Moorebank Intermodal Precinct West

Socio-economic impacts

Prepared for
Woolworths Limited

October 2020

HillPDA
CONSULTING

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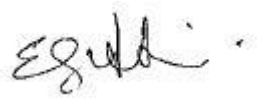
Signature  Dated 19/10/20

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1.0 INTRODUCTION

This socio-economic impact statement has been prepared to accompany an application for a modification to State Significant Development Application 7709 (SSD 7709) granted by the Independent Planning Commission on 11 November 2019 for Moorebank Precinct West (MPW) Stage 2, for the purposes of an Intermodal Facility at Moorebank Avenue, Moorebank. The modification, seeks to:

- Amend to the MPW Stage 2 boundaries of the indicative built form proposed under SSD 7709
- Amend the maximum building height established across the site from approximately 21 m to 45 m;
- Amend the noise criteria established under Condition B131 of SSD 7709
- Amend Condition B176 to allow for Dangerous Goods to be stored on-site.

The application to modify SSD 7709 as described above, was lodged with the Department of Planning Industry and Environment in July 2020. The application was placed on public exhibition from 10 August 2020 to 24 August 2020. Some submissions received by the Department raised questions in relation to certain socio-economic matters. Consequently, the Department of Planning Industry and Environment, in correspondence dated 7 September 2020, has requested the applicant to respond to the following matters:

1. Please address the concerns raised by members of the public with regard to the impact that the proposed automated high bay warehousing may have on the overall employment benefits of the MPW site as was used to justify the original application.
2. Provide updated operational employment numbers.

This report has been prepared to respond to the socio economic matters raised by submissions as described above. It provides and overview of socio economic considerations and is not a full Impact assessment report.

This report provides background to the modification application, a description of the existing social and economic environment and any consideration of potential social and economic impacts from the modifications proposed in relation to SSD 7709. The methodology used to identify potential social impacts for the proposed development is consistent with the NSW Department of Planning Industry and Environment (DPIE) *Social Impact Assessment Guideline*. This report also suggests mitigation measures which will help to maximise social benefits and minimise negative impacts, to the community.

1.1 The site

The site is legally described as Lot 1 DP 1197707, commonly known as the Moorebank West Precinct (MWP) as part of Moorebank Logistics Park, Moorebank Avenue (see Figure 1). The site has an area of approximately 180 ha and situated approximately 28 km southwest of the Sydney CBD, 18 km south of Parramatta and 3 km south of Liverpool.

The Site is located on the main south railway line with the Casula railway station directly to the west of the site.

Access to the Site is currently obtained via Moorebank Avenue along the eastern perimeter, which contains a single entry/exit point at Chatham Road.

1.2 The surrounds

The surrounds comprise:

- Defence National Storage and Distribution Centre is located to the east of the site however, this is planned to relocate to West Wattle Grove and be replaced with the proposed Sydney Intermodal Terminal Alliance (SIMTA).

- Holsworthy Defence base is located to the south west
- Glenfield landfill is located to the south west of the site
- Georges River runs along the western boundary of the site with the Casula residential neighbourhoods beyond.

Figure 1: The Site

Imagery: Google

The nearest sensitive land use is within the E3 Environmental Management and W1 Natural Waterways zones, located to the west of the Subject Site.

Residential uses are located to the west, separated from the Site by the Georges River and to the east beyond the SIMTA land.

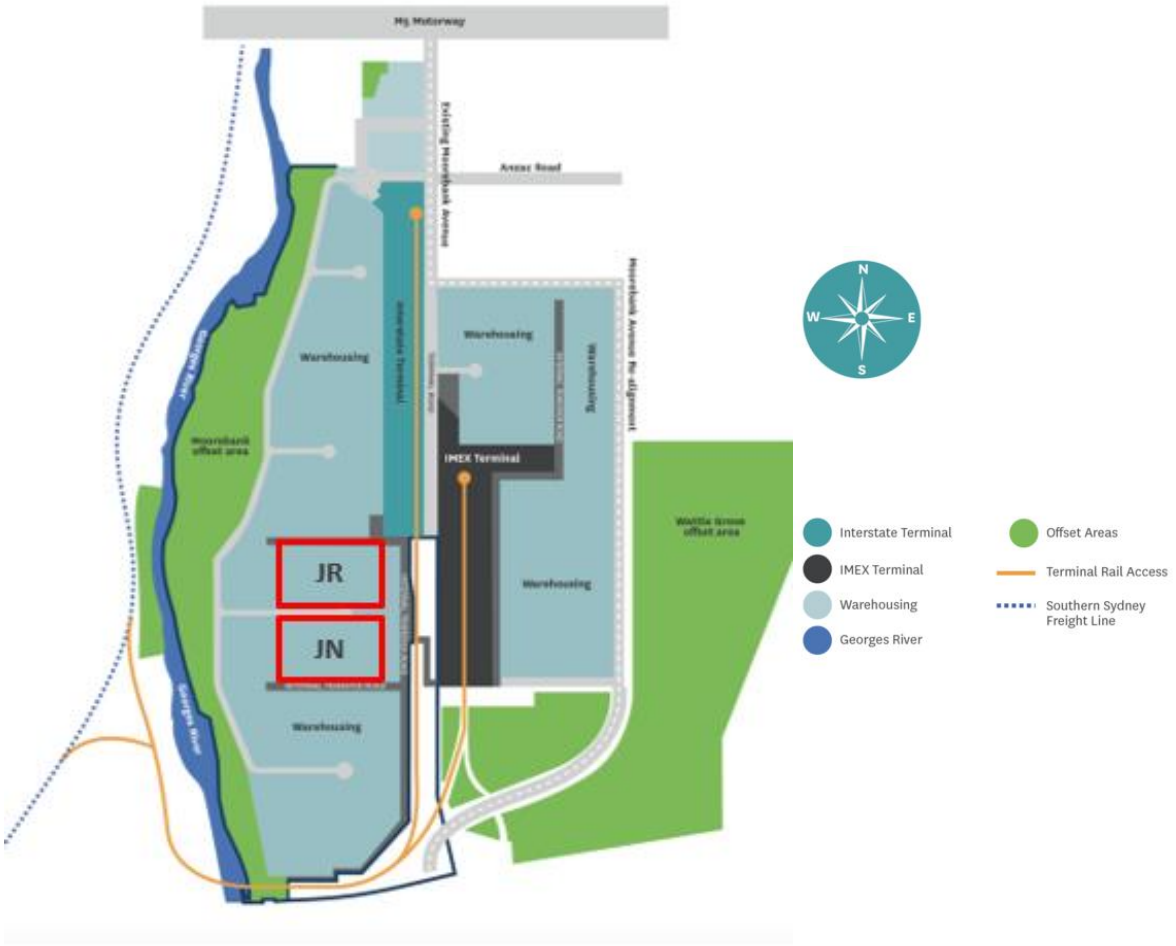
1.3 Background to the application

1.3.1 Moorebank Intermodal Terminal

The Moorebank Intermodal Terminal (IMT) is located at Moorebank Avenue and was approved, as a concept plan, in 2016 as shown in Figure 2. It aims to deliver terminal and warehousing facilities in south-west Sydney that are linked to Port Botany and the interstate freight rail network.[1] The site is adjacent to the Southern Sydney Freight Line, the East Hills Rail Line and the M5 Motorway. The IMT is a location for the interchange of freight between one mode of transport and another.

[1] Moorebank Intermodal Terminal Project Environmental Impact Statement https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SSD-5066%2120190226T125410.993%20GMT

Figure 2: Moorebank Intermodal Precinct showing approximate location of JR and JN Site in red



Source: (Moorebank Intermodal Company , 2020)

The IMT aims to increase Sydney's rail freight mode share by promoting the movement of container freight by rail between Port Botany and western and south-western Sydney, and to thereby reduce road freight on Sydney's congested road network. The IMT is centred on an area of land owned by the Australian Government and currently occupied by the Department of Defence (Defence).

The development of the export IMT is proposed to be phased, with an initial import export terminal and warehousing facilities. A subsequent increase in capacity and warehousing is then expected, followed by development of interstate IMT facilities by about 2030, in line with the expected demand.

Development consent to SSD 7709 was granted by the Independent Planning Commission on 11 November 2019 for Moorebank Precinct West Stage 2, which comprised the following:

- Construction and 24/7 operation of an intermodal terminal facility to support a container freight throughput volume of 500,000 twenty-foot equivalent units (TEUs) per annum, including:
    - A rail terminal with nine rail sidings and associated locomotive shifter
    - A rail link connection from the sidings to the rail link constructed under MPE Stage 1 (SSD 6766) to the Southern Sydney Freight Line (SSFL)
    - Rail and truck container loading and unloading and container storage areas
    - Truck waiting area and emergency truck storage are

- Container wash-down facilities and degassing area
- Mobile locomotive refueling station
- Engineer's workshop, administration facility and associated car parking.

Operation of the IMT facility includes operation of the rail link to the SSFL and container freight movements by truck to and from the Moorebank Precinct East (MPE) site.

- Construction and 24/7 operation of a warehousing estate on the northern part of the site servicing the IMT facility and including:
  - Six warehouses with a total gross floor area (GFA) of 215,000 m2 and, for each warehouse, associated offices, staff amenities, hardstands and truck and light vehicle parking;
  - 800 m2 freight village (operating from 7am to 6pm, 7 days / week) including staff / visitor amenities;
  - Internal roads, noise wall, landscaping, lighting and signage.
- Intersection upgrades on Moorebank Avenue at Anzac Road and Bapaume Road
- Construction and operation of on-site detention basins, bioretention / biofiltration systems and trunk stormwater drainage for the entire site.
- Construction works and temporary ancillary facilities.

1.3.2 Proposed modification

An application to modify the approved Moorebank Precinct West Stage 2 (SSD 7709) was submitted in July 2020. Application SSD 7709 - MOD 1 seeks to modify the existing development consent by giving effect to an:

- Amendment to the MPW Stage 2 boundaries, with respect to indicative built form proposed under SSD 7709, via means of reconfiguration of the MPW Stage 2 boundaries
- Amendment to the maximum building height established across the Subject Site from approximately 21m up to and including 45 m with respect to future built form under MPW Stage 2
- Amendment to the noise criteria established under Condition B131 of SSD 7709
- Amendment to Condition B176 to allow for Dangerous Goods to be stored on-site.

1.3.3 Proposed Construction

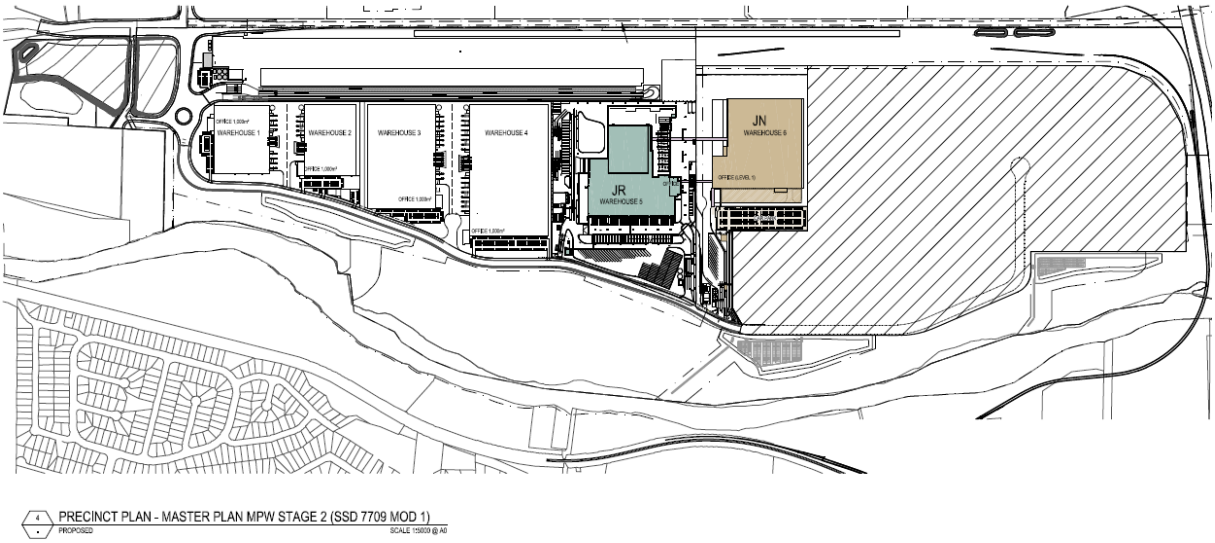
As per condition B125 of the MPW Stage 2 Development Consent dated 11 November 2019, Construction activities for the proposal are to take place between 7:00am and 6:00pm Monday to Friday and between 8:00am and 1:00pm on Saturday. No work will be performed on Sundays or Public Holidays.

If construction works are required to take place outside of the hours specified in condition B125, with a strong justification, then they are to be undertaken in accordance with the Construction Noise and Vibration Management Plan prepared for MPW Stage 2 SSD 7709 (Renzo Tonin; Jan 2020) and in accordance with the out-of-hour protocol developed in accordance with condition B135.

1.3.4 Woolworths proposed operations

The Moorebank West Precinct Stage 2 Concept Plan (approved under SSD 7709) includes 6 warehouses fronting a western ring road with the railway access to the east of each building. Of the six warehouses; warehouse five is referred to as JR and Warehouse six is referred to as JN as shown in Figure 3. These warehouses are the main subject of the current modification application.

Figure 3: Precinct Plan showing warehouse JR (warehouse 5) and JN (warehouse 6)



Source: (Woolworths, Bell, 2020)

Woolworths propose to use these warehouses for palletised goods storage and distribution. This will include the storage of some dangerous goods in the form of large quantities of aerosols. With the continuing evolving market needs and demands, technology in this industry in developing particularly with automated retrieval systems. The high bay warehouses are proposed to house the automated retrieval system and corresponding racking, providing optimum efficiency in operation. This system provides operational efficiency and high-density storage maximising capacity for palletised goods storage over the development footprint.

Figure 4: Main drive way –looking eastwards towards the site

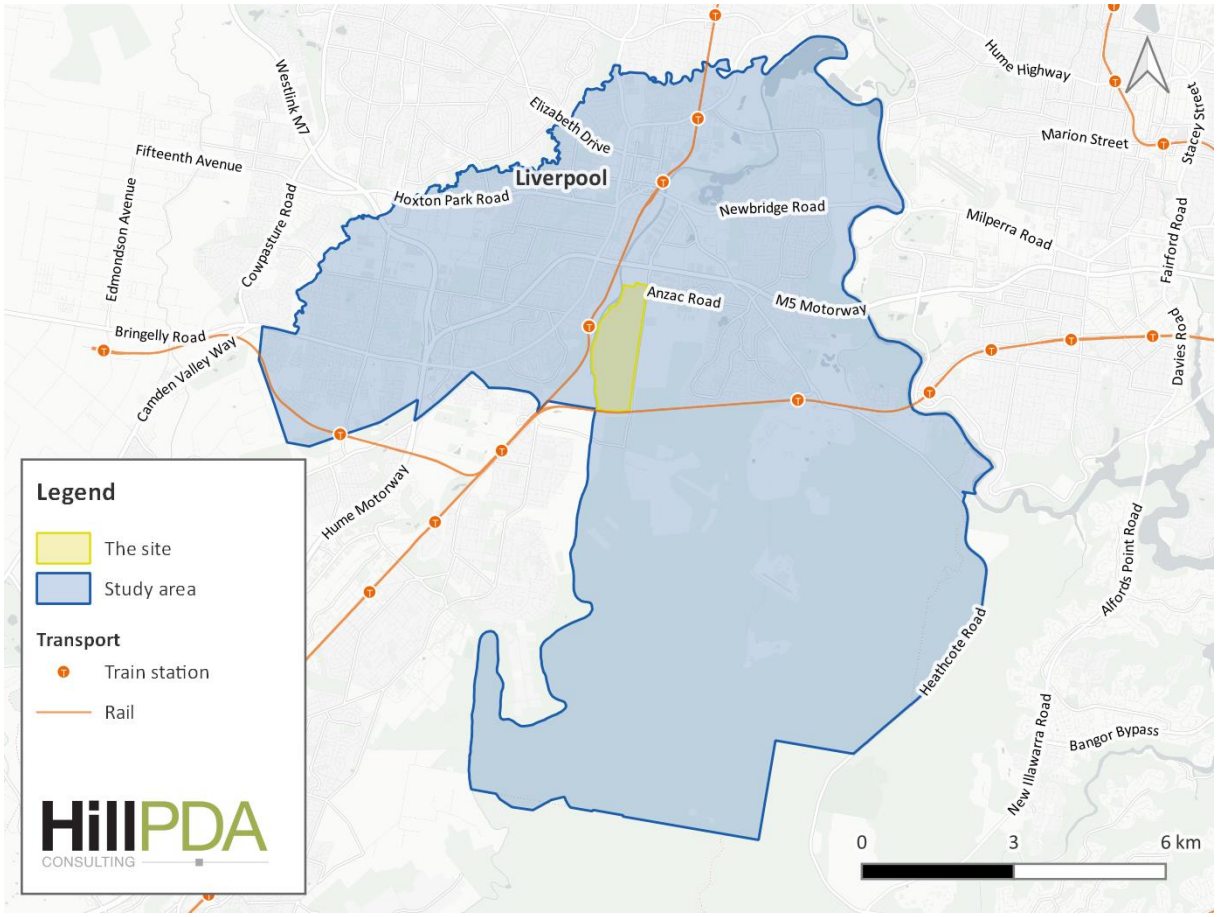
2.0 SOCIAL AND ECONOMIC CONTEXT

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

2.1 Areas of influence

This social and economic impacts have been considered for the following geographic areas: The Liverpool Statistical Area 3 as this is a representative of the local community that may be impacted by the proposed development.

Figure 5: Study areas



Source: ABS,2019

2.2 Demography and employment

A demographic overview of the local community, defined as the Liverpool SA3 area, is presented below.

Key characteristics of the population have been benchmarked against the Greater Sydney Greater Capital City Statistical Area (GCCSA).

For future population projections, data is only available for the Liverpool LGA (data is not available for the study area).

Demography

The Census usual resident population **of Liverpool SA3 in 2016 was 117,356, living in 39,683 dwellings with an average household size of 3.1 people.**

In 2016 the **median population** in Liverpool SA3 was 34 which is 2 years younger than that of Greater Sydney

1.3 % of the population were over the **age** of 85 living in Liverpool SA3 in 2016. The **largest age groups** were 0-4 years (8%) and 30-34 years (8%).

In Liverpool SA3 in 2016, 20,949 (55%) **people spoke a language other than English** at home. This was considerably higher than for Greater Sydney (38.2 per cent).

In 2016, 17.8% of people in Liverpool SA3 had a Bachelor or Higher degree **qualification** in 2016, lower than Greater Sydney (28.3%).

In Liverpool SA3, 19.2% of people aged over 15 years highest level of education was completed Year 12 **schooling** (or equivalent) as of 2016. Comparatively, 17.3% of Greater Sydney's population over 15 years has completed year 12 schooling, however Liverpool SA3 has a higher percentage of people who have completed certificates III, IV and achieved advanced diplomas and diplomas.

In 2016, 34 % of the Liverpool SA3 population were attending an educational institution (32% of Greater Sydney), 20% of those were in a **tertiary or technical institution** (25.3% for Greater Sydney).

51,926 people living in Liverpool SA3 in 2016 were **employed**, of which 62% worked full-time and 25.5% part-time.

More Liverpool SA3 residents worked as **professionals** than any other industry in 2016 (18.6 %). Other common industries were clerical and administrative services (16.2%) and technicians and trades workers (14.1%).

On Census day 2016 in Liverpool SA3, 72% of people travelled to work in a **private car,** 16.4% took public transport. 2.7% worked at home.

In 2016, 18.3% of households in Liverpool SA3 had a **weekly income of less than $650**, compared to 16.8% of Greater Sydney.

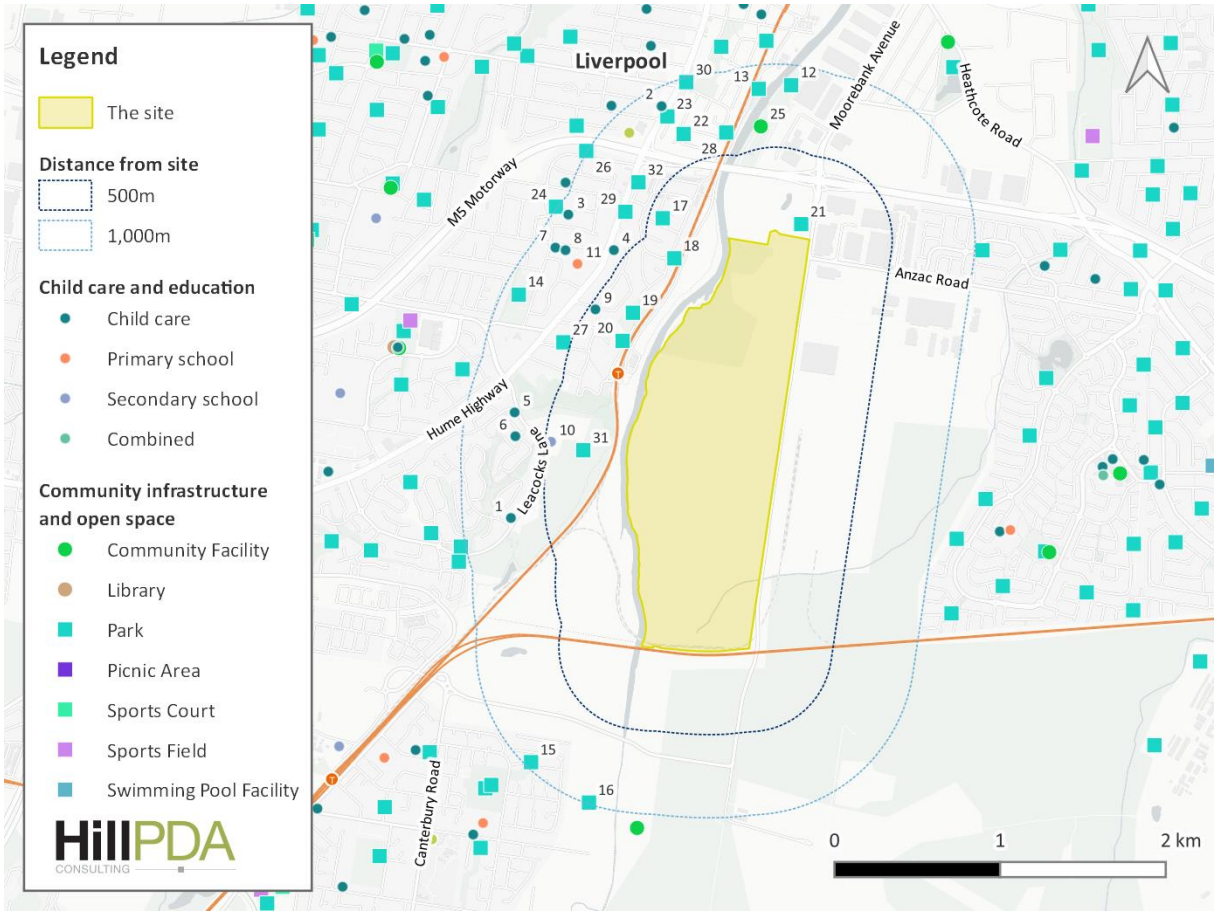
At the same time, 15.8% of households in Liverpool SA3 had a **weekly income of more than $3,000** compared to 23.6% of Greater Sydney.

At the Census the suburb had high proportions of family **households** (80.3 %) and lower proportions of lone person households (17.6%) and group households (2.1%) compared to Greater Sydney (73.6%, 21.6% and 4.7% per cent respectively)

2.3 Surrounding infrastructure

Surrounding social infrastructure and sensitive land uses are shown below in Figure 6.

Figure 6: Surrounding social infrastructure and uses



Item number	Type	Name	Item number	Type	Name
1	Childcare	Little Schoolies Early Learning Centre Casula	17	Park	Mcgrath Park
2	Childcare	Little Kingdom Early Learning Centre	18	Park	St Andrews Park
3	Childcare	Kids Connection Child Care Centre	19	Park	Carroll Park
4	Childcare	Kids United ELC	20	Park	Jamieson Park
5	Childcare	Little Footprints Casula	21	Park	Titalka Park
6	Childcare	Little Peter's Child Care Centres	22	Park	Hazel Bradshaw Park
7	Childcare	Youngies Long Day Care Centre	23	Park	Monteclair Park
8	Childcare	Kid's CBASS - Casula	24	Park	Pullbrook Park
9	Childcare	Ace Family Day Care	25	Community Facility	Liverpool City Archers Club
10	Secondary school	All Saints Catholic Senior College	26	Park	Gimes Park

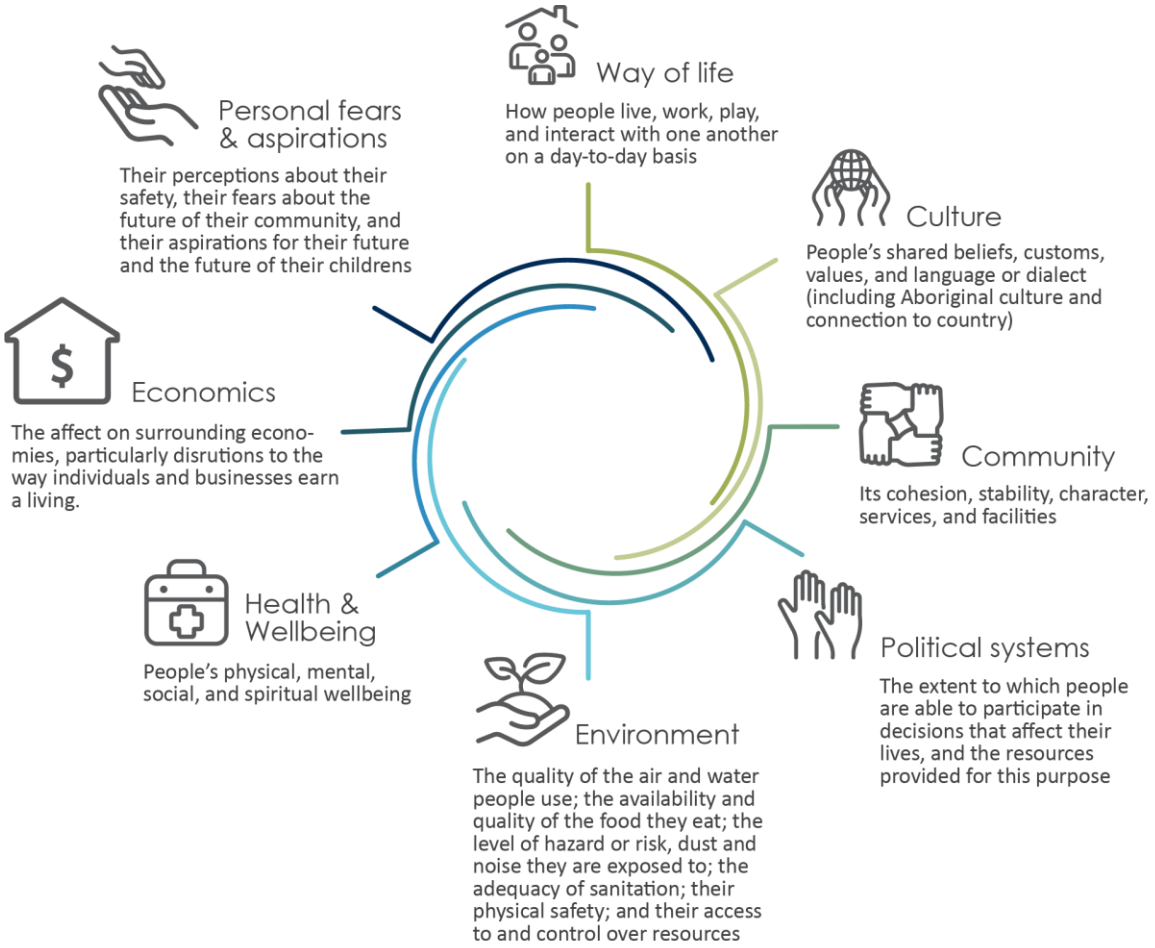
11	Primary school	Casula Public School	**27**	Park	Ben Prior Park
12	Park	Helles Park	**28**	Park	Congressional Park
13	Park	Mill Park	**29**	Park	Atlanta Park
14	Park	Jardine Park	**30**	Park	College Park
15	Park	Trobriand Park	**31**	Park	Leacock Regional Park
16	Park	Georges River Nature Reserve	**32**	Park	Pensacol Park

Being located within an emerging industrial area, it can be seen that there is limited social infrastructure located near to the site. Few sensitive receivers are primarily parks. Other facilities are beyond 500m of the site and are unlikely to be impacted by the proposal.

3.0 POTENTRIAL SOCIO-ECONOMIC IMPACTS

This report considers the impact of the proposed development to the social and economic environment. Figure 7 details the potential areas that could be impacted by a development that are considered in this report. For the purpose of this assessment, impacts are changes to one or more of the matters identified in Figure 7.

Figure 7: Definition of potential impacts



Source: Adapted from Vanclay, F. (2003). International Principles for Social Impact Assessment. Impact Assessment & Project Appraisal 21(1), 5-11

3.1 Economic impacts

3.1.1 Method

In determining the economic impacts in the construction stage of the project, we use the estimated hard construction cost of $353.4 million (RLB 2020).

In determining the economic impacts in the operation stage, a forecast of Full Time Equivalent (FTE) jobs onsite using Woolworths data was used to calculate the expected demand change in the 'Transport, Postal and Warehousing' ABS industry category required to satisfy this job count. These calculations were then carried forward to yield additional jobs, revenue and gross value added from site operation.

The economic impact assessment is carried out using national input-output tables and location quotients, to develop region-specific multipliers. These multipliers illustrate the level of additional economic activity generated by a source industry, at the Liverpool local government area level.

There are two types of effects captured by multipliers:

Type I - Production **Induced Effects**: which is made up of:

- *Direct effect:* which constitutes all outputs and employment required to satisfy the direct demand change in a given industry, and an;
- *Indirect effect:* which accounts for the extra output and employment from all industries required to support this increase in demand.

Type II - Consumption **Induced Effects:** which include the effects listed in the Type I multiplier, along with the:

- *Induced effect:* which relates to the demand for additional goods and services due to increased spending by the wage and salary earners across all industries arising from employment.

The source of the multipliers adopted in this report is ABS Australian National Accounts: Input-Output Tables 2017-18 (ABS Pub: 5209.0). HillPDA's internal modelling has determined Liverpool LGA specific metrics for evaluation.

3.1.2 Estimated economic impacts

This section examines the economic contribution that the subject site currently generates. This is referred to as the "base case". The economic contribution under the base case is then compared to that predicted to be generated if the proposed development is to proceed. Economic impacts include employment generation, wages and gross value added. The economic impacts during construction are also assessed.

An economic impact snapshot of the proposed development is as follows.

Table 1: Economic benefits

	Base Case	Mod 1 (JR/JN Site)	Above Base Case
During Construction (1)			
Gross Value Added	Nil	$203 mil	+ $203 mil
Jobs Onsite (2)	Nil	821 (325 Liverpool Residents)	+ 821
Total Jobs Created (2)	Nil	1,271 (499 Liverpool Residents)	+ 1,271
Wage Revenue Generated	Nil	$68 mil ($26 mil Liverpool Residents)	+ $68 mil
Post-construction (3)			
Gross Value Added	$84 mil	$223 mil	+ $139 mil
Jobs Onsite (2)	313 (112 Liverpool Residents)	826 per annum (295 Liverpool Residents)	+ 513 Jobs
Onsite Staff Remuneration	$16 mil (Liverpool Residents: $6 mil)	$43 mil per annum (Liverpool Residents: $15 mil)	+ $27 mil
Total Jobs Created (2)	455 (167 Liverpool Residents)	1,200 per annum (442 Liverpool Residents)	+ 745 Jobs
Total Staff Remuneration	$23 mil (Liverpool Residents: $8 mil)	$61 mil per annum (Liverpool Residents: $22 mil)	+ $38 mil

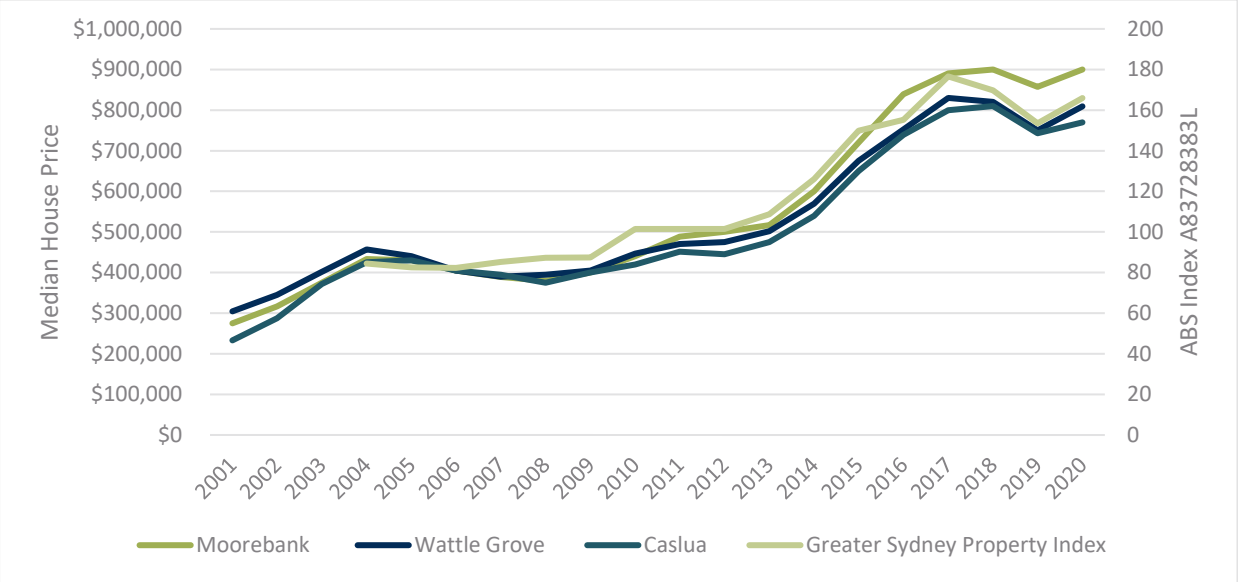
1. Based on an estimated construction cost of $353.4 million ($2020)
2. One job year equals one full-time job for one year.
3. Based on one year of operation ($2020)

In 2015, the federal government approved the Moorebank Intermodal circa 2015. Given the announcement of its operation occurred in 2015, any impact of the construction and operation on surrounding residential property prices would be captured in a growth trend deviation of house prices in surrounding suburbs from that of Greater Sydney. These suburbs would likely include Moorebank, Wattlegrove and Casula.

Figure 8 is a visual comparison of annual property price trends across Greater Sydney region and suburbs likely to be impacted by the introduction of the intermodal freight hub.

Given the similar time trend and lack of deviation of the suburbs listed in 2015 from the trend of the ABS's residential property price index for Greater Sydney, there is no clear evidence suggesting the introduction of a intermodal hub will have negative impacts on residential property prices.

Figure 8: Property Price Comparison



Source: Corelogic, ABS

3.2 Social impacts

The potential social impacts of this project are summarised in this section. The assessment is informed by the analysis from the previous chapters and scoping of potential impacts using the DPIE Social Impact Assessment scoping template.

The assessment of social impacts uses the methodology described in .. A description of the scoping process then a summary of potential impacts is included in the following sections.

3.2.1 Method

Potential social impacts have been assessed by applying a risk rating tool. This involves:

- identifying potential impacts
- estimating the likelihood of the impact occurring
- estimating the consequence of the impact
- applying the risk rating tool.

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

Table 2: Likelihood of social impact

Likelihood	Description	Indicative Probability
Almost certain	Expected to occur, almost frequently	90 percent
Likely	Could occur in many instances	70 percent
Possible	Just as likely to happen as not	50 percent
Unlikely	Limited occurrence	30 percent
Rare	Very limited occurrence	10 percent

The consequence of a potential impact is a key consideration to determine a risk rating. Each consequence is detailed below in Table 3.

Table 3: Consequence of social impact

Consequence	Description
Insignificant	No lasting detrimental or negligible impact on the community or environment.
Minor	Minor, short-term isolated impact on the community or environment.
Moderate	Modest, medium-term, widespread impact on the community or environment.
Major	Serious, long-term, widespread impact on the community or environment. Widespread community unrest or discomfort.
Catastrophic	Severe/ extensive on-going, widespread impact on the community or environment.

The matrix below is used to calculate is below is used to calculate the Social Risk Rating.

Table 4: Social Risk Matrix

		Consequence				
		Insignificant	Minor	Moderate	Major	Catastrophic
Likelihood	Almost certain	High	High	Extreme	Extreme	Extreme
	Likely	Moderate	High	High	Extreme	Extreme
	Possible	Low	Moderate	High	Extreme	Extreme
	Unlikely	Low	Low	Moderate	High	High
	Rare	Low	Low	Moderate	High	High

Source: NSW Planning & Environment (2017) | Vanclay, F; Esteves, A; Aucamp, I; Franks, D (2015)

3.2.2 Scoping

The social impacts to arise from the proposed development will be influenced by the existing situation, the eventual consequences of the proposed development and measures put in place to mitigate against any negative impacts and enhance positive impacts.

Social issues already in existence are relevant only as context, within which, the impacts of the proposal must be examined.

Issues have been assessed based on their impact during the construction and operational period of the development.

Social impacts can involve changes to:

- community values
- amenity
- employment
- population growth and community need
- access and connectivity
- demand on services.

In this case, the SEIA is also responding to several submissions made on the exhibited modification application. This section will respond to submissions regarding social impacts.

3.2.3 Description of potential impacts

The potential impacts arising from the proposed development as summarised

Table 5: Description of potential social impacts

Social impact	Description
Community values	• Improved access to livelihood and opportunity to earn capital both during construction and operation will have a positive impact on social cohesion in the surrounding area. • Lack of passive surveillance could potentially attract crime and behaviour that could potentially negatively affect surrounding community health and safety. This potential impact can be mitigated through security and the incorporated Crime Prevention Through Environmental Design principles. • Ongoing community concerns throughout construction and operation
Amenity	• Risk of reduced amenity during construction (noise, air and visual impacts arising from construction activity including large machinery) • Potential operational noise disruptions from 24/7 activity on site and vehicle movements • Increased amenity from planned landscaping providing visual interest for the streetscape as well as natural habitat for the local ecosystem • Visual impact of the structures
Employment	• The proposal will add employment directly and indirectly to the area, significantly improving local access to employment (on site and in the surrounding community) and improving overall livelihood, specifically: – During construction it is expected to generate approximately 1,271 jobs in construction – When operational it will generate approximately 1,200 jobs, a significant increase from current operations on site. .
Population growth and community need	• The proposal will positively contribute to meeting the additional demand for employment from the rapidly growing population in the area: – The proposal will create direct and indirect employment in the south west region – The proposal will provide additional services and amenity to local residents.
Access and connectivity	• The proposal, in operation, will add additional vehicles to the road network, potentially increasing local road congestion by approximately: – 2,670 light vehicles daily – 1.458 heavy vehicles daily – 5,586 passenger car units daily These are demonstrated to be within the approved traffic generation thresholds for the SSD of the MPW site. • Improved access to local employment opportunities residents • Additional workers will likely increase pressure on local public transport network
Demand on services	• The proposal is likely to employ 826 on-site jobs, potentially adding to demand for child care in the area surrounding the site.
Health and Safety	• General health and safety concerns regarding large industry • Minimal potential air quality impacts from vehicle movements (considering existing industrial usage of site as baseline)

3.2.4 Significance of impacts

Table 6 provides the assessment of the social risk of each impacts expected to result from the proposal. This section includes an assessment of the likelihood and consequences of each impact which are input into the social risk matrix to provide a significance rating provided above. Mitigation measures have been provided for negative impacts.

Table 6: Significance of social impacts

Impact theme	Impact detail	Stakeholders impacted	Suggested mitigation	Post mitigation		
				Likelihood	Consequence	Level of significance
Community values	Improved access to livelihood and opportunity to earn capital	• Local community • Employees	No mitigation required	Possible	Positive moderate	**Positive high**
	Potential to attract crime and anti-social behaviour that could negatively affect surrounding community health and safety.	• Local community • Woolworths (property owners)	• Incorporating Crime Prevention Through Environmental Design (CPTED) principles into the proposal will hinder anti-social behaviour on site • Providing appropriate security services	Unlikely	Moderate	**Moderate**
	Ongoing community concerns throughout construction and operation	• Local community	• As part of the instrument of approval for SSD 7709 the application (SIMTA) is to undertake a quarterly community consultation committee to keep surrounding residents and interested parties informed of development on the Site. • Management procedure should be implemented to deal with complaints and feedback from the community	**Possible**	**Minor**	
Amenity	Risk of reduced amenity during construction (noise, air and visual impacts arising from construction activity including large machinery)	• Local community • Neighbouring property users • Construction workers	Mitigation measures as outlined in the Acoustic Assessment, as prepared by Renzo Tonn & Associates detail mitigation measures to be adopted including: • Vehicle movements between 11pm and 6am should be limited and managed accordingly with any neighbouring properties • Avoid unnecessary noise when carrying out manual operations and operating plant any equipment not in	Possible	Minor	**Moderate**

Impact theme	Impact detail	Stakeholders impacted	Suggested mitigation	Post mitigation		
				Likelihood	Consequence	Level of significance
			use for extended periods during construction work should be switched off • Construction management plan to be prepared prior to commencement of works providing appropriate detailed mitigation measures • Appropriate notification for nearby receivers and ongoing monitoring during period prior to and throughout construction activities			
	Potential operational noise disruptions from 24/7 activity on site and vehicle movements	• Local community • Neighbouring properties	Mitigation measures as outlined in the Acoustic Assessment, as prepared by Renzo Tonn & Associates detail mitigation measures to be adopted including: • Noise barriers to be constructed in accordance with B138 of the SSD 7709 approval • All roller doors should be shut when not in use • Appropriate notification for nearby receivers and ongoing monitoring during period prior to and throughout construction activities • The specification and location of mechanical plant should be confirmed prior to installation on site	Unlikely	Moderate	**Moderate**
	Increased amenity from planned landscaping providing visual interest for the streetscape as well as natural habitat for the local ecosystem	• Local community • On-site employees	No mitigation required	Likely	Positive moderate	**Positive high**
	Visual impact of structures	• Local community • On-site employees	A visual impact assessment has been carried out concluding some mitigation measures • Retaining dense vegetation and established trees surrounding the site for screening • Additional landscaping and well located screen planting to reduce the visual impact in close proximity	Possible	Minor	**Moderate**

Impact theme	Impact detail	Stakeholders impacted	Suggested mitigation	Post mitigation		
				Likelihood	Consequence	Level of significance
			• Use of native planting to reinforce the character of the existing vegetation • Use of facade treatment, articulation and colour selection to blend with the landscape and reduce the height impact.			
Waste management and potential pollution	Waste management and potential pollution	• Local community • On-site employees	• Construction management plan will include waste management measures for the construction phase of the proposed development • Appropriate waste management will be implemented during operation to ensure no undue pollution or waste	Unlikely	Moderate	**Moderate**
Employment	Added employment directly and indirectly to the area improving overall livelihood	• Local community	No mitigation required	Likely	Positive moderate	**Positive high**
Population growth and community need	Positive contribution to meeting the additional demand for employment and services for the rapidly growing population in the area	• Local community • Wider district community	No mitigation required	Likely	Positive moderate	**Positive high**
Access and connectivity	Additional vehicles on the road network increasing road congestion	• Local community • Neighbouring properties	• The traffic that will be generated through proposed modification is aligned with the approved SSD for the MPW site • A traffic management plan may be required to avoid undue traffic impacts to the surrounding area	Possible	Minor	**Moderate**
	Improved access to local employment opportunities residents	• Local community	No mitigation required	Likely	Positive moderate	**Positive high**

Impact theme	Impact detail	Stakeholders impacted	Suggested mitigation	Post mitigation		
				Likelihood	Consequence	Level of significance
	Additional workers will likely increase pressure on local public transport network	• Local community • Public transport providers	• On-site parking will be provided for employees reducing potential stress on public transport network .	Unlikely	Minor	**Low**
Demand on services	The proposal is likely to employ 826 workers, potentially adding to demand for child care in the area surrounding the site.	• Local community • Childcare providers	• Local child care and other essential services can be provided for in consultation with council and Woolworths should there be difficulty in accessing appropriate services for employees	Possible	Minor	**Moderate**
Health and Safety	General health and safety concerns regarding large industry	• Local community • On-site employees	• Construction management plan should include air quality management measures including materials handling procedures. • Implement mitigation measures suggested in the Northstar air quality assessment including appropriate waste management practices	Unlikely	Minor	**Low**
	Air quality impacts from vehicle movements (considering existing industrial usage of site as baseline).	• Local community • Neighbouring properties workers • On site employees	No additional mitigation required as: • Site is located in an existing industrial zone with large vehicle movements common	Possible	Minor	**Moderate**

3.2.5 Specialist Assessment input

The Acoustic Assessment report, prepared by Renzo Tonn & Associates concludes the following regarding construction noise and vibration impacts:

> *"Construction noise and vibration would be managed in accordance with the approved Construction Noise and Vibration Management Plan prepared for MPW Stage 2 SSD 7709. In-principle recommendations are provided in Section 3.6 to limit the potential impact of noise generated by construction activities.*
> *Based on the plant and equipment proposed to be used for the site establishment and building works and the large separation distances, vibration impacts are negligible and therefore not likely to result in structural damage to buildings at the nearest affected receivers and there is a low risk of adverse comments from occupants of residences due to construction vibration."*

The following in the Acoustic Assessment report's conclusion regarding noise and vibration during operation:

> *"Operational noise impacts from the proposed warehouse and distribution facilities with all feasible and reasonable mitigation measures implemented, are predicted to exceed the noise quota for the site, by up to 5 dB at the nearest and worst-affected residential receivers in Casula during adverse meteorological conditions, even with all feasible on-site noise mitigation measures implemented."*
>
> *"Under calm (or neutral) meteorological conditions, compliance is achieved everywhere with the feasible on-site noise mitigation measures implemented."*

The visual Assessment Reports for the JR and JN structures, as prepared by Robert's Day, conclude:

> *"It has been concluded that the significance of impact on the landscape is low/ negligible. This is mostly due to highly industrial nature of the surrounding areas, future character of the precinct as an intermodal terminal facility with associated warehousing and introduction of native trees/ landscape buffers compatible with the existing planting.*
>
> *Overall, the visual impacts assessed from multiple viewpoints surrounding the site result in impacts considered to be in the none/ negligible to moderate/Low ranges."*
>
> *"Our study indicates that the proposal/ proposed height is consistent with the surrounding character and results in none to low visual impact in most vantage points. In addition, the proposal will be almost completely screened by the proposed landscaping along western boundary when viewed from Casula (year 10+)."*

Additionally, the Visual Assessment Report for the JN structure, as prepared by Robert's Day, concludes the following regarding the cumulative impact:

> *"…the magnitude and cumulative visual impact is assessed as MODERATE/ LOW in 1 year scenario and LOW in 10+ scenario."*

4.0 CONCLUSION

The potential social and economic impacts of a proposed Woolworths distribution centre at the Moorebank West Precinct are summarised as follows:

- The construction of the proposed development would generate approximately $203 million in gross value add during construction and $223 million post construction
- 1,271 jobs are expected to be created during construction
- 1,200 jobs are expected to be created post construction
- The area in which the proposal is situated is predominantly industrial in character, with no sensitive receivers immediately present nearby that would be affected by operations.
- The proposal will positively contribute to meeting the additional demand for employment from the rapidly growing population in the area:
    - The proposal will create direct and indirect employment in the region
    - The proposal will provide additional services and amenity to local residents.
- The proposed works are generally in keeping with the approved development and are unlikely to cause undue social impacts to the local community
- The site is relatively isolated from residential communities with the river, railway line and Leacock Regional Park distancing residential land from the site, as such noise and traffic impacts will be lessened
- As per the Acoustic Assessment prepared by Renzo Tonn & Associates the noise and vibration levels should be managed in accordance with the approved Construction Noise and Vibration Management Plan for MPW Stage 2 SSD 7709 and the management measures detailed in the assessment.
- Construction, waste and operational management plans are suggested to be prepared in order to ensure appropriate management of the site throughout the construction and operation phases of development to reduce impact to the community.
- As per the visual assessment reports for JN and JR, as prepared by Robert's Day, the visual impact of the structure is assessed to range between none to moderate/low. The cumulative visual impact has been concluded to be moderate/low in the 1 year scenario and low for the 10 year scenario. Recommended management mitigation measures are detailed in the Visual Assessment Reports.

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