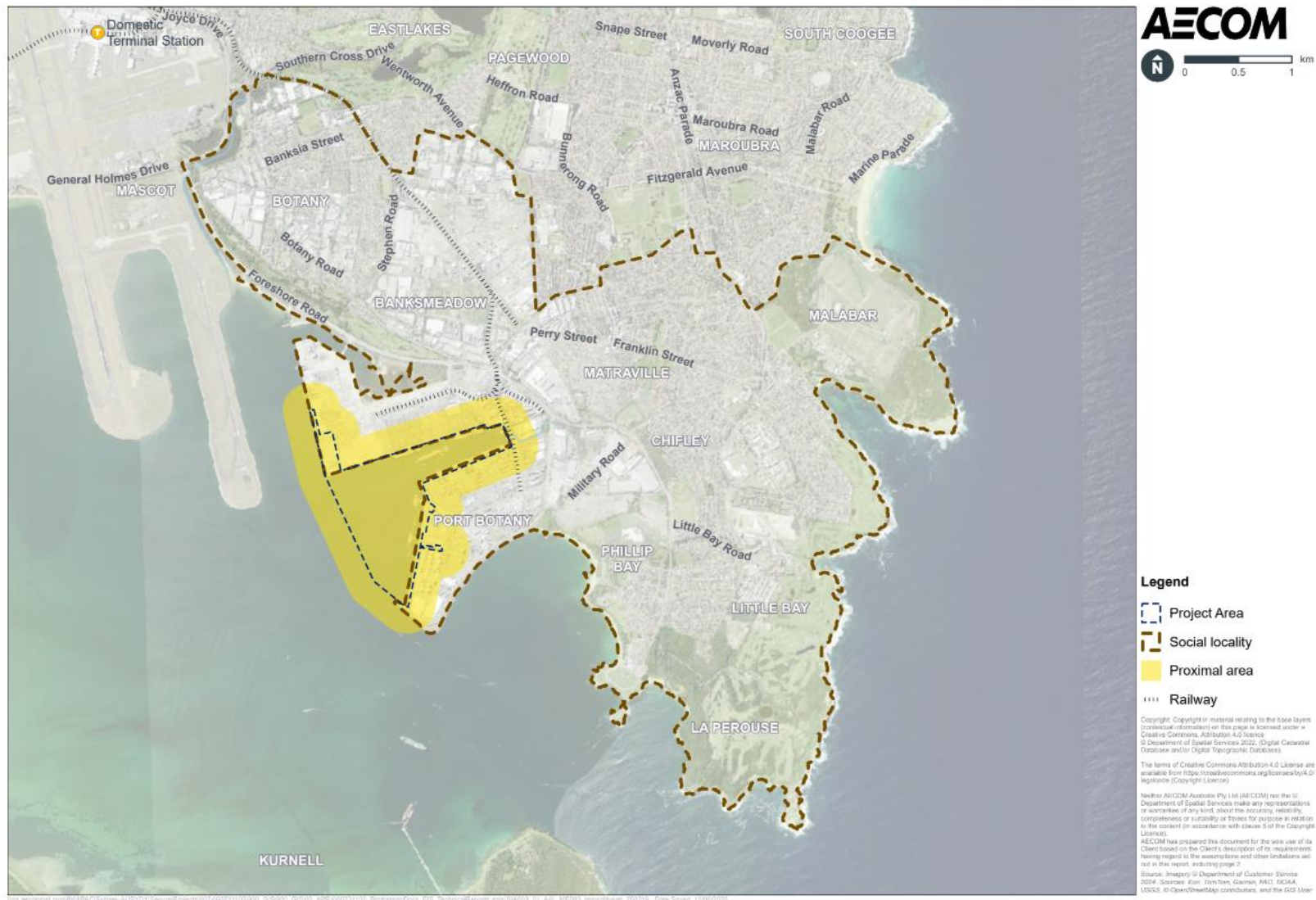


Figure 2-2 Proximal area within the social locality

2.2.2 Scoping and initial assessment

An initial scoping assessment has been carried out to identify the key social impacts for further consideration in the social and economic impact assessment, and the key methods and data sources to investigate these impacts. This has also involved determining the level of assessment required for the social and economic impact assessment taking into account the SIA Guidelines. Key impacts and research methods identified through the scoping process are outlined in Table 2-3.

Identification of the potential social and economic impacts involved:

- Identification of the likely Project construction and operational activities with the potential to result in social and economic impacts
- Consideration of potential social and economic impacts for the relevant categories of impact identified in the SIA Guidelines
- Consideration of social and economic impacts assessed in respect of other comparable and related developments.

Given the scale of the Project and its potential to result in a range of social impacts, a 'minor' level assessment has been identified as being required, consistent with the SIA Guidelines.

Table 2-3 Scoping and initial assessment

Key Project activities	Key scoped impacts (positive and negative)	Methods and data sources
Construction		
- Enabling works - Dredging, reclamation and construction of the extended quayline and wharf area - Construction of a new BLB (BLB3) including installation and commissioning new pipeline infrastructure - Decommissioning and removal of the existing BLB1 structures - Installation and operation of ancillary facilities - Presence of construction traffic (heavy and light vehicles) - Presence of construction workforce.	Way of life - Potential (perceived or actual) temporary disruptions for local residents, businesses and the broader community (negative). Surroundings - Potential (perceived or actual) temporary transport and traffic impacts to sensitive receivers within the surrounding area (negative) - Potential (perceived or actual) temporary noise and vibration impacts to sensitive receivers within the surrounding area (negative) - Potential (perceived or actual) temporary air quality impacts to sensitive receivers within the surrounding area (negative) - Potential (perceived or actual) temporary visual environment and landscape character impacts to sensitive receivers within the surrounding area (negative) - Potential (perceived or actual) water quality impacts to sensitive receivers within the surrounding area (negative) - Potential (perceived or actual) marine ecology impacts to sensitive receivers within the surrounding area (negative) - Potential (perceived or actual) aviation safety risks for the broader community (negative) - Potential (perceived or actual) temporary crime, safety and security impacts for local residents, businesses and the broader community (negative) - Potential (perceived or actual) temporary access impacts to user of surroundings. Livelihoods - Potential benefits for local businesses from additional passing trade due to the presence of construction workers in the area (positive) - Potential benefits for local construction-related businesses from construction activities needing supplies (positive) - Potential employment benefits for local community to assist in the construction of the Project (positive).	Use of secondary data, including ABS Census data for key social indicators Feedback from consultation outcomes (refer to Chapter 3.0).

Key Project activities	Key scoped impacts (positive and negative)	Methods and data sources
Operation		
- Operation of the extended quayline and wharf area - Operation of the new BLB (BLB3) to replace BLB1 including associated pipeline infrastructure.	Surroundings - Potential (perceived or actual) transport and traffic impacts to sensitive receivers within the surrounding area (negative) - Potential (perceived or actual) noise and vibration impacts to sensitive receivers within the surrounding area (negative) - Potential (perceived or actual) air quality impacts to sensitive receivers within the surrounding area (negative) - Potential (perceived or actual) visual environment and landscape character impacts to sensitive receivers within the surrounding area (negative) - Potential (perceived or actual) aviation safety risks for the broader community (negative).	As above.

Based on the low level of amenity impacts during construction and operation of the Project and the industrial nature of the proposed infrastructure, located fully within an existing major port facility, the following categories have been excluded from further consideration within this assessment.

Community

The Project is not anticipated to influence the demographic profile of the social locality. An influx of construction workers to the region is not anticipated as a substantial proportion of the existing local workforce are employed in the construction industry (refer to Section 4.6). This indicates there is a strong presence of existing skills and capabilities in the region that could be used to deliver the Project. Transport links to the Project are also strong, suggesting that sourcing works from the broader region would not result in significant changes to the local social environment. Given this, construction workers would not be expected to move to the social locality for the Project, and therefore potential changes to community composition or character are not anticipated.

Additionally, as the construction and operation of the Project is entirely contained within an established port facility, no effects that may impact social cohesion or how the community functions are expected, noting that the Project would not introduce new or additional physical or psychological barriers. Similarly, as the Project is consistent with the industrial nature of the existing port and surrounding area, no impacts to the community's overall sense of place or social connections are anticipated.

Accessibility

The Project would not change existing access arrangements within the social locality. The Project may require temporary closures of Charlotte Road or Fishburn Road, however these roads are not accessible to the public and would not affect the overall access arrangements to or within the port. As such, the Project would not prevent the community's access to existing social infrastructure, services or facilities during construction or operation.

The Project would not affect accessibility or connectivity within the social locality, either for pedestrians, cyclists, public transport or private motor vehicle users, noting that no physical infrastructure is proposed outside the existing port area. Further discussion of potential impacts on transport and traffic, including parking, accessibility, public and active transport, is provided in Technical report: Transport and traffic (Appendix J to the EIS).

Culture

Aboriginal heritage

Botany Bay is considered highly significant to Aboriginal people for cultural and archaeological reasons. In pre- and early-post European settlement times, sand dunes within and surrounding the Project Area would have been prime locations for campsites, offering a rich suite of economic resources and facilitating intensive occupation over thousands of years. Historical land use activities have resulted in radical changes to the natural topography of the Project Area and northern part of Botany Bays coastline.

Historical land use activities within the Project Area are expected to have destroyed or severely disturbed Aboriginal archaeological deposits that may have been present prior to the development of the port. There are no known objects or sites of Aboriginal cultural value within or in proximity to the Project Area. Construction within the Project Area would therefore have no potential to directly impact known objects or sites of Aboriginal cultural value. Furthermore, the potential for Aboriginal archaeological materials to be present is assessed as low.

Although low, there remains potential for unknown objects or sites of Aboriginal cultural value within the Project Area. An unexpected finds procedure has been recommended to manage potential new Aboriginal cultural heritage discoveries, as outlined in Technical report: Aboriginal cultural heritage assessment report (Appendix P to the EIS).

Operation of the Project would not require additional ground disturbance or dredging activities beyond those carried out during construction. As such, operation would not directly impact known or unknown objects or sites of Aboriginal cultural value.

Non-Aboriginal heritage

There are no non-Aboriginal heritage items within the Project Area. Construction of the Project Area is therefore highly unlikely to have no potential to impact a heritage item, place or conservation area.

Construction of the Project would involve the use of vibration-intensive equipment. Potential indirect impacts associated with construction of the Project may include vibration and ground settlement, with the risk of damage to a built heritage item or place or visual intrusion into the curtilage of a heritage item, place or conservation area. However, vibration levels are not expected to exceed the structural damage criterion of 3 mm/s at surrounding heritage items, places or conservation areas. Given the distance of heritage items from these activities and their structural resilience, no cosmetic or structural impacts to heritage items are anticipated during construction.

Construction activities would result in increased industrial activity within the port, but this would be in keeping with the current landscape of Port Botany and adjacent lands. Heritage items within Port Botany are all characteristic of the history of the area as a working port and industrial zone. Heritage items and places with more sensitive visual settings, including the Gooriwal (Frenchmans Bay and Yarra Bay) Cultural Landscape (650 metres from the Project Area) and Yarra Bay Beach and Reserve (900 metres from the Project Area) would experience limited views of construction activities. This would be due in part to separation distances between the items and construction activities, the relatively flat topography, some screening from intervening vegetation, and the existing port/ industrial view in which the construction activities would take place. It is unlikely that construction activities would significantly affect the curtilage or visual setting of nearby heritage items, and residual impacts would be limited in duration.

Operation of the Project would not require additional vibration-intensive activities and would not result in indirect impacts associated with vibration or ground settlement. Furthermore, the Project would be largely indiscernible from most viewpoints around Botany Bay based on consistency with existing port infrastructure, viewing distance and screening. For the nearest non-Aboriginal heritage items, the Project would be in keeping with the existing nature of Port Botany and the heritage values represented by the heritage items within Port Botany.

Further details of potential non-Aboriginal heritage impacts are provided in Chapter 16 (Heritage) of the EIS.

Health and wellbeing

The Project Area is located within Port Botany, an established port facility. Port Botany is surrounded by other industrial development, including Sydney Kingsford Smith Airport and a range of large industrial and commercial facilities. As such, the Project Area has higher existing baseline levels of noise, traffic and air emissions than surrounding residential areas, described below.

Baseline noise emissions surrounding the Project Area are largely defined by industrial sites and traffic along Botany Road and Foreshore Road. Attended noise monitoring indicated that residential receivers surrounding the Project Area are generally affected by road traffic noise and aircraft noise.

Baseline traffic conditions surrounding the Project Area are characterised by designated heavy vehicle routes which can accommodate large vehicles, including B-Doubles, and are used to move road freight. Surrounding intersection performance indicates high baseline traffic volumes within the surrounding area. Additionally, Port Botany experiences high volumes of maritime traffic generated from commercial ships and vessels. Further afield, Botany Bay experiences maritime traffic associated with recreational vessels and smaller commercial vessels, such as fishing boats and the Kamay Ferry.

Baseline air emissions surrounding the Project Area include SO₂ and total volatile organic compounds (VOCs) as well as combustion emissions from road vehicles, water vessels associated with port activities, rail freight transport, industrial facilities, and airport activities. Within the Project Area existing emissions also include fugitive emissions from the BLBs and their associated pipelines.

Given this context and the nature of the Project, the construction and operation of the Project is not expected to result in additional health and wellbeing impacts above those already experienced by the neighbouring industrial area.

Potential changes to the local amenity are considered in Section 5.2.1 and Section 6.2.1.

Decision making systems

The Project is consistent with The *NSW Ports 2063 Masterplan* (NSW Ports, 2023) which recognises that to accommodate the trend towards longer container ships, investment in additional berthing infrastructure at Port Botany is required. The Project would also align with the following strategic documents:

- Future Transport Strategy: Our vision for transport in NSW (Transport for NSW, 2020)
- NSW Freight and Ports Plan, Future Transport Strategy (Transport for NSW, 2018)
- Freight Policy Reform: Consultation Paper (Transport for NSW, 2024)
- Staying Ahead: State Infrastructure Strategy (Infrastructure NSW, 2022)
- National Freight and Supply Chain Strategy (Transport and Infrastructure Council, 2019).

The Project would help achieve the goals of these plans through providing critical port infrastructure that aligns with future needs of national and international trade, as well as effectively planning and managing future industrial land uses.

The Project would be located on land that is not accessible to the public. Its presence would be consistent with the industrial nature of the surrounding area and would not affect the ability of the community to have input into decisions and matters that affect them.

The exhibition of the EIS would provide an opportunity for the community to express their support or objection, by providing comments on the Project and how it may impact on their lives. Submissions from the community would be formally responded to in a Submissions Report and considered by DPHI during the assessment of the Project.

2.2.3 Social baseline study

The social baseline describes the social and economic context without the Project. It profiles the existing social and economic characteristics, conditions and relevant trends such as local demographics, potentially vulnerable and marginalised groups, social infrastructure, business and transport services and community values within the social locality.

Preparation of the social and economic baseline study has involved:

- Establishing the strategic context of the social locality, as set out in relevant plans and strategies
- Collating ABS data for relevant social indicators from the 2021 Census. These have been analysed at the SA2 level and compared to statistics at a state level, where relevant
- Considering accommodation in relation to the anticipated construction workforce within the social locality
- Identifying potentially vulnerable groups in the community based on ABS data
- Reviewing existing construction skillsets in the social locality and surrounding commutable area, and local construction workforce outcomes on other regional infrastructure projects.

2.2.4 Evaluation of the significance of impacts

Potential impacts have been evaluated consistent with the guidance in Social Impact Assessment Guideline for State Significant Projects Technical Supplement (DPIE, 2023), including consideration of the likelihood of the impact (refer to Table 2-4) and the magnitude of the impact (refer to Table 2-5). Evaluation of the magnitude of impacts has taken into account the dimensions of the impact (refer to Table 2-6). The assessment matrix in Table 2-7 has been used to combine likelihood and magnitude outcomes to determine the significance of each impact.

Table 2-4 Likelihood definitions (DPIE, 2023b)

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

Table 2-5 Magnitude definitions (DPIE, 2023b)

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.

Table 2-6 Dimensions of impact magnitude (DPIE, 2023b)

Dimensions	Details needed to enable assessment
Extent	Who specifically is expected to be affected (directly, indirectly, and/or cumulatively), including any vulnerable people? Which location(s) and people are affected? (e.g. near neighbours, local, regional, future generations).
Duration	When is the social impact expected to occur? Will it be time-limited (e.g. over particular Project phases) or permanent?
Severity or scale	What is the likely scale or degree of change? (e.g. mild, moderate, severe)
Sensitivity or importance	How sensitive/vulnerable (or how adaptable/resilient) are affected people to the impact, or (for positive impacts) how important is it to them? This might depend on the value they attach to the matter; whether it is rare/unique or replaceable; the extent to which it is tied to their identity; and their capacity to cope with or adapt to change.
Level of concern/interest	How concerned/interested are people? Sometimes, concerns may be disproportionate to findings from technical assessments of likelihood, duration and/or intensity.

Table 2-7 Impact significance matrix (DPIE, 2021b)

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

2.2.5 Cumulative impact assessment

Cumulative impacts have the potential to occur when benefits or impacts from a development overlap or interact with those of other developments, potentially resulting in a larger overall impact (positive or negative) on the environment or local communities. Cumulative impacts may occur when developments are constructed or operated concurrently or consecutively, within the same area.

The extent to which another development or activity could interact with the construction and/ or operation of the Project would depend on its location, scale, and/ or timing of construction or operation. A screening assessment was undertaken to identify projects that may contribute to potential cumulative impacts. Refer to Chapter 18 (Cumulative and facilitated impacts) of the EIS for details of the full cumulative impact assessment methodology adopted for the Project. Based on this screening, the following four developments were identified to have potential for cumulative impacts alongside the Project:

- CP Group and KLF Group Waste Management Facility, Botany
- Modification of Orica Chlor-Alkali Plant, Botany Industrial Park
- Orica Southlands Warehouse Estate Stage 3
- Stephen Road Multi-level Warehouse, Banksmeadow.

The location of these projects is shown in Figure 2-3.

An assessment of potential cumulative impacts between these screened developments and the Project upon social impacts during construction and operation is presented in Section 7.2.

2.2.6 Facilitated impact assessment

Although the Project would involve construction of an extended quayline (BD12) and wharf area, it would not include the subsequent construction or operation of infrastructure for the purposes of container operations. Any future development of such infrastructure would be separately progressed by the stevedore.

Although installation and operation of infrastructure for the purposes of container operations does not form part of the Project, this would only be possible once the Project is completed and therefore are considered to be reasonably foreseeable outcomes of the Project's development.

Construction and operation of infrastructure for the purposes of container operations on the extended quayline and wharf area has been considered, where relevant, as a facilitated development. Consideration of potential facilitated impacts upon social impacts associated with the facilitated development on the extended quayline and wharf area is presented in Section 7.3.



Figure 2-3 Developments identified for consideration of potential cumulative impacts with the Project

3.0 Consultation

An Engagement Strategy has been developed and implemented for the Project. Feedback obtained from engagement activities has been considered in the development of the Project and the preparation of the EIS, including this social and economic impact assessment. This included a social impact assessment-focused community engagement survey seeking feedback from nearby residents, businesses and landholders on what they perceived to be the potential positive and negative social impacts generated by the Project.

Further detail of stakeholder and community engagement is provided in Chapter 5 (Stakeholder and community engagement) and Appendix B (Stakeholder and community engagement) of the EIS.

3.1 Engagement Principles

All engagement activities for the Project have been undertaken in accordance with the existing NSW Ports Engagement Principles. These principles have been developed with input from the Port Botany Community Consultative Committee with the intent of maintaining and building stakeholder and community trust.

The Engagement Principles are as follows:

- **Clear and timely information** – provide clear and prompt information about key initiatives and developments taking place within the port or intermodal precincts
- **Meaningful and genuine** – facilitate genuine opportunities to listen to and understand the needs, ideas, and concerns of stakeholders and the community
- **Better together** – work constructively with stakeholders and the community in the interest of securing sustainable and efficient port supply chains for the people and businesses of New South Wales
- **Open and transparent** – aim to proactively and openly engage with stakeholders to ensure a coordinated and transparent approach
- **Adaptable** – flexibility and will to adapt based on stakeholder feedback.

3.2 Project-specific engagement objectives

Within the framework of the existing NSW Ports Engagement Principles, specific engagement objectives have been developed for Project-specific engagement activities. These include:

- Consult with stakeholders and community members, communicate Project benefits, impacts, issues, and constraints, and ensure these are presented and discussed transparently
- Provide opportunities for stakeholder and community members to provide feedback, ensuring an understanding of the views of stakeholders and communities
- Ensure feedback is considered during the development of the Project.

3.3 SIA stakeholders

SIA stakeholders include those in close proximity to the Project Area who may be affected during construction and operation, and those with a general interest in the Project. These include:

- Individual landowners, residents and businesses across the suburbs of Botany, Matraville, Chifley, Little Bay as well as the coastlines of Brighton Le Sands and Monterey
- Port Botany Community Consultative Committee (PBCCC)
- Aboriginal stakeholders
- Community organisations and groups
- Local government, including Randwick City Council and Bayside City Council.

3.3.1 Aboriginal stakeholders

The Aboriginal cultural heritage assessment report (Appendix O to the EIS) details engagement with Aboriginal stakeholders that has been carried out in relation to the Project. Engagement with Aboriginal stakeholders has been undertaken in accordance with the requirements of *Aboriginal Cultural Heritage Consultation Requirements for Proponents* (DECCW, 2010), and has been used to inform this social and economic impact assessment, where relevant.

Community engagement survey

A community engagement survey was conducted in April 2025 to inform the development of the Project and preparation of the EIS. The survey included targeted questions to inform the preparation of this social and economic impact assessment.

The survey was hosted online through a SurveyMonkey platform. A link to the survey was provided on the Project website as well as in the Project factsheet. The fact sheet was distributed via letterbox drop to 7,072 local residents and businesses, and distributed via email to 22 stakeholders, including key existing stakeholder groups, the PBCCC and PTLT. Letter box drops were carried out across the suburbs of Botany, Matraville, Chifley, Little Bay as well as the coastlines of Brighton Le Sands and Monterey.

Four survey responses were received, with key issues identified including:

- Respondents were asked about their connection to Port Botany. Responses ranged from living nearby, working at the port or visiting the area regularly
- Respondents were asked what they valued in their community, the top three themes were:
 - Sense of community
 - Lifestyle
 - Green and recreational space and parks
- Respondents were asked what existing livelihood or amenity impacts were experienced from the operation of Port Botany. Responses included traffic, noise, air quality and visual impacts
- Respondents were asked how they believed the Project would affect their day-to-day life. Responses included:
 - Noise generated by vessels
 - Traffic along Foreshore Road
 - Destruction of the seabed and impacts to marine flora and fauna
 - Impacts to Botany Bay water quality
 - Light pollution at night
- Respondents were asked to what degree they supported the Project. Responses ranged from neutral, somewhat support to strongly support.

4.0 Existing environment (social and economic baseline)

This chapter presents the social and economic baseline for the assessment. The social and economic baseline describes the social and economic context without the Project (i.e., prior to construction or operation). It documents the existing social and economic environment, conditions and trends relevant to the social locality and to the potential impacts of the Project.

Data has been collated for the five SA2s within the social locality. Data for Port Botany Industrial (SA2) has been adopted as representative of the social context for the 'proximal area' within the social locality (refer to Section 2.2.1), being the area that is likely to experience the greatest impacts during construction and operation. Data for all five SA2s has been adopted as representative of the social locality, as residents in these SA2s are likely to use the commercial and residential areas and social infrastructure in the regional area as part of their daily routines.

4.1 Social and economic profile

4.1.1 Key demographic data

Key demographic indicators of relevance to the Project, as derived from ABS 2021 Census data, are provided in Table 4-1. Demographic data for all of NSW have also been provided to allow for comparison. The SA2 of Port Botany Industrial has a very limited population (six people) and therefore does not have specific information about the individuals (refer to notes at the end of Table 4-1). Annexure B (Social baseline data) presents the data used.

4.1.2 Vulnerable communities

Population groups within the social locality which are potentially vulnerable or marginalised have been identified using ABS Census data and are discussed in Table 4-2. This table also outlines relevant considerations applied in assessing the potential social impacts of the Project to these groups.

Table 4-1 Demographic information for social locality and NSW (ABS, 2021)

Demographic information	Botany	Port Botany Industrial	Banksmeadow	Malabar – La Perouse	Matraville – Chifley	New South Wales
Population	10,817	6	508	10,610	13,412	8,072,163
Median age	36	61	33	44	42	39
Aboriginal or Torres Strait Islander population	2.7%	0	0.6%	6.2%	4.1%	3.4%
Speaks only English at home	68.7%	66.7%	47%	64.8%	67%	67.6%
Employed full time	66%	-	68.5%	57.8%	55.5%	55.2%
Employed part time	25.3%	-	17.5%	29%	30.3%	29.7%
Unemployed	3.9%	-	2.8%	3.3%	4.1%	4.9%
Top three employment industries	- Hospitals (except Psychiatric Hospitals) - Air and space transport - Defence	-	- Banking - Higher Education - Hospitals (except Psychiatric Hospitals)	- Hospitals (except Psychiatric Hospitals) - Higher Education - Computer System Design and Related Services	- Hospitals (except Psychiatric Hospitals) - Primary Education - Computer System Design and Related Services	- Hospitals (except Psychiatric Hospitals) - Supermarket and Grocery Stores - Other Social Assistance Services
Separate house	32.5%	-	3.9%	42.6%	47.4%	59.5%
Semi-detached, townhouse, terrace house, etc.	26%	-	11.8%	12.7%	27.6%	10.6%
Flat or apartment	39.9%	-	74.1%	36%	18.9%	19.7%
Other	1%	-	0	0.1%	0.1%	0.6%
Owned outright	23.4%	-	12.3%	32%	32%	31.5%
Owned with a mortgage	39.9%	-	27.6%	27.6%	31.6%	32.5%
Rented	33.4%	-	59.6%	36.6%	33.6%	32.6%

Demographic information	Botany	Port Botany Industrial	Banksmeadow	Malabar – La Perouse	Matrville – Chifley	New South Wales
Other tenure type	0.5%	-	0	2%	1.3%	1.9%
Tenure type not stated	2.8%	-	1.5%	1.9%	1.5%	1.5%
Family household	75.4%	-	64.6%	70.3%	75%	71.2%
Single (or lone)	20.4%	-	30.6%	27.6%	22.3%	25%
Group household	4.2%	-	4.8%	2.1%	2.7%	3.8%
Top transport method to work	Car (driver)	Car (driver)	Car (driver)	Car (driver)	Car (driver)	Car (driver)
No motor vehicle	7.7%	0	10.3%	10.9%	11.1%	9.0%
One motor vehicle	36.6%	100%	53.2%	35.7%	34.8%	37.8%
Two motor vehicles	38.7%	0	32%	35.2%	35.1%	24.1%
Three or more motor vehicles	9.5%	0	4.9%	10.2%	12%	11.1%
<i>Notes:</i> <i>Percentages may not add to 100 per cent due to rounding</i> <i>Due to privacy, the Census data have been subject to perturbation to protect the confidentiality of individuals. Port Botany Industrial has a very limited population (six people) and therefore does not have specific information about the individuals.</i> <i>For housing, 'dwelling structure not stated' and 'unoccupied private dwelling' have not been included.</i>						

Table 4-2 Potentially vulnerable communities in the social locality

Group	Overview
Older and elderly people	Elderly people can represent potentially vulnerable groups within the community. As of 2021, 21.3% of the population within the social locality are aged 65 years and older, which is less than the overall percentage of older and elderly people in NSW (25.6%). Of the SA2s within the social locality, in 2021 Port Botany Industrial had the highest percentage of the population aged 65 years or older (50%), followed by Malabar - La Perouse (21.6%), then Matraville - Chifley (17.9%). An average of 2.3% of people within the social locality are also aged 85 years and older, with the highest proportion of this group in Malabar – La Perouse (3.1%) followed by Matraville – Chifley (2.2%). Considerations for this group in preparing the social and economic impact assessment and proposed mitigation measures include a need for clear communication of proposed activities through diverse engagement materials (for example, less reliance on online materials); consideration of impacts across different times of the day and week (for example, members of this group, if retired, may be more likely to be at home during daytime hours); and maintaining easy and safe access to properties and local businesses. Impacts which involve changes to the local area may also be more relevant for members of this group where they have been long-term residents.
Need for assistance	Core activity need for assistance data measures the number of people who need assistance in their day to day lives with core activities, including self-care, mobility or communication because of a variety of reasons including disability, long-term health condition (lasting six months or more) or old age. In 2021, 3.6% of people within the social locality were identified as needing assistance with a core activity, which is less than the overall percentage of people in NSW needing assistance (5.8%). Of the SA2s within the social locality, Matraville – Chifley had the highest percentage of the population needing help or assistance with a core activity (5.9%), followed by Malabar – La Perouse (4.9%), then Botany (4.8%). Considerations for this group in preparing the social and economic impact assessment and proposed mitigation measures include a need for clear communication of proposed activities through diverse engagement materials and maintaining easy and safe access to properties and local businesses for those requiring assistance.
Socio-economic disadvantage	The Socio-Economic Index for Areas (SEIFA) (ABS, 2023) is a set of four indexes produced by the ABS as an indicator of relative socio-economic advantage and disadvantage. The SEIFA broadly defines relative socio-economic advantage and/or disadvantage in terms of people's access to material and social resources, and their ability to participate in society. The Index of Relative Socio-economic Advantage and Disadvantage (IRSAD) has been used for this assessment, based on 2021 Census data. The IRSAD assesses the socio-economic conditions of people and households within an area, including both relative advantage and disadvantage measures. A decile of one indicates high levels of disadvantage and low levels of advantage (representing the bottom 10% of areas). A decile of 10 indicates high levels of advantage and low levels of disadvantage (representing the top 10% of areas).

Group	Overview
	The IRSAD indicates the following for each suburb within the social locality: • Botany – a decile of eight for both Australian and NSW State rankings, representing the top 80% of areas and indicating high levels of advantage • Banksmeadow – a decile of nine for both Australian and NSW State rankings, representing the top 90% of areas and indicating high levels of advantage • Malabar – La Perouse – a decile of seven for both Australian and NSW State rankings, representing the top 70% of areas and indicating high levels of advantage • Matraville – Chifley – a decile of six for both Australian and NSW State rankings, representing the top 60% of areas indicating moderate levels of advantage. Note that there are no available IRSAD data for Port Botany Industrial. Overall, Botany, Banksmeadow, Malabar – La Perouse and Matraville – Chifley are reported to experience relatively high levels of socio-economic advantage, compared to other suburbs within NSW. Income levels can also provide an indicator of socio-economic advantage or disadvantage. Within the social locality, 2021 Census data indicates a range of median weekly household income from \$2,028 to \$2,499, which is substantially higher than the NSW median weekly household income of \$1,892. Key considerations for groups that may experience socio-economic disadvantage in the social locality include the capability of this group to respond to potential business or amenity impacts.
Culturally and linguistically diverse	Culturally and linguistically diverse groups represent a moderate proportion of the social locality, relative to NSW as a whole. Census results for 2021 indicate that 62.84% of residents within the social locality speak only English at home, compared to 67.6% of residents in NSW. Key considerations for culturally and linguistically diverse groups include the capability of this group to engage with communications and engagement activities undertaken for the Project. Translated communication materials about the Project during construction and operation would be made available if required.

4.2 Aboriginal culture and values

Available archaeological data indicates that Aboriginal people have occupied the Sydney region for at least 36,000 years (Williams *et al.*, 2014). The Aboriginal archaeological record of the eastern Sydney peninsula is well-researched, with scientific investigations of this record having been undertaken since the late 19th century and over 150 Aboriginal archaeological sites identified with investigations of varying detail.

A search of the AHIMS database was undertaken on 19 August 2024 for a 10 x 10 km area centred on the Project Area. A total of 76 Aboriginal archaeological sites were identified within the search area comprising 22 middens, 20 rock engravings, 10 burials, eight rock shelters, six open artefact sites (i.e., artefact scatters and isolated artefacts), five areas of potential archaeological deposit (PAD), two grinding grooves, two art sites and one quarry. None of these sites are located within or immediately adjacent to the Project Area.

Visual inspections of the Project Area were conducted on 25 March 2025 by NSW Ports representatives and La Perouse Local Aboriginal Land Council (La Perouse LALC) representatives and on 2 April 2025 by an AECOM Principal Heritage Specialist and a La Perouse LALC site officer. No evidence of past Aboriginal occupation was observed during the visual inspection of the Project Area. It was noted by the La Perouse LALC representatives that there was limited potential for archaeological remains to be present within the Project Area due to development in the area, primarily dredging associated with historical development of the port. The visual inspections suggested that the land and waters of this area are of low Aboriginal archaeological sensitivity.

Botany Bay is considered highly significant to Aboriginal people for cultural and archaeological reasons. Historical land use activities have resulted in radical changes to the natural topography of the Project Area and northern part of Botany Bays coastline. Land use activities within the Project Area are expected to have destroyed or severely disturbed Aboriginal archaeological deposits that may have been present prior to the development of the port. Currently, the potential for Aboriginal archaeological materials to be present is assessed as low.

Further information on the Aboriginal cultural and values within the social locality is provided in Technical report: Aboriginal cultural heritage assessment report (Appendix P to the EIS).

4.3 Social infrastructure

Social infrastructure comprises social services or facilities that are used for the physical, social, cultural or intellectual development or welfare of the community. Social infrastructure includes educational facilities, childcare centres, hospital and medical facilities, aged care, sporting and recreational facilities, community halls, clubs, and libraries, as well as the services, activities and programs that operate within these facilities. Open spaces, parks and sporting fields that support sport, recreational and leisure activities are also identified as social infrastructure.

Social infrastructure facilities generally operate at a local, district and/or regional level and are defined by the scale of the population catchment they serve. Social infrastructure can be classified as a sensitive receiver and may be directly or indirectly affected by the Project.

Key social infrastructure items located within approximately two kilometres of the Project Area (refer to Figure 4-1) include:

- **Educational facilities (schools):** La Perouse Public School, Matraville Public School, Sacred Heart Catholic Primary School and Banksmeadow Public School, Botany Public School, St Bernad's Catholic Primary School
- **Educational facilities (other):** Eastside Learning Centre, Little Honeybee Family Care, A Place to Grow Early Learning Academy, Maroubra Russian School, Care-A-Lot, Little Genius Cottage Childcare, Mother Ducks Family Day Care, Precious Possums Family Daycare, KU Peter Pan La Perouse Preschool, First Class Learning Centre Chifley, Blue Gum Cottage Child Care, Munchkins Kindy, Sand and Stories Early Childhood Centre, Banksmeadow Public School Preschool, Botany Bay Preschool, John Brothie Memorial Nursery School, Edward Street Early Learning Centre, Kiddie Cloud Early Learning Centre, Hippo's Friends Childcare Centre, ALL Star Early Learners, Zig & Zag Long Day Care Centre

- *Health, medical and emergency facilities:* Fire and Rescue NSW Matraville Fire Station, Matraville Medical Centre, Matraville Medical Complex, Matraville Doctors – GP Medical Centre, Matraville Medical & Dental Care, Bunnerong Road Medical Centre, Leonie Wolff Psychologist, Botany Early Childhood Health Centre, Botany Medical Centre, Life Medical Clinic Botany, Life Medical Clinic Botany, Mazel, Botany Dental Surgery, Fire and Rescue NSW Botany Fire Station, Southeastern Sydney Day Surgery, The Aesthetic Surgery Centre
- *Places of worship and cemeteries:* Reconciliation Catholic Church, Matraville Kingdom Hall of Jehovah's Witness, Matraville Baptist Church, Light House Baptist Church, Praise Evangelical Free Church of Australia, South Chapel, St. Agnes' Catholic Church Matraville, St George Parish Assyrian Church of the East, Matraville Masjid, Botany Cemetery, St Bernad's Catholic Church Botany, LifePassion Church, Gracepoint Christian Church, ICMG Sydney City, Knox Presbyterian Church, Friday Prayer (Jumu'ah)
- *Sporting and recreational facilities:* Chifley Skate Park, Chifley Sports Reserve, Chifley Sports Playground, Barwon Park Outdoor Gym, Matraville Tennis Court, Botany Golf Course, La Perouse Pony Club, Yarra Bay Sailing Club, Frenchman's Beach, Yarra Bay Beach, Yarra Bay Bicentennial Park, Yarra Oval Sports fields, Woomera Reserve, Market Gardens La Perouse, Eastern Suburbs Memorial Park, Finley Park, Barwon Park, Flack Avene Reserve, Grace Campbell Reserve, Nilson Avenue Reserve, Purcell Park, Frenchman's Bay Reserve, Sir Joseph Banks Park, Botany Golf Course, Arthur Park, Tannery Park, Nacy Hillar Park, BadmintonWorx Botany, Garnet Jackson Reserve, Wall Reserve, , Morgan Street Reserve, Foreshore Road Boat Ramp, Nilson Avenue Reserve 2, Grace Campbell Reserve, Sir Joseph Banks Park Playground, Mill Stream Lookout, Sir Joseph Banks Park Basketball Half Court, Penrhyn Estuary
- *Community groups and facilities:* La Perouse Local Aboriginal Land Council, Matraville Youth and Cultural Hall, La Perouse Youth Haven, Guriwal Aboriginal Corporation, La Perouse Community Aboriginal Corporation, Kooricare.

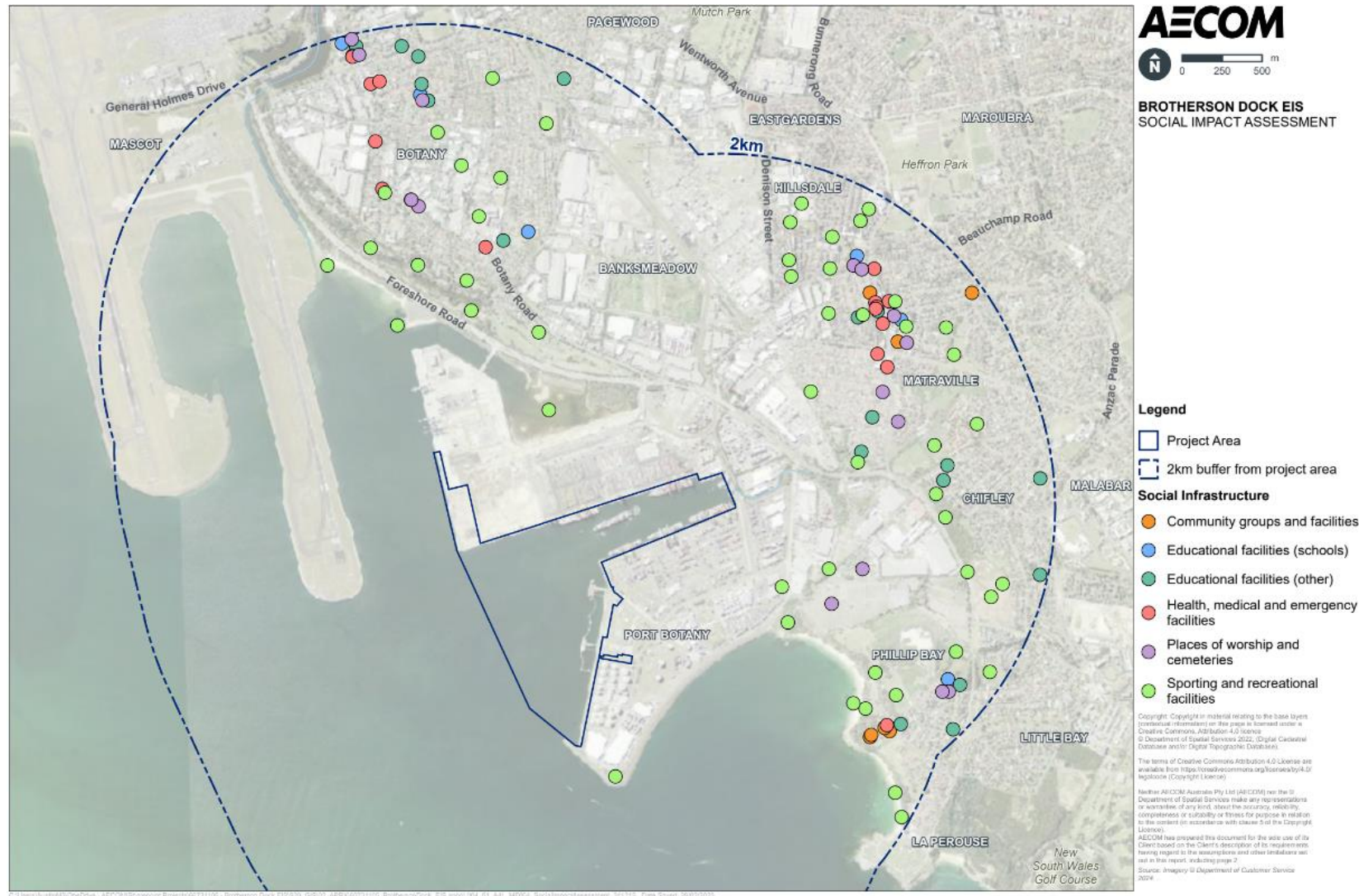


Figure 4-1 Social infrastructure with two kilometres of the Project Area

4.4 Economic characteristics

4.4.1 Local businesses / employment centres

Several local centres and employment hubs are located within the social locality. There are retail and hospitality, industrial and transport production hubs which provide employment opportunities for those living within and near the social locality. Key employment hubs in the social locality include:

- **Retail and hospitality** – Chiefly, Malabar, Little Bay, La Perouse, Phillip Bay
- **Industrial** – Botany, Port Botany and Banksmeadow.

4.5 Access and connectivity

4.5.1 Road and freight network

The road network around the Project Area includes Bumborah Point Road, Botany Road, and Foreshore Road, all designated heavy vehicle routes, connecting to General Holmes Drive (M1/A1). These roads provide access to Port Botany's industrial areas (e.g. DP World operations, BLBs) and the broader regional road network. Port Botany is serviced by a dedicated freight rail line linking port operations with the Sydney intermodal network and the wider NSW freight system via on-dock rail facilities.

4.5.2 Marine transport

Botany Bay experiences maritime traffic, generated from commercial ships and vessels operating at Port Botany and Kurnell's port and berthing facilities, as well as recreational vessels and some smaller commercial vessels, including the new soon-to-commence Kamay ferry service between La Perouse and Kurnell.

Botany has approximately 1,500 vessel visits each year, comprising of both container and BLB vessels. Kurnell's Port and Berthing Facilities are located on the southern side of Botany Bay, and service the Kurnell Terminal operated by Ampol. Recreational vessels have access to Botany Bay via boat public ramps located at Foreshore Road, Kyeemagh near Sydney Kingsford Smith Airport and Bonna Point on the southern side of Botany Bay at Kurnell.

4.5.3 Public transport

Transport for NSW operates a regular bus route near the Project Area. The 309 bus route travels from Port Botany to Redfern Station along Bumborah Point Road, Military Road, Bunnerong Road, Beauchamp Road, Botany Road and Regent Street departing approximately every 10 minutes (Transport for NSW, 2024).

There are no light rail stops, or railway stations, in proximity to the Project Area. The nearest light rail stop is located at the Juniors Kingsford approximately five kilometres north of the Project Area. The nearest railway stations are located at the Domestic Airport Terminal and Mascot, approximately six kilometres north-west of the Project Area.

A new ferry stop is located in La Perouse, as part of the Kamay ferry service between La Perouse and Kurnell.

4.5.4 Active transport (walking and cycling)

There are no formal cycleways or pedestrian paths within or surrounding the Project Area. Nearby, shared cycle paths exist along Foreshore Road, Prince of Wales Drive and Military Road (Transport for NSW, 2024).

4.6 Construction workforce and industry

A review of the existing construction skillsets in the region within a surrounding commutable area has been carried out to inform the assessment of potential social impacts associated with the Project's construction workforce. The review has considered the likely proportion of the construction workforce that would be employed locally, and the proportion which would be required to relocate from another area.

A substantial proportion of the existing workforce in the region is employed in the construction industry, ranging from 7.4 per cent to 8.4 per cent (as outlined in Table 4-3). This represents a total of 198,286 persons employed in construction. This indicates there is a strong presence of existing skills and capabilities in the region that could be used to deliver the Project.

Table 4-3 Existing construction workforce (ABS, 2021)

LGA	Number of persons employed in construction	Total workforce	Percentage of workforce employed in construction
Bayside City Council	7,129	85,131	8.4%
Randwick City Council	1,219	16,399	7.4%
Greater Sydney	198,286	2,430,704	8.2%

5.0 Assessment of construction impacts

The following sections outline the anticipated social and economic impacts of constructing the Project in the social locality.

5.1 Way of life

5.1.1 Changes to how people move around

The Project Area, including the waterside construction compound (WSCC) and landside construction compounds (LSCCs), is entirely contained within the Port Botany Lease Area, away from population centres and other residential areas. Temporary closure or restrictions on public roads outside the operational port would not be required during construction of the Project. Construction worker parking would be provided within construction sites and/ or other port land and would not affect public parking supply in the surrounding area.

Technical report: Transport and traffic (Appendix J to the EIS) identifies that construction traffic associated with the Project would have a negligible impact on the surrounding road network, with all key intersections expected to continue operating similar to existing conditions. Additionally, impacts to the surrounding public and active transport networks are not anticipated.

Given that potential (perceived or actual) traffic impacts to movement would be generally limited, the magnitude of impact to different user groups (including pedestrians, cyclists, and vehicle users across different age groups) would be **minimal**. The likelihood of these impacts occurring would be **unlikely**. As such, the overall significance of the impact would be **low** (negative).

5.1.2 Property impacts

The Project Area is located on land (including water) owned by the State of New South Wales, and subject to a long term lease to NSW Ports. The Project would not require acquisition of land, or changes to the boundary of the existing Lease Area. The Project would be delivered and managed in accordance with the terms of the long term lease, including amendments to the lease that may be required in consultation with the State of New South Wales.

Operational facilities within Port Botany, including container operations and bulk liquids terminals, are subject to leases and commercial arrangements between NSW Ports and the individual site operators. Where required, these leases and commercial arrangements would be updated to reflect the delivery of the Project, and would be subject to negotiation between the parties.

The Project would not directly affect existing properties, access arrangements or land tenure. Overall, the magnitude of impact would be **minimal**. The likelihood of these impacts occurring would be **very unlikely** to occur. The overall significance of the impact would be **low** (negative).

5.1.3 Utilities and digital access

Residents and businesses are dependent on public utilities, particularly the supply of electricity, telecommunications, water, and sewage infrastructure, for the conduct of a wide variety of daily activities. Temporary disruptions to utilities, whether planned or unplanned, have the potential to adversely affect the ability of the community to access and use infrastructure.

All utilities and services associated with the Project are privately owned and located within the Port Botany Lease Area boundary. As such, no disruption to the communities' public utilities or digital access is anticipated during the Project's construction.

Overall, the magnitude of this impact for residents and businesses would be **minimal**. The likelihood of these impacts occurring would be **very unlikely**. As such, the overall social significance in relation to utilities and digital access would be **low** (negative).

5.1.4 Access to accommodation

Social impacts relating to access to accommodation have been considered in relation to short-term accommodation availability for tourists and visitors to the area, and long-term rental accommodation availability for residents.

During average construction the Project would employ up to 30 people per day, rising to 60 people per day during peak construction. The construction workforce would likely be sourced from across the local area and broader region, with a preference for local employees, where practicable. As described in Section 4.6, a substantial proportion of the existing workforce in the region are employed in the construction industry, ranging from 7.4 per cent to 8.4 per cent. This indicates there is a strong presence of existing skills and capabilities located within a reasonable commutable distance to the Project. As such, it is not expected that construction workers would relocate to the area.

As the relocation of construction workforce to the social locality is not anticipated, impacts to access to accommodation are not anticipated. In the very improbable scenario that a minimal number would relocate to the region, there would be sufficient capacity in existing short-term and long-term rentals available within a reasonable commutable distance to the Project Area, being Greater Sydney.

The potential magnitude of the impact of the Project on accommodation availability would be **minimal**. The likelihood of these impacts occurring would be **very unlikely**. As such, the overall social significance in relation to access and accommodation would be **low** (negative).

5.2 Surroundings

5.2.1 Local amenity

Amenity refers to the quality of a place, its appearance, feel and sound, and the way the community experiences the place. Amenity contributes to a community's identity and its sense of place. Aesthetic qualities are an important part of amenity, but the broader concept of amenity is also determined by the physical design of a place and the human activity that takes place within it. A place that has 'amenity' is regarded as pleasant and attractive, as well as convenient and comfortable.

Impacts on amenity include factors that affect the ability of a resident or visitor to enjoy their home and daily activities. For example, noise, vibration, changes to views or changes to air quality would be considered amenity impacts. Changes in amenity may also conflict with community values, contributing to a loss of or change in a community's sense of place, and subsequently a community's perceived identity.

Construction of the Project has the potential to affect amenity due to changes to transport and traffic, noise and vibration, air quality and odour, and landscape and visual amenity. A summary of the anticipated impacts and their impact on social receivers are addressed below.

Transport and traffic

Chapter 10 (Transport and traffic) of the EIS and Technical report: Transport and traffic (Appendix J to the EIS) present an assessment of the transport and traffic impacts of the Project.

Temporary increase in traffic on the roads surrounding the Project Area would occur during the construction of the Project. The presence of construction vehicles accessing the Project Area may adversely affect local amenity. However, traffic modelling demonstrates that the additional construction traffic associated with the Project would have a negligible impact on the surrounding road network, with all intersections expected to continue operate in a similar manner to existing conditions. Additionally, on-site parking for workers within the Project Area would be sufficient and impacts to the public or active transport network are not anticipated.

Temporary increases in vessel movements are anticipated to be similar to previous port expansion works and are not expected to significantly affect the existing maritime traffic conditions or operations at Brotherson Dock or within Botany Bay more generally. A detailed Marine Traffic Management Plan (MTMP) would be developed for the approval of the Harbour Master before authorisation of marine vessel movements associated with construction of the Project. Early engagement has commenced with the Harbour Master to inform development of a broad strategy for the safe coordination of construction vessel movements while minimising potential disruptions to ongoing port shipping.

All waterside construction elements would be contained within the existing exclusion zone surrounding the port. The existing exclusion zone prohibits commercial or recreational vessels or users from entering and penalties apply for unauthorised entry. As such, no transport or traffic impacts to recreation or commercial vessels are anticipated.

As such, no significant transport or traffic impacts are expected during construction.

Noise and vibration

Chapter 11 (Noise and vibration) of the EIS and Technical report: Terrestrial noise and vibration (Appendix K to the EIS) present an assessment of the noise and vibration impacts of the Project.

Exposure to noise and vibration has the potential to create nuisance, intrude on daily activities or the enjoyment of activities, interfere with conversation and memory, disrupt sleep and rest patterns and create or exacerbate health concerns.

The construction noise and vibration assessment identified a number of residential properties where the construction noise management levels (NML) are likely to be exceeded both during and outside standard construction hours. Overall, the construction noise levels at all residential receivers for all construction scenarios are predicted to be well below the 'highly noise affected' level of 75 dB(A). No non-residential receivers including industrial, commercial, place of worship, community, health and education receivers were predicted to exceed the NML during their hours of use, indicating no impact to the use of social infrastructure surrounding the Project Area. The construction noise and vibration assessment identified that the anticipated construction traffic noise increases on Foreshore Road are likely to be less than 2 dB(A) during the peak construction periods. As such no further consideration of construction traffic noise is required, in accordance with the NSW Road Noise Policy.

Ground vibration impacts associated with construction works were also assessed for construction activities involving the use of vibration intensive equipment. No residential, industrial, heritage, education, health or community buildings were predicted to exceed the structural damage criteria, indicating no impact to the use of social infrastructure surrounding the Project Area. No residential buildings were predicted to exceed the human comfort criteria. An underground liquid petroleum storage facility, operated by Elgas is located adjacent to the Project Area on the corner of Fishburn Road and Charlotte Road. The storage facility is located 130 metres below ground and Elgas has communicated the facility's vibration limit. The construction noise and vibration assessment identified that the use of vibration intensive equipment is within the appropriate setback distances for vibration limits at the Elgas storage facility. Vibration monitoring and appropriate equipment selection would be undertaken prior to construction to validate modelling assumptions and to confirm acceptable vibration limits can be achieved within the Elgas Cavern. Elgas would be consulted during construction planning and delivery, to help ensure that the structural integrity of the caverns is not compromised.

As such, no significant noise or vibration impacts are expected during construction.

Air quality and odour

Chapter 14 (Air quality and odour) of the EIS and Technical report: Air quality and odour (Appendix O to the EIS) present an assessment of the air quality and odour impacts of the Project.

Construction activities such as demolition and earthworks have the capacity to increase airborne emissions such as dust and reduce the amenity of an area. Impacts associated with dust may particularly affect people who experience respiratory issues. Additionally, emissions from vehicles, vessels, mobile and stationary equipment associated with the construction of the Project have the potential cause impacts to local air quality.

Construction activities such as dredging of marine sediment from Brotherson dock have the potential to result in odour impacts, primarily due to the disturbance of organic materials and contaminants buried in the sediments. Additionally, the decommissioning of BLB1 and associated flushing and pigging (pipe clearing) have the potential for odour emissions associated with fugitive volatile organic compounds (VOCs).

Unmitigated dust, combustion or odour emissions have the potential to impact the health of human receivers and/ or present risks to ecological receivers. However, potential dust, exhaust and odour impacts are likely to be short-term, transient in nature and localised to the Project Area. Following the implementation of appropriate mitigation measures no air quality or odour impacts are anticipated at sensitive receivers. Considering the distance of the Project Area from social infrastructure and residents, it is considered appropriate that potential impacts be adequately addressed through the implementation of mitigation measures for construction of the Project.

As such, no significant air quality or odour impacts are expected during construction.

Landscape character and visual amenity

Chapter 12 (Landscape character and visual amenity) of the EIS and Technical report: Landscape character and visual (Appendix M to the EIS) present an assessment of the landscape character impacts of the Project.

The immediate visual environment of the Project Area is highly industrial. The nearby visual environment is dominated by existing industry, transport corridors, recreational areas and urban development. Changes to the surrounding landscape character and visual amenity have the potential to reduce the amenity of the area.

Increases in construction activities in and around Port Botany, such as heavy vehicles delivering construction materials, would increase in overall industrially characterised activity within the Project Area. However, this would be consistent with the industrial nature of the landscape character zone, being heavily industrial, with cranes, loading and unloading of ships, containers and other similar infrastructure.

Construction activities such as dredging, pilling and concreting would be visually prominent and seen from areas surrounding the Project Area. Visual receivers are largely comprised of motorists on surrounding major roads, recreational users of public open space on the shoreline of Botany Bay at La Perouse, Botany, Brighton Le Sands, Monterey and Kurnell, those in recreational watercraft on Botany Bay, and workers within Port Botany. It is unlikely that visual receivers in residential housing or public open spaces set back from Botany Bay would be able to see enough detail of the Project under construction due to the distance and screening by landform, vegetation, and built form. Overall, construction activities would result in a slight adverse outcome to the quality of views within Botany Bay but would be consistent with similar construction work sites and activities, and temporary until completion of construction.

As such, no significant landscape character or visual impacts are expected during construction.

Water quality

Chapter 6 (Coastal processes, hydrology and water quality) of the EIS and Technical report: Marine water quality (Appendix E to this EIS) present an assessment of the water quality impacts of the Project.

Recreational fishing is prohibited within the port leased area adjacent to Brotherson Dock, though waters surrounding the Project Area are used by the community for recreation (including swimming, fishing, boating and aesthetics), commercial activities (commercial shipping and tourism), and are also an ecological resource. Construction activities have the potential to affect water quality through seabed disturbance, surface water runoff, and direct discharge, thereby reducing the amenity of the area.

Dredging and other seabed-disturbing activities during construction may temporarily increase total suspended solids (TSS), generate visible plumes, and mobilise contaminated sediments, potentially affecting water quality. Modelling indicates that a visible plume would remain confined to the operational areas of Port Botany, with no significant impacts to recreational or ecological areas such as Yarra Bay, Penrhyn Estuary or Towra Point. As described in Chapter 9 (Geology, soils and contamination) and Technical report: Preliminary site investigation – contamination (Appendix I to the EIS) a number of contaminants of concern have been identified in the seabed sediments of Brotherson Dock. Elutriate testing undertaken to date has shown that these contaminants are unlikely to become bioavailable during dredging activities. While the assessed risk is low, further sediment sampling and analysis would be conducted prior to construction to inform appropriate handling and management procedures as well as avoid impacts to water quality.

Surface water runoff and direct discharge have the potential to affect water quality by transporting or directly discharging pollutants such as sediments, nutrients, chemicals, and debris into receiving waters. However, with the implementation of sediment and erosion controls, along with existing contamination prevention procedures at Port Botany, the risk to water quality is expected to be negligible. The Construction Environmental Management Plan(s) (CEMP(s)) would include task-specific measures to avoid and manage changes in water quality.

As such, no significant water quality impacts are expected during construction.

Marine ecology

Chapter 7 (Ecology) of the EIS and Technical report: Marine ecology (Appendix F to the EIS) presents an assessment of the marine ecology impacts of the Project.

Marine habitats surrounding the Project Area support a range of ecological communities and species. These are valued by the community for their biodiversity and ecological function as well as their connection to recreational areas within Botany Bay. Construction activities have the potential to affect marine ecology directly through the loss of marine habitat and indirectly through changes to underwater noise and vibration and water quality, which may result in an adverse affect to local amenity.

An estimated area of six hectares of unconsolidated and unvegetated soft sediment habitat, classified as Type 3 Key Fish Habitat, would be lost during reclamation. A further 0.12 hectares would be lost during piling. The Project would be required to offset this loss in accordance with the Policy and Guidelines for Fish Habitat Conservation and Management (DPI, 2013).

Underwater noise would be generated during demolition, piling, and dredging activities, which may disturb marine fauna through behavioural changes, temporary or permanent hearing impairment, and physical injury. Piling activities are expected to have the greatest impact due to higher intensities, particularly affecting acoustic-sensitive marine fauna. However, with the implementation of appropriate management zones, including stop work, work restricted and observation zones, the potential effect of underwater noise on marine fauna is expected to be minimal. Refer to Chapter 11 (Noise and vibration) of the EIS and Technical report: Marine noise and vibration (Appendix L to the EIS) for further detail.

Temporary increases in total suspended solids (TSS) may temporarily affect species with lower tolerance levels, such as macroalgae and benthic invertebrates, within the construction plume area. Outside of this plume area impacts are anticipated to be minor given the relatively small TSS concentration changes. For instance, seagrass in Frenchman's Beach and Brighton-Le Sands are unlikely to experience significant deposition impacts due to the high flushing rates within Botany Bay. Construction activities also have the potential to introduce pollution into the surrounding marine environment via surface water runoff and direct discharge. However, with the implementation of appropriate terrestrial and marine pollution prevention measures impacts to marine ecology are not expected to be significant.

As such, no significant marine ecology impacts are expected during construction.

Overall impact to local amenity

Overall, there are no significant impacts anticipated to local amenity following the implementation of the Project's mitigation and management measures (refer to Chapter 19 (Mitigation and management) of the EIS)). The overall magnitude of amenity impacts would be **minimal**, with a likelihood of the impacts being **possible** to occur. The overall significance of the impact would be **low** (negative).

5.2.2 Crime, safety and security

Airspace surrounding the Project Area is shared with Sydney Kingsford Smith Airport, and is used for transportation, emergency services and recreational aviation. Construction activities have the potential to intrude into the airspace of Sydney Kingsford Smith Airport through the introduction of temporary equipment, plant and lighting which may contribute to community concerns regarding safety.

During construction, the tallest equipment is anticipated to be piling rigs, with heights of up to 80 metres Australian Height Datum (AHD). These piling rigs would therefore intrude into the Obstacle Limitation Surface (OLS) and Navigational Aid (NAVAID) surfaces of Sydney Kingsford Smith Airport. NSW Ports has commenced and would continue to engage with the Sydney Airport Corporation Limited and other key stakeholders, such as Airservices Australia to gain an agreement on the conditions that may be applied to allow these rigs to operate.

A small portion of the Project Area, along the western boundary of waterside construction compound WSCC01 would be located in a zone that requires installation of lighting with maximum light intensity of no more than 450 candela, in accordance with National Airports Safeguarding Framework principles and guidelines. Other construction activities and sites would not be subject to such lighting restrictions as they fall outside of the maximum lighting intensity zones surrounding Sydney Kingsford Smith Airport. Temporary and permanent lighting installed as part of the Project would adhere to the standard set out in *AS/NZS 4282:2019: Control of the obtrusive effects of outdoor lighting*.

The presence of construction within the Project Area may result in changes to perceptions of safety. This may include changes to local sight lines, restrictions for pedestrian traffic reducing passive surveillance, the provision of new surfaces for graffiti, or the perception that criminal activities may be attracted to construction facilities.

The Project Area would be secured with fencing and would be located away from residential, business and recreational areas, entirely contained within an existing port facility. Regular communication with the community and stakeholders throughout construction phase would also allow residents and business owners to understand construction plans and therefore be better prepared for the temporary changes to the area. Community feedback on real or perceived crime or safety issues arising from the presence of the Project would be considered during construction, with appropriate and practicable corrective actions taken at the time, depending on the issue.

Based on the nature of the potential safety impacts, and location of the Project Area away from residential, business and recreational areas, the magnitude of impact would be **minimal**. The likelihood of the Project substantially changing the security of the surrounding area is **very unlikely**. As such the overall significance of impact would be a **low** (negative) impact.

5.2.3 Access and use of surroundings

Temporary actual or perceived disruptions in access to surrounding areas may result in impacts to the use of these areas within the social locality.

Waterside recreational users around the Project Area include boat users, fishers, swimmers and other water users. The Project's construction would be entirely contained within Brotherson Dock, which is within the existing Port Botany exclusion zone. The existing exclusion zone prohibits recreational vessels or users from entering and penalties apply for unauthorised entry. As such, no changes to recreation vessel or other users' access to areas within Botany Bay would occur as a part of the Projects construction.

Landside recreational uses in proximity to the Project Area include parks, reserves and clubs. The landside elements of the Project do not require the temporary closures of public roads within the surrounding road network nor would this area be used for Project parking. As the Project is entirely contained within an existing established port facility no changes to access to recreational areas are anticipated.

To ensure the communities continued use of surrounding waterside and landside recreational areas, regular communication with the community and stakeholders throughout construction phase would be carried out. As such, impacts to access and enjoyment of the local surroundings are not anticipated.

On this basis, the magnitude of potential social impacts associated with impacts to access and use of surroundings are considered **minimal**. The likelihood of these impacts occurring would be **very unlikely**. As such the overall significance of impact would be a **low** (negative) impact.

5.3 Livelihoods

5.3.1 Business impacts

Businesses across the social locality may be affected during construction by temporary changes in passing trade, access and travel time (for employees, customers, and deliveries), changes to parking and impacts to local amenity. Potential impacts to the operation and viability of businesses can in turn affect people's livelihoods, including their ability to sustain themselves through employment or business opportunities.

The Project would be located within a well-established port and industrial area, where there is an existing concentration of businesses. All of these are industrial in nature, and most are associated with the Port. These businesses may experience temporary amenity impacts associated increases in noise levels or traffic as well as changes to air quality.

Based on the likely impacts outlined above, the overall magnitude of adverse amenity impacts to businesses would be **minimal**. The likelihood of these impacts being experienced within the social locality would be **very unlikely**, resulting in a **low** (negative) social impact.

Retail, food and beverage businesses may likely experience a temporary uplift in revenues of retail businesses in the social locality, due to an increase in passing trade associated with the presence of construction workers. Local and regional construction contractors and businesses that service or supply goods to the construction industry may also experience an increase in trade.

These changes would benefit livelihoods by generating revenue at existing businesses within the social locality, as well as potentially providing further employment opportunities within these businesses.

The overall magnitude of benefits to businesses associated with increased expenditure in the social locality would be considered **minimal**. The likelihood of these impacts being experienced within the social locality would be **possible**, resulting in a **low** (positive) social impact.

5.3.2 Economic impacts

Construction activity can benefit the economy by injecting money into the local, regional and state economies. This can result in improved employment and business opportunities for people locally and more regionally.

The economic benefits of construction can include:

- Increased expenditure at local and regional businesses through purchases by construction workers
- Direct employment through on-site construction activities
- Direct expenditure associated with on-site construction activities
- Indirect employment and expenditure through the provision of goods and services required for construction.

The capital expenditure required for the Project would create increased opportunities for both businesses and workers associated with construction, while also resulting in substantial flow-on impacts to other parts of the local economy, including for local businesses and the local workforce within the social locality. During average construction the Project would employ up to 30 people per day, this rising to 60 people per day during peak construction.

Construction businesses, industries and skilled workers in the social locality may experience these benefits. These may include local construction contractors, businesses that service or supply goods to the construction industry such as food and beverage retailers, and other retail outlets that cater to the day-to-day needs of the construction workforce. This temporary increase in revenue may subsequently lead to increased employment opportunities locally, which would inject additional money back into the local economy. This has the potential to benefit people's livelihoods through supporting local business and employment in these businesses.

The overall magnitude of economic benefits during construction in the social locality would be considered **minor**, given that the benefits would likely be dispersed across the broader region. The likelihood of these impacts being experienced within the social locality would be **possible**, resulting in a **medium** (positive) social impact.

5.4 Summary of construction impacts

Table 5-1 summarises the outcomes of the social and economic impact assessment of the Project during construction, noting impact of generally low (negative) significance with medium (positive) economic impacts.

Table 5-1 Summary of construction impacts

SIA Guideline category	Likelihood	Magnitude	Significance
Way of life			
Changes to how people move around	Minimal	Unlikely	Low (negative)
Property impacts	Minimal	Very unlikely	Low (negative)
Utilities and digital access	Minimal	Very unlikely	Low (negative)
Access to accommodation	Minimal	Very unlikely	Low (negative)
Surroundings			
Local amenity	Minimal	Possible	Low (negative)
Crime, safety, security	Minimal	Very unlikely	Low (negative)
Access and use of surroundings	Minimal	Very unlikely	Low (negative)
Livelihoods			
Business impacts – amenity	Minimal	Very unlikely	Low (negative)
Business impacts – expenditure	Minimal	Possible	Low (positive)
Economic impacts	Minor	Possible	Medium (positive)

6.0 Assessment of operational impacts

At the completion of construction, remaining operational elements of the Project would include:

- An extended quayline and around 5.3 hectares of new wharf area (hardstand)
- A new bulk liquids berth (BLB3) and associated pipelines and bulk liquids handling infrastructure.

Prior to the facilitated container operations, the extended quayline and wharf area would be managed in line with existing procedures at DP World.

6.1 Way of life

Once operational, the Project would be integrated into the existing container operations on the southern side of Brotherson Dock and the existing tenants of the BLBs. The Project would not result in changes to access or the existing road network. Impacts to the way people move around their community or access social infrastructure is not anticipated as the Project would continue to be confined within an existing port facility, where similar activities already take place. Additionally, the Project would not result in changes to property ownership, utilities or access to accommodation during operation.

Based on the above, the likelihood of impacts to way of life would be **minimal** magnitude and would be **possible**. As such the overall significance of impact would be a **low** (negative) impact.

6.2 Surroundings

6.2.1 Local amenity

Traffic and access

Operation of the Project would not result in impacts to traffic and access, noting that:

- The new BLB3 would be a replacement of the existing BLB1, with similar operation vehicle generation, and therefore no material change in operational impacts on the surrounding road network
- The extended quayline and wharf area would not in itself generate operational traffic, except for vehicles associated with potential maintenance activities and occasional visitors.

The loading and unloading activities associated with BLB3 would be predominantly water-based. The volume of vehicles accessing the Project is expected to remain similar to existing conditions. Consequently, no impacts on the surrounding public transport or active transport networks are anticipated. Additional parking would be provided near the new BLB operations building on Fishburn Road. No additional parking would be required or provided on the extended quayline and wharf area. Nor would on-street parking be used by staff within the port.

The number of bulk liquid vessels berthing at BLB3 is anticipated to remain similar to existing conditions, at a more southerly location. As such, increases to the maritime traffic in Botany Bay are not anticipated. BLB3 would not impact the existing swing basins at Port Botany, with no changes to vessel manoeuvring or navigational operations within Port Botany. BLB3 would operate entirely within the existing exclusion zone surrounding Port Botany. The existing exclusion zone prohibits recreational or commercial vessels or users from entering and penalties apply for unauthorised entry. As such impacts to public access within Botany Bay are not anticipated.

Overall, the Project would not result in a loss of local amenity associated with land or maritime traffic generation or local access impacts.

Noise and vibration

Following the Project's construction, the extended quayline and wharf area would not operate until the facilitated development is complete. The extended quayline and wharf area itself would not generate noise or vibration impacts.

The new BLB3 would replace BLB1, approximately 750 metres to the south west. This would result in an increase in distance to noise sensitive receivers to the north and east of the Project Area in Botany, Matraville and Chifley. The increase in separation distance would result in a decrease in noise from operation of the new BLB3 relative to noise currently generated by the BLB1, based on greater distance attenuation.

In contrast, the new BLB3 would move closer to noise receivers to the south of the Project Area, including in the suburbs of Phillip Bay and La Perouse. Operational noise at these locations would be unlikely to increase by more than around 0.5 dB(A) relative to existing operational noise from BLB1. Given the large number of industrial noise sources at Brotherson Dock, the increase in noise levels from the new BLB3 is unlikely to contribute to the total noise level at the above noise sensitive receivers, which are located over 2 km from the Project Area.

Overall, the Project would not result in a loss of local amenity associated with noise and vibration impacts.

Air quality and odour

Following the Project's construction, the extended quayline and wharf area would not operate until the facilitated development is complete. The extended quayline and wharf area itself would not generate air quality and odour impacts.

The operation of BLB3, south of BLB2 would relocate air emissions sources from the current BLB1 site to the new BLB3 location. The replacement of BLB1 emissions with BLB3 emissions would result in changes to the ground level distribution pattern of air emissions (notably for volatile organic compounds (VOCs)). Changes to the dispersion patterns may result in minor increases in VOC emissions from fugitive sources at the southern end of Port Botany, which is closer to industrial receivers, such as Vopak and Quantem. Subsequently, there would be lower concentrations of VOC emissions at receivers to the north, such as Elgas and DP World, as well as cargo ships at Brotherson Dock (regarded as transient receivers).

However, the new BLB3 would not increase air emissions at sensitive receiver locations such as residential premises, recreation areas or sensitive infrastructure (schools, hospitals etc) relative to the existing emissions from BLB1.

Overall, the Project would not result in a loss of local amenity associated with air quality and odour impacts.

Visual amenity

Operational infrastructure provided by the Project, including a minor extension of the existing quayline and wharf area, and consequential relocation of the existing bulk liquids berth and associated works would be in keeping with the character of the existing operational port. In this context, the Project would not result in a material impact on the landscape of the existing port, Sydney Kingsford Smith Airport, or surrounding industrial land. Beyond these areas, other landscapes (including commercial, residential, and open space, recreation and bushland) would experience negligible landscape character impacts given their existing partial screening and separation distances, in addition to their existing habituation to the visual effects of the existing port and surrounding industrial land uses.

The majority of the viewpoints would experience a moderate to low and negligible visual impact, with no change to the quality of these views. Most views are from distances over one kilometre away, or partially screened by landform, built form, vegetation, or the industrial infrastructure within Port Botany. Only one viewpoint returned a moderate (adverse) visual impact rating, where passing recreational watercraft would pass close to BLB3. However, the elements are visually similar to the existing port infrastructure and would be seen against an existing backdrop of these elements.

As such, the Project would suit the existing environment and would not create a loss of local amenity related to landscape character or visual impacts.

Overall impact to local amenity

Overall, there are no significant impacts anticipated to local amenity following the implementation of the mitigation and management measures of the Project (refer to Chapter 19 (Mitigation and management) of the EIS)). The overall magnitude of amenity impacts would be **minimal**, with a likelihood of the impacts being **very unlikely** to occur. The overall significance of the impact would be **low** (negative).

6.2.2 Crime, safety and security

Operational infrastructure installed as part of the Project, including the extended quayline and wharf area and BLB3, is not anticipated to intrude into Sydney Kingsford Smith Airports airspace. As such, the Project is not anticipated to result in aviation impacts.

Once operational, the Project would be integrated into the existing port container operations on the southern side of Brotherson Dock and the tenant operations at the BLBs. The Project Area would continue to be located away from residential, business and recreational areas, entirely contained within the existing port facility. There would be no change to the public interface and all existing security measures such as fences and CCTV would remain in place.

The overall magnitude would be **minimal**, with a likelihood of the impacts being **very unlikely** to occur. The overall significance of the impact would be **low** (negative).

6.3 Livelihoods

Port Botany is the primary container port in New South Wales and Australia's largest common user bulk liquids facility. The Project aligns with the expected trade growth at the port over the next 40 years, as outlined in the *NSW Ports Master Plan* (NSW Ports, 2023). The investment in additional berthing infrastructure at Port Botany meets the increasing global container vessel sizes in line with demand, equalises quayline length and drives competition between Port Botany's stevedores, benefiting businesses, the local economy, and supporting long-term economic growth.

The overall magnitude of economic benefits in the social locality would be considered **minor**, given that the benefits would likely be dispersed across the broader region. The likelihood of these impacts being experienced within the social locality would be **possible**, resulting in a **medium** (positive) social impact.

6.4 Summary of operational impacts

Table 5-1 summarises the outcomes of the social and economic impact assessment of the Project during operation, noting impact of generally low (negative) significance with medium (positive) livelihood impacts.

Table 6-1 Summary of operational impacts

SIA Guideline category	Likelihood	Magnitude	Significance
Way of life			
Way of life	Minimal	Very unlikely	Low (negative)
Surroundings			
Local amenity	Minimal	Very unlikely	Low (negative)
Crime, safety, security	Minimal	Very unlikely	Low (negative)
Livelihoods			
Livelihoods	Minor	Possible	Medium (positive)

7.0 Assessment of cumulative and facilitated impacts

7.1 Overview

In addition to impacts that are wholly and directly related to its construction and operation, the Project has the potential to:

- Directly contribute to **cumulative impacts** with other developments or activities that coincide spatially or temporally with the Project
- Indirectly contributed to **facilitated impacts** as a consequence of enabling or encouraging subsequent development or activities.

As described in Chapter 2.0, this chapter considers these two types of potential impacts to help form a view on the acceptability of the Project and its contributions to those potential impacts. Where relevant, it also identifies environmental mitigation and management measures within the control and responsibility of the Project to address the Project's contributions to cumulative and facilitated impacts.

7.2 Cumulative impacts

7.2.1 Construction

Cumulative social impacts may arise from other projects occurring at the same time in the social locality. Potential cumulative social impacts during construction could include safety risks arising from increased traffic, increased amenity impacts as a result of noise, visual change, and dust emissions, and health and wellbeing impacts from construction fatigue. Cumulative traffic and access impacts leading to delays in travel time or difficulties accessing public transport during construction could also lead to indirect social impacts such as anxiety and concern during the construction period.

Cumulative social impacts arising from the Project alongside the developments identified in Section 2.2.5) include:

- Traffic and access – traffic generated from other developments may increase congestion and travel times. These changes may lead to more traffic on local residential roads creating stress and anxiety for motorists and residents alike. Additionally, the changes to traffic and access may disproportionately affect people from non-English speaking backgrounds, as they may have difficulty understanding signposted diversion routes and signs indicating changed road conditions
- Noise and vibration – it is possible that noisy construction activities for the Project may occur at the same time as other developments. The prolonged exposure to noise can impact the health and wellbeing of residents and nearby businesses, such as disturbing focus and sleep
- Construction fatigue – the Project may be constructed at the same time as other developments. This could induce construction fatigue in people living and working in areas affected by both projects due to the combined impacts (e.g. traffic impacts from one project and noise impacts from another), or simply from the concurrent or consecutive nature of disruptions in the area. Noting the locations of the developments identified in Section 2.2.5, this impact is likely to be most felt by residents and businesses in Port Botany, Banksmeadow, Botany, Hillsdale and Matraville.

Overall, the magnitude of impact of cumulative impacts during construction would be **minimal** with a likelihood of **possible**. As such the overall significance of impact would be a **low** (negative) impact.

7.2.2 Operation

Botany Bay has undergone various changes over the years to enable the area as a strategic industrial hub fundamental to supporting and growing Greater Sydney. Cumulative changes that have occurred prior to the Project, such as land reclamation for the Sydney Kingsford Smith Airport runways, Port Botany's expansion, and the recent Kamay Ferry Wharves, have significantly altered the natural landscape over time.

In relation to current legislation and policies, the Project Area is within land zoned as SP1 Special Activities under the *State Environmental Planning Policy (Transport and Infrastructure) 2021*, which identifies the lands intended use for infrastructure and other essential public purposes. The Project would utilise existing port infrastructure at Port Botany. By being located entirely within the Port Botany Lease Area, the Project ensures alignment with long-term planning strategies and reduces the likelihood of encroachment on surrounding residential or recreational zones.

During operation of the Project, transport and traffic, noise and vibration, air quality and odour, visual amenity and hazards and risk impacts are anticipated to be minimal and similar to existing Port Botany operations. Therefore, cumulative operational impacts are expected to be insignificant.

The magnitude of operational cumulative impacts would be **minor**, with a likelihood of the impacts being **unlikely**, resulting in a **low** (negative) social impact.

7.3 Facilitated impacts

The Project would facilitate future container operations within the extended quayline and wharf area. The facilitated development is anticipated to include:

- Installation of up to three new quay cranes
- Installation of quay rail sidings
- Crane power and control systems
- Supporting services, including drainage, power supply, lighting, firefighting systems, security, water supply and sewerage, and telecommunications.

The facilitated development has the potential to affect the social locality, particularly through amenity impacts, during both construction and operation.

7.3.1 Local amenity

Traffic and access

Facilitated impacts on transport and traffic would include those upon the road network and marine transport.

The quantum of construction traffic activities required for the facilitated development would be comparable or lesser in scale than the construction traffic impacts of the Project. The assessment presented in this EIS has demonstrated that the Project would not impact the surrounding road network during construction. Therefore, the facilitated development is likely to have an insignificant impact on the surrounding road network.

Operational road traffic volumes associated with container trade through Port Botany is a direct function of the import and export markets serviced by the port. Changes in landside transport requirements are managed at a whole-of-port level, with the distribution of landside transport movements also a function of market share serviced by each of the port's stevedores. The facilitated development would not by itself generate additional landside transport requirements (including road traffic movements), but may result in a redistribution of that transport task subject to competition between the port's stevedores. The facilitated development would not change existing operational road traffic volumes to or from Port Botany.

Changes in marine traffic would be subject to approval of the Harbour Master (as part of the Port Authority of NSW) and its specific requirements, including in relation to marine traffic capacity and safety. The operator of the facilitated development would engage with the Harbour Master as part of planning and delivery of that development, to ensure that marine traffic requirements are satisfied consistent with the existing marine traffic management at Port Botany. In relation to longer ships accessing Port Botany in the future, the Port Authority of NSW has confirmed that recently completed works to the Port Botany shipping channel and channel markers have provided sufficient capacity to safely accommodated longer vessels anticipated to access the port.

As such, the facilitated development would not result in a loss of local amenity associated with land or maritime traffic generation or local access impacts.

Noise and vibration

The facilitated development would allow for the southern side of Brotherson Dock to accommodate longer ships, equivalent with the longer quaylines available to other stevedores operating within the port. The longer vessels berthed on the southern side of Brotherson Dock would be located further from noise sensitive receivers compared to the existing quayline. Though longer, these sized ships are likely to be newer than smaller container ships due to technology advancements. As such, airborne noise impacts related to the facilitated development would be no greater than present.

The increase in noise levels associated with the operation of three additional quay cranes is predicted to be 0.8 decibels. Given the large number of existing industrial sources within Port Botany, such as mobile plant, vessel noise, container handling and bulk liquids, this increase in noise levels is not likely to contribute to the total noise level at noise sensitive receivers. Container handling activities would be located further from residential receivers as a result of the extension of the quayside and the facilitated development would not induce additional demand for container through-put. Therefore, no significant change in noise levels at sensitive receivers is expected from quay cranes, container handling onsite, road traffic, or rail freight.

Overall, the facilitated development would not result in a loss of local amenity associated with noise and vibration impacts.

Air quality and odour

The facilitated development would introduce additional air emissions from ships berthed at the new extended quayline as part of the container operations, and from other plant, equipment and vehicles associated with the container operations.

The longer vessels berthed on the southern side of Brotherson Dock would be located further from noise sensitive receivers compared to the existing quayline. Longer vessels generally require larger auxiliary engines and boilers and as such have a higher marine fuel consumption rate which could lead to higher emissions of pollutants (although Post and New Panamax ships are subject to more stringent design requirements aimed at reducing their overall emissions). As such there is the potential for minor increases to both peak and average ground level pollutant concentrations with the introduction of longer ships to the extended quayline. These changes in ship lengths and emission profiles would be expected to result in minor changes to dispersion patterns of combustion pollutants from the extension of the quayline (BD12) and wharf area.

However, the facilitated development is not expected to increase the total number of ships berthed at any given time (with less ships during times when the newer larger and longer ships are at berth, reducing the maximum number of ships from three to two), which would likely have a greater influence on total peak air emission concentrations.

All vessels entering Botany Bay would continue to comply with emission limits under the International Convention for the Prevention of Pollution from Ships (MARPOL) during the facilitated development. As such, air quality impacts related to the facilitated development would be no greater than present.

The facilitated development would require the use of diesel- and petrol-powered equipment to carry out loading and unloading operations. This may result in minor increases in combustion emissions. Operation is expected to be consistent with the existing operations, including container stacks worked with mobile plant and equipment.

As such, the facilitated development would not create a loss of local amenity related to air quality and odour impacts.

Visual amenity

The facilitated development on the extended quayline, including the addition of up to three new quay cranes, container stacking and handling would be consistent with existing development within the adjacent DP World container operations. The assessment results for the facilitated development were found to be the same as for the Project. In this context, the facilitated development is unlikely to materially change the landscape character or views of the existing port or surrounding industrial land. Beyond these areas, other landscapes (including commercial, residential, and open space, recreation and bushland) would experience negligible landscape character impacts based due to existing

screening and separation distances, as well as their existing habituation to the visual effects of the existing port and surrounding industrial land uses.

The facilitated development would be more visually prominent than the Project, particularly through the introduction of up to three new quay cranes and has been assessed as having a greater visual impact than the Project. Despite this, all viewpoints have been assessed as experiencing between a moderate to low and negligible visual impact rating. While a change may be seen from the viewpoints, it would be in keeping with existing surrounding infrastructure, resulting in no change to the quality of the overall views.

As such, the facilitated development would suit the existing environment and would not create a loss of local amenity related to landscape character or visual impacts.

Hazards and risk

Facilitated aviation impacts would relate to the installation of three additional quay cranes, assumed to reach an overall height of 88 metres AHD. Due to their height, the quay cranes are anticipated to intrude into the OLS and NAVAID surfaces of Sydney Kingsford Smith Airport. They therefore may become an obstacle to aircraft operations or adversely affect the performance of the communications, navigation, and surveillance facilities. It is important to note that the OLS does not prohibit all intrusions. The aim is to ensure that all objects that intrude into the OLS can be identified and adequately assessed for their potential to impact aircraft operations.

The height of quay cranes to be installed as a part of the facilitated development would be similar to the height of existing quay cranes operated within Port Botany, located across the Hutchison, Patricks and DP World operations.

Consultation with Sydney Airport Corporation Limited and Sydney Airspace Protection has been undertaken as a part of the Project. This included a briefing on the facilitated development and its potential impacts. Refer to Chapter 5 (Community and stakeholder engagement) of the EIS for further detail. The stevedore would continue to consult with Sydney Airport Corporation Limited and other relevant stakeholders, such as Airservices Australia for specialist engineering analysis and design development for the facilitated development.

As such, the facilitated development would effectively manage hazards and risk concerns regarding Sydney Kingsford Smiths airspace.

Overall impact to local amenity

Overall, there are no significant impacts anticipated from the facilitated development, assuming the implementation of typical mitigation and management measures, comparable with those proposed for the Project. The overall magnitude of amenity impacts would be **minimal**, with a likelihood of the impacts being **possible** to occur. The overall significance of the impact would be **low** (negative).

8.0 Mitigation and management of impacts

8.1 Overview

This section outlines how the identified social and economic associated with the Project would be mitigated and managed. These mitigation and management measures relate specifically to the Project, and include consideration of the facilitated container terminal development to the extent necessary to minimise potential inconsistency between the approach taken for the Project and the facilitated container terminal development.

The facilitated development would be separately progressed by the stevedore, including development of mitigation and management measures specific to that development, as required.

8.2 Mitigation and management measures

Mitigation and management measures for social and economic impacts during construction and operation of the Project are outlined in Table 8-1.

Table 8-1 Mitigation and management measures – social and economic

ID	Issue	Mitigation measure	Timing
SE1	Community consultation	Stakeholder engagement activities will be carried out during construction of the Project. These activities will be accessible to a range of groups (such as residents, recreational users and businesses) in the community. This will include, at a minimum, a range of engagement methods (including options for physical copies of engagement materials and translation of key communication materials).	Construction
SE2	Local employment and businesses	Opportunities to engage local employees, business and services will be considered during construction of the Project.	Pre-construction and construction

8.3 Residual impacts

Residual social impacts of the Project are those that remain after mitigation measures have been implemented. A summary of the potential residual social and economic impacts is included in Table 8-2 (for construction related impacts) and Table 8-3 (for operational impacts). This has been presented to illustrate the effect of the proposed mitigation measures, and to align with the requirements of the SIA Guideline.

A number of impacts have been assessed as having a low unmitigated impact. Following the implementation of standard mitigation and management measures or design refinement, the residual impact of these have been assessed as either being so small that they do not warrant further consideration or as having no residual impact.

Table 8-2 Residual social impact summary – construction

Potential impact	Initial impact significance	Mitigation and monitoring approach	Residual impact significance
Livelihoods			
Economic benefits to the social locality during construction associated with increased expenditure at local businesses and employment opportunities, resulting in benefits to livelihoods for local businesses and their employees	Minor + possible = medium (positive)	- Clear, frequent and inclusive communication with the community and businesses (SE1) - Employment of local businesses and workforce would be sourced from the local area where possible (SE2).	Minor + possible = medium (positive)

Table 8-3 Residual social impact summary – operation

Potential impact	Initial impact significance	Mitigation and monitoring approach	Residual impact significance
Livelihoods			
The broader economic benefits of the Project would likely result in flow on effects for livelihoods within the social locality	Minor + possible = medium (positive)	- Clear, frequent and inclusive communication with the community and businesses (SE1) - Employment of local businesses and workforce would be sourced from the local area where possible (SE2).	Minor + possible = medium (positive)

9.0 Conclusion

This social and economic impact assessment has been prepared to support the EIS for the Project and to address the relevant SEARs issued for the EIS. Specifically, this report has been prepared to assess the potential social and economic impacts of construction and operation of the Project and how they may affect residents, businesses and other key stakeholders, and to identify appropriate mitigation and management measures to address the impacts identified and enhance potential benefits.

The assessment has identified a range of social impacts, both positive and negative, which are anticipated during construction and operation of the Project. In the majority of cases, impacts have been assessed as having a low significance (negative). Business and economic impacts have been assessed as having a medium significance (positive).

The key potential residual social impacts of the Project would include the following:

- During construction:
 - Economic benefits to the social locality during construction associated with increased expenditure at local businesses and employment opportunities, resulting in benefits to livelihoods for local businesses and their employees (**positive**)
- During operation:
 - The broader economic benefits of the Project would likely result in flow on effects for livelihoods within the social locality (**positive**).

A suite of mitigation and management measures have been identified to manage key amenity issues that may contribute to adverse social and economic impacts, particularly in relation to transport and traffic, noise and vibration, air quality and odour, and landscape character and visual amenity. These are summarised in Chapter 19 (Mitigation and management) and in the relevant assessments presented in the EIS.

10.0 References

- ABS. (2021). *Data by Region*. Retrieved from Australian Bureau of Statistics .
- ABS. (2023). *Socio-Economic Indexes for Areas*. Retrieved from Australian Bureau of Statistics .
- Bayside Council. (2020). *Local Strategic Planning Statement: A land-use vision to 2036*.
- DECCW. (2010). *Aboriginal Cultural Heritage Consultation Requirements*.
- DPHI. (2024). *Undertaking Engagement Guidelines for State Significant Projects* .
- DPIE. (2022). *Cumulative Impact Assessment Guidelines for State Significant Projects*.
- DPIE. (2023). *Social Impact Assessment Guideline for State Significant Projects Technical Supplement*.
- DPIE. (2023a). *Social Impact Assessment Guideline*.
- DPIE. (2023b). *Technical Supplement - Social Impact Assessment Guideline for State-significant projects*.
- Infrastructure NSW. (2022). *Staying Ahead: State Infrastructure Strategy 2022-2042*.
- NSW Climate and Energy Action. (2022). *Social Impact Assessment Practice Note : Engaging with Aboriginal communities*.
- NSW Ports . (2023). *2026 Our 40-Year Master Plan for Sustainable Growth*.
- Randwick City Council . (2020). *Local Strategic Planning Statement - Vision 2040*.
- Transport and Infrastructure Council. (2019). *National Freight and Supply Chain Strategy* .
- Transport for NSW. (2018). *NSW Freight and Ports Plan 2018-2023*.
- Transport for NSW. (2020). *Future Transport Strategy: Our vision for transport in NSW*.
- Transport for NSW. (2024). *Freight Policy Reform: Consultation Paper*.
- Transport for NSW. (2024). *Trip Planner* .

Annexure A

Certification

Annexure A – Certification

I, Jamie McMahon, certify that this social impact assessment contains all information relevant to the social impact assessment for this Project, and that the information is not false or misleading. The SIA Author's qualifications and experiences are listed below.

- Experience in social science methodologies and demonstrated social impact assessment skills in government and private settings. The author is a social impact specialist and has managed social impact assessments for numerous transport infrastructure, industrial and energy projects in NSW, including State Significant projects
- Bachelor of Environmental Science (Honours)
- Certified Environmental Practitioner – Impact Assessment Specialist (IA11004)
- Fellow of the Environment Institute of Australia and New Zealand
- NSW Division Committee member, Environment Institute of Australia and New Zealand
- EIANZ Impact Assessment Special Interest Section committee member
- NSW Registered Environmental Assessment Practitioner.

Date: 29 August 2025

Signature:



Annexure B

Social baseline data

Table B1 Key demographic characteristics of the social locality and NSW

Key Demographic	Botany	Port Botany Industrial	Banksmeadow	Malabar – La Perouse	Matraville – Chifley	NSW
Total Resident Population (no. persons)	10,817	6	508	10,610	13,412	8,072,163
Median age	36	61	33	44	42	39
Population aged <15 (no. persons)	2,233 (20.6%)	0	60 (11.8%)	1,605 (15.1%)	2,535 (18.9%)	2,940,002 (36.4%)
Population aged 15+ (no. persons)	8,589 (79.4%)	6 (100%)	439 (86.4%)	9,002 (84.8%)	10,873 (81.1%)	5,132,161 (63.6%)
Population aged 65+ (no. persons)	1,292 (11.9%)	3 (50%)	26 (5.1%)	2,295 (21.6%)	2,400 (17.9%)	2,064,494 (25.6%)
Population aged 85+ (no. persons)	185 (1.7%)	0	0	333 (3.1%)	299 (2.2%)	183,900 (2.3%)
Aboriginal and Torres Strait Islander population (no. persons)	289 (2.7%)	0	3 (0.6%)	657 (6.2%)	545 (4.1%)	278,043 (3.4%)
Speaks only English at home (no. persons)	7,395 (68.7%)	4 (66.7%)	239 47%	6,871 64.8%	8,981 (67%)	5,457,982 (67.6%)
Has a need for assistance (no. persons)	514 (4.8%)	0	12 (2.4%)	522 (4.9%)	791 (5.9%)	464,712 (5.8%)

Table B2 Labour force characteristics of the social locality

Key Demographic	Botany	Port Botany Industrial	Banksmeadow	Malabar – La Perouse	Matraville - Chifley	NSW
Total Labour Force	5,859	3	286	4,513	6,448	3,874,012
Employed full time (FT)	3,867 (66%)	-	196 (68.5%)	2,609 (57.8%)	3,581 (55.5%)	2,136,610 (55.2%)
Employed part time (PT)	1,480 (25.3%)	-	50 (17.5%)	1,308 (29%)	1,955 (30.3%)	1,151,660 (29.7%)
Employed away from work*	171 (2.9%)	-	28 (9.8%)	448 (9.9%)	664 (10%)	395,888 (10.2%)
Unemployed	229 (3.9%)	-	8 (2.8%)	150 (3.3%)	267 (4.1%)	189,852 (4.9%)

*Employed full time or part time, but away from work at the time of the 2021 Census

Table B3 Residential dwelling characteristics (number of dwellings)

Category	Botany	Port Botany Industrial	Banksmeadow	Malabar – La Perouse	Matraville - Chifley	NSW
Separate House	1,187 (32.5%)	-	9 (3.9%)	1,641 (42.6%)	2,321 (47.4%)	1,902,734 (59.5%)
Semi-detached, townhouse or terrace house	949 (26%)	-	27 (11.8%)	489 (12.7%)	1,349 (27.6%)	340,582 (10.6%)
Flat or apartment	1,457 (39.9%)	-	169 (74.1%)	1,388 (36%)	926 (18.9%)	630,030 (19.7%)
Other dwelling (caravan, cabin, tent, flat attached to a shop)	35 (1%)	-	0	5 (0.1%)	4 (0.1%)	19,374 (0.6%)
Dwelling structure not stated	22 (0.6%)	-	0	7 (0.2%)	8 (0.2%)	7,754 (0.2%)
Unoccupied private dwelling	0	-	22 (9.6%)	330 (8.6%)	292 (6%)	299,524 (9.4%)

Percentages may not add to 100% due to rounding

Table B4 Home ownership and household structure

	Category	Botany	Port Botany Industrial	Banksmeadow	Malabar – La Perouse	Matraville - Chifley	NSW
Home Ownership	Owned outright	854 (23.4%)	-	25 (12.3%)	1,130 (32%)	1,476 (32%)	914,537 (31.5%)
	Owned with a mortgage	1,459 (39.9%)	-	56 (27.6%)	974 (27.6%)	1,458 (31.6%)	942,804 (32.5%)
	Rented	1,221 (33.4%)	-	121 (59.6%)	1,292 (36.6%)	1,547 (33.6%)	944,585 (32.6%)
	Other tenure type	20 (0.5%)	-	0	72 (2%)	61 (1.3%)	55,931 (1.9%)
	Tenure type not stated	101 (2.8%)	-	3 (1.5%)	67 (1.9%)	68 (1.5%)	42,613 (1.5%)
Household Structure	Family household	2,753 (75.4%)	-	135 (64.6%)	2,482 (70.3%)	3,453 (75%)	2,065,107 (71.2%)
	Single (or lone)	745 (20.4%)	-	64 (30.6%)	974 (27.6%)	1,027 (22.3%)	723,716 (25%)
	Group household	154 (4.2%)	-	10 (4.8%)	75 (2.1%)	126 (2.7%)	111,646 (3.8%)

Percentages may not add to 100 per cent due to rounding

Table B5 Employment by industry

Employment by industry	Botany	Port Botany Industrial	Banksmeadow	Malabar – La Perouse	Matrville - Chifley	NSW
Agriculture, Forestry and Fishing	11 (0.2%)	-	0	11 (0.3%)	9 (0.1%)	74,728 (2.0%)
Mining	3 (0.1%)	-	0	9 (0.2%)	9 (0.1%)	35,406 (1.0%)
Manufacturing	232 (4.1%)	-	4 (1.4%)	155 (3.6%)	213 (3.4%)	201,654 (5.5%)
Electricity, Gas, Water and Waste Services	53 (0.9%)	-	0	29 (0.7%)	36 (0.6%)	35,584 (1.0%)
Construction	519 (9.2%)	-	36 (12.7%)	451 (10.3%)	683 (11%)	315,520 (8.6%)
Wholesale Trade	189 (3.4%)	-	12 (4.2%)	108 (2.5%)	172 (2.8%)	103,466 (2.8%)
Retail Trade	461 (8.2%)	-	22 (7.7%)	293 (6.7%)	464 (7.5%)	331,486 (9.0%)
Accommodation and Food Services	301 (5.3%)	-	7 (2.5%)	183 (4.2%)	301 (4.9%)	227,466 (6.2%)
Transport, Postal and Warehousing	515 (9.1%)	-	10 (3.5%)	272 (6.2%)	453 (7.3%)	169,608 (4.6%)
Information Media and Telecommunications	137 (2.4%)	-	5 (1.8%)	90 (2.1%)	114 (1.8%)	68,068 (1.8%)

Employment by industry	Botany	Port Botany Industrial	Banksmeadow	Malabar – La Perouse	Matraville - Chifley	NSW
Financial and Insurance Services	298 (5.3%)	-	26 (9.2%)	249 (5.7%)	356 (5.8%)	193,679 (5.3%)
Rental, Hiring and Real Estate Services	113 (2%)	-	14 (4.9%)	93 (2.1%)	140 (2.3%)	62,633 (1.7%)
Professional, Scientific and Technical Services	420 (7.5%)	-	30 (10.6%)	458 (10.5%)	521 (8.4%)	326,595 (8.9%)
Administrative and Support Services	206 (3.7%)	-	10 (3.5%)	131 (3%)	193 (3.1%)	117,988 (3.2%)
Public Administration and Safety	474 (8.4%)	-	19 (6.7%)	334 (7.7%)	406 (6.6%)	222,909 (6.1%)
Education and Training	485 (8.6%)	-	27 (9.5%)	468 (10.7%)	685 (11.1%)	322,236 (8.7%)
Health Care and Social Assistance	585 (10.4%)	-	34 (12%)	557 (12.8%)	796 (12.9%)	529,176 (14.4%)
Arts and Recreation Services	142 (2.5%)	-	9 (3.2%)	112 (2.6%)	131 (2.1%)	51,789 (1.4%)
Other Services	237 (4.2%)	-	11 (3.9%)	168 (.8%)	223 (3.6%)	125,380 (3.4%)
Inadequately described/Not stated	253 (4.5%)	-	6 (2.1%)	178 (4.1%)	266 (4.3%)	168,787 (4.6%)
Total (no. of persons)	5,633	3	284	4,366	6,184	3,684,158

Percentages may not add to 100 per cent due to rounding

Table B6 Journey to work (Single Method only)

Transport method	Botany	Port Botany Industrial	Banksmeadow	Malabar – La Perouse	Matraville - Chifley	NSW
Train	62 (1.4%)	0	0	4 (0.2%)	7 (0.2%)	62,460 (3.2%)
Bus	479 (10.5%)	0	0	89 (4.4%)	174 (5.5%)	34,408 (1.7%)
Ferry	0	0	0	0	0	1,189 (0.1%)
Tram (includes light rail)	0	0	0	4 (0.12%)	9 (0.29%)	1,351 (0.1%)
Taxi/ ride-share services	14 (0.3%)	0	0	0	0	4,775 (0.2%)
Car, as driver	3,352 (73.8%)	4 (100%)	94 (77.7%)	1,620 (80.7%)	2,448 (78%)	1,587,613 (80.4%)
Car, as passenger	264 (5.8%)	0	9 (7.4%)	109 (5.4%)	231 (7.4%)	117,143 (5.9%)
Truck	39 (0.9%)	0	0	27 (1.3%)	51 (1.6%)	26,390 (1.3%)
Motorbike/ scooter	82 (1.8%)	0	6 (5%)	36 (1.8%)	39 (1.2%)	14,917 (0.8%)
Bicycle	56 (1.2%)	0	0	21 (1%)	32 (1%)	14,466 (0.7%)
Other	39 (0.9%)	0	5 (4.1%)	30 (1.5%)	26 (0.8%)	17,233 (0.9%)
Walked only	163 (3.6%)	0	9 (7.4%)	65 (3.2%)	121 (3.9%)	92,368 (4.7%)
Total one method (no.)	4,545	4	121	2,007	3,138	1,974,324

Percentages may not add to 100 per cent due to rounding

Table B7 Vehicle ownership count of private occupied dwellings

Vehicle ownership	Botany	Port Botany Industrial	Banksmeadow	Malabar – La Perouse	Matraville - Chifley	NSW
No motor vehicles	283 (7.7%)	0	21 (10.3%)	386 (10.9%)	531 (11.1%)	262,031 (9.0%)
One motor vehicle	1,336 (36.6%)	3 (100%)	108 (53.2%)	1,262 (35.7%)	1,604 (34.8%)	1,096,761 (37.8%)
Two motor vehicles	1,415 (38.7%)	0	65 (32%)	1,243 (35.2%)	1,617 (35.1%)	989,258 (24.1%)
Three motor vehicles	346 (9.5%)	0	10 (4.9%)	360 (10.2%)	552 (12%)	321,310 (11.1%)
Four motor vehicles	149 (4.1%)	0	4 (2%)	212 (6%)	257 (5.6%)	187,380 (6.5%)
Not stated	127 (3.5%)	0	5 (2%)	70 (2%)	72 (1.6%)	43,732 (1.5%)

Note on data quality: Tables of Census data are subject to perturbation to protect the confidentiality of individuals, in accordance with the *Census and Statistics Act 1905* (ABS, 2017). Perturbation is a technique which has been developed to randomly adjust count values. When the technique is applied, counts and totals are slightly adjusted to prevent identifiable data being exposed. These adjustments result in small introduced random errors. However, the information value of the table as a whole is not impaired. Due to this process, percentage calculations for statistics may not total to 100 per cent in some instances. Notwithstanding, the quality of the data is considered suitable for this assessment.

Annexure C

Assessment review
questions

Annexure C – Assessment review questions

The following table has been extracted from Appendix C of the SIA Guideline (DPIE, 2023a). These review questions have been used to confirm that the requirements of the SIA Guideline have been fulfilled when considering the scale of social impacts of this Project.

Review questions		Reference within this report
General		
1	Does the lead author meet the qualification and experience requirements?	Annexure A
2	Has the lead author provided a signed declaration?	Annexure A
3	Would a reasonable person judge the social impact assessment report to be impartial, transparent, and suitably rigorous given the nature of the Project?	Annexure A
Project's social locality and social baseline		
4	Does the social impact assessment report identify and describe all the different social groups that may be affected by the Project?	Chapter 3.0 Chapter 4.0
5	Does the social impact assessment report identify and describe all the built or natural features that have value or importance for people, and explain why people value those features?	Chapter 3.0 Chapter 4.0
6	Does the social impact assessment report identify and describe historical, current, and expected social trends or social changes for people in the locality, including their experiences with this Project and other major development Projects?	Chapter 3.0 Chapter 4.0
7	Does the social baseline study include appropriate justification for each element, and provide evidence that the elements reflect both relevant literature and the diversity of views and likely experiences?	Chapter 3.0 Chapter 4.0
8	Does the social baseline study demonstrate social-science research methods and explain any significant methodological or data limitations?	Chapter 2.0 Chapter 3.0 Chapter 4.0
Identification and description of social impacts		
9	Does the social impact assessment 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 social impact assessment scoping and initial assessment, has the plan for the social impact assessment report been detailed?	Chapter 5.0 Chapter 6.0
10	Does the social impact assessment report apply the precautionary principle to identifying social impacts, and consider how they may be experienced differently by different people and groups?	Chapter 4.0 Chapter 5.0 Chapter 6.0

Review questions		Reference within this report
11	Does the social impact assessment report describe how the preliminary analysis influenced Project design and Environmental Impact Statement engagement strategy?	Chapter 1.0
Community engagement		
12	Were the extent and nature of engagement activities appropriate and sufficient to canvass all relevant views, including those of vulnerable or marginalised groups?	Chapter 3.0
13	How have the views, concerns, and insights of affected and interested people influenced both the Project design and each element of the social impact assessment report?	Chapter 5.0 Chapter 6.0
Predicting and analysing social impacts		
14	Does the social impact assessment report impartially focus on the most important social impacts to people at all stages of the Project, without any omissions or misrepresentations?	Chapter 5.0 Chapter 6.0
15	Does the social impact assessment report analyse the distribution of both positive and negative social impacts, and identify who would benefit and who would lose from the Project?	Chapter 5.0 Chapter 6.0
16	Does the social impact assessment report identify its assumptions, and include sensitivity analysis and alternative scenarios? (including 'worst-case' and 'no Project' scenarios where relevant)	Chapter 5.0 Chapter 6.0
Evaluating significance		
17	Do the evaluations of significance of social impacts impartially represent how people in each identified social group can expect to experience the Project, including any cumulative effects?	Chapter 5.0 Chapter 6.0
18	Are the evaluations of significance disaggregated to consider the likely different experiences for different people or groups, especially vulnerable groups?	Chapter 5.0 Chapter 6.0
Responses, monitoring and management		
19	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?	Chapter 5.0 Chapter 6.0
20	Are the evaluations of significance disaggregated to consider the likely different experiences for different people or groups, especially vulnerable groups?	Chapter 5.0 Chapter 6.0
21	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?	Chapter 5.0 Chapter 6.0