Woolworths Wetherill Park

Socio-economic impact assessment

Prepared for
Woolworths Limited

July 2021

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1.0 INTRODUCTION

This socio-economic impact statement (SEIS) has been prepared to accompany a State Significant Development Application (SSDA) for the construction of a warehousing and logistics facility in Wetherill Park NSW (see Figure 1). The proposed development is located at 250-266 Victoria Street, Wetherill Park. Pre-construction works including demolition of existing structures, bulk earthworks and tree clearing on site have already been approved as part of an earlier DA. Consent is being sought for the construction of a 77,339 square metre warehouse with ancillary offices, car parking, docking areas, supporting infrastructure, associated landscaping and access points.

Figure 1: 3D render of the proposal

Source: Watson Young 2021

The Planning Secretary's Environmental Assessment Requirements (SEARs) issued for this proposal on 26 March 2021 indicate that the following specific matters relevant to this report are to be considered:

> **14 Socio-economic** – including an analysis of the economic and social impacts of the development, including any potential benefits to the community.

This report has been prepared to satisfy these requirements. It provides background to the development application, a description of the existing socio-economic environment and a statement regarding potential social and economic impacts from the proposed development. The methodology used to identify potential socio-economic impacts for the proposed development is broadly consistent with the NSW Department of Planning Industry and Environment (DPIE) *Social Impact Assessment Guideline*. This report also suggests mitigation measures that aim to maximise socio-economic benefits and minimise negative impacts, to the community.

2.0 THE PROPOSAL

2.1 The site

The site is located at 250-266 Victoria Street, Wetherill Park, legally described as Lots 1, 2, 3 and 4 of Deposited Plan 781975. It is located within an existing industrial area with residential zoning to the south, approximately five kilometres north west of Fairfield Railway Station. It is approximately 86,510 square metres in area and is currently in use as an industrial supply and storage facility for masonry. The site borders other warehouses on the western side, a stormwater drain on the eastern border and two street frontages, one on Redfern Street to the north and one on Victoria Street to the south. Road access to the site is possible from both frontages. The site is shown in Figure 2.

Figure 2: The site

Imagery: ESRI (accessed 2021)

2.2 The proposal

The SSDA seeks consent for the construction and operation of a warehouse and distribution centre. Woolworths Group Limited is proposing a development involving the demolition of all existing structures and construction of a warehouse and distribution centre with associated commercial offices (see Figure 3). The distribution centre would include fresh and cold produce storage and medium and heavy vehicle offloading facilities. The proposal includes construction of a warehouse, ancillary offices, car parking, docking areas, associated infrastructure, site access points and landscaping.

Figure 3: Draft architectural plan

Source: Watson Young (2021)

3.0 POLICY CONTEXT

3.1 Greater Sydney Region Plan: A Metropolis of Three Cities 2018

The *Greater Sydney Region Plan* (the Plan) was developed by the Greater Sydney Commission (GSC) and released in March 2018. The Plan sets out the vision, objectives, strategies and actions for a Metropolis of Three Cities across Greater Sydney over the next 40 years. The three cities are referred to as the Eastern Harbour City, Central River City and Western Parkland City.

The GSC has identified expansive areas to the north and east of the Western Sydney Airport to provide for Greater Sydney's long-term freight, logistics and industrial needs. It is intended that developing the region surrounding the airport will increase the diversity and growth of jobs in the Western Parkland City to serve the needs of an expanding metropolitan region. The Fairfield City Council LGA includes an important strategic centre at Fairfield Station, with its freight rail connection linking the Western Economic Corridor to Parramatta, Sydney Airport and Port Botany.

Table 1: Relevant directions and objectives – Greater Sydney Region Plan

Relevant directions	Relevant objectives
A city supported by infrastructure	• Infrastructure supports the three cities • Infrastructure aligns with forecast growth – growth infrastructure compact • Infrastructure adapts to meet future needs • Infrastructure use is optimised
A well-connected city	• Western Economic Corridors are better connected and more competitive • Freight and Logistics network is competitive and efficient
Jobs and skills for the city	• Western Sydney Airport and Badgerys Creek Aerotropolis are economic catalysts for Western Parkland City • Investment and business activity in centres • Industrial and urban services land is planned, retained and managed • Economic sectors are targeted for success

Source: Greater Sydney Regional Plan, Greater Sydney Commission, 2018

Delivery of these directions and objectives will mean that homes in Western Sydney will become increasingly connected to jobs and essential services.

3.2 Western City District Plan 2018

The *Western City District Plan* is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. It is a guide for implementing the Greater Sydney Region Plan at a district level and is a bridge between regional and local planning.

Planning priority W10 intends to maximise freight and logistics opportunities and planning and managing industrial and urban services land.

In giving effect to the Metropolitan Plan, this planning policy delivers on the following objectives and strategies in the *Greater Sydney Region Plan*:

- Objective 16: Freight and logistics network is competitive and efficient
- Objective 23: Industrial and urban services land is planned, retained and managed

3.3 The Western Sydney Aerotropolis

The site is located within the extended envelope of the Western Sydney Aerotropolis, an area defined by its proximity to the future Western Sydney Airport. The objective of the Aerotropolis is to:

> *create an accessible, innovative 24-hour city, connected globally, nationally, locally and digitally, and a prime location for investment. It is intended to become an innovation precinct and a home for technology, science and the creative industries, thereby making a significant contribution to employment across Greater Western Sydney.*

The region is intended to be a significant contributor to jobs for the region.

3.4 Fairfield Citywide Development Control Plan 2013

The Fairfield Citywide Development Control Plan (DCP) outlines a policy for preparation of a development application. In some cases, Council may request a social impact assessment.

'Any development that is likely to trigger any social issues requires a SIA, that includes:

- *Increases in land use intensity or hours of operation (for example, gaming or liquor outlets)*
- *Larger developments, including: major retail, sports or social infrastructure proposals*
- *A significant change of land use including new highways or loss of agricultural land*
- *Land uses or developments likely to be controversial or divisive'*[1].

The scale of the proposal requires an SIA to be prepared.

The Fairfield Citywide DCP includes guidelines for producing an SIA. These guidelines are outlined in Table 2 below and are coupled with the location in this report where they are addressed.

Table 2: Fairfield Citywide DCP SIA guidelines and compliance

Fairfield Council SIA study requirements	Where addressed in this report
A full description of the scope of proposed changes	Section 2.0
Examples of similar changes identified including the impacts to minority groups, different ages, income and cultural groups and future generations	Section 4.0
Impacts that are direct and indirect, long and short term, positive and negative, passing and accumulating	Section 7.0
The relative equity of impacts – How the benefits and losses will be distributed to different sections of the community	Section 7.0
Impacts over time and location are considered (e.g. local as opposed to state and national benefits and losses)	Section 7.0
Impacts which are not amendable to precise measurement are not excluded from consideration – the assessment is and evaluation not a proof	Section 7.0
The precautionary principle applied in making an assessment	This principle has been applied across Section 7.0, particularly when assessing impacts to existing residents and business in the immediate surrounds.
A review mechanism where appropriate	Appendix A

[1] Fairfield City Council (2015, S2.5.13), *Fairfield Citywide DCP*

3.5 Fairfield Employment Lands Strategy 2008

In 2008, Fairfield City Council engaged HillPDA to prepare an Employment Lands Strategy (ELS) for the Fairfield Local Government Area. The main purpose of this strategy was to provide the vision as well as the appropriate planning framework (DCP and LEP amendments) to attract employment generating uses into the LGA. The strategy identified the area as providing a diverse base of manufacturing, warehousing and service industries. The precinct was said to offer the largest industrial floor area across the LGA. The industrial precinct was developed in the 1970s and 1980s.

The precinct has retained this largely industrial character. It remains in the economic interest of the LGA to retain and plan for its industrial areas into the future to align with regional development objectives.

3.6 Fairfield City 2040 – Local Strategic Planning Statement (2020)

The Local Strategic Planning Statement (LSPS) provides the strategy for the Fairfield community's economic, social and environmental land use needs over the next 20 years. It sets out priorities for where jobs, homes and services are needed and actions for delivering on the priorities. The LSPS designates multiple areas with differing future characters. While the site is located in the Central Area, it is situated on the boundary with the Eastern Area. The Central Area is characterised by two main town centres at Prairiewood and Bonnyrigg, low density residential buildings and the Wetherill Park urban services employment area. The area is reliant on Liverpool-Parramatta T-way rapid bus transitway as a central public transport corridor.

The LSPS's priorities that are relevant to the proposal include:

- **Priority 3** - Plan for and manage areas identified for future urban development
- **Priority 6** - Ensure infrastructure is aligned to accommodate planned growth and community needs
- **Priority 7** - Leverage opportunities from major new district infrastructure and services and technological developments
- **Priority 11** - Promote a robust economy which generates diverse services and job opportunities.

Priority 6 and 7 both indicate that infrastructure provision and land use change should be aligned, which includes leveraging industrial opportunities from the Western Sydney Airport, freight and logistics investment and smaller infrastructure upgrades.

The proposal responds to the vision to expand employment opportunities in the Council area while accounting for infrastructure provision and environmental considerations.

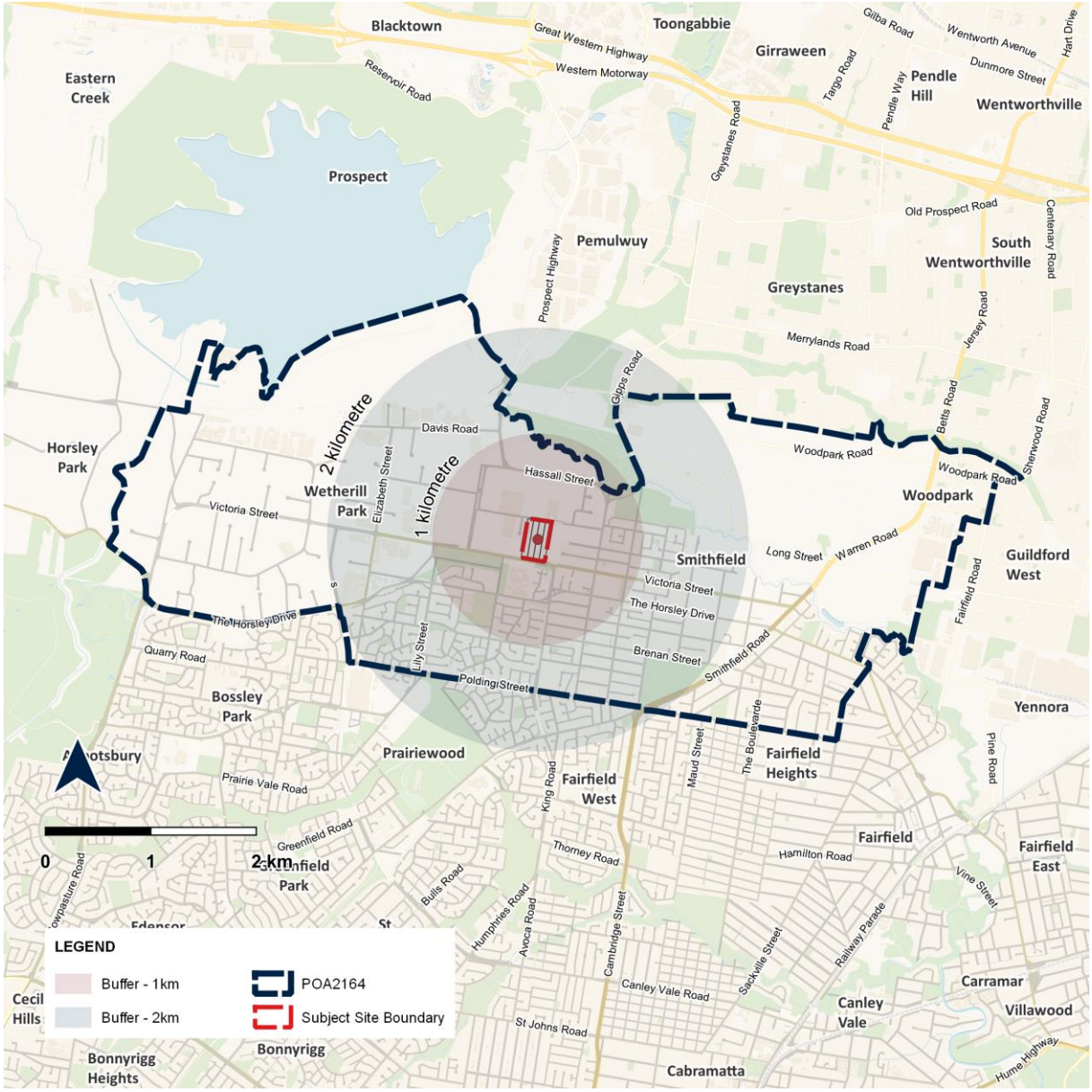
4.0 EXISTING ENVIRONMENT

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

4.1 Study area

The primary study area has been defined as Wetherill Park Postal Area (POA 2164, shown below in Figure 4. Where possible, socio-economic indicators have been benchmarked against the Greater Sydney Region.

Figure 4: Study area



Source: HillPDA (2021)

4.2 Demographic snapshot

The Census usual resident population of Wetherill Park 2016 (POA) was **19,624 living in 6,276 dwellings** with an **average household size of 3.1**.

In 2016 the **median age** in Wetherill Park (POA) was **37** which is similar to the median age in Greater Sydney, at **36** years.

There were **323** people **over the age of 85** living in Wetherill Park (POA) in 2016. There was a slightly higher proportion of residents aged between 50 and 84 years old than Greater Sydney.

In Wetherill Park (POA) in 2016, a **language other than English** was spoken in **33.4** per cent of households, compared to **24.8** per cent across Greater Sydney.

In 2016, **8.9** per cent of residents of Wetherill Park (POA) had a Bachelor degree level **qualification** significantly lower than Greater Sydney at **19.2** per cent.

In Wetherill Park (POA), 44.8 per cent of people aged over 15 years stated that their **highest level of educational attainment** was Year 12 (or equivalent). This was lower than Greater Sydney, which had 59.5 per cent of people stating Year 12 (or equivalent) as their highest level of education attainment.

In 2016, 23.9 per cent of residents were attending an educational institution, of those 16 per cent or 750 residents were attending a university or tertiary institution, compared to 25.2 per cent of residents attending institutions across Greater Sydney.

7,957 residents of Wetherill Park (POA) in 2016 reported being in the labour force in the week before Census night. Of those residents in the labour force, 8.4 per cent were **unemployed**, while 41.1 per cent were employed full-time and 11.7 per cent were employed part-time.

More Wetherill Park (POA) residents worked in **Construction** than any other industry in 2016 (12.7 per cent). Other common industries were **Manufacturing** (11.1 per cent) and **Health care** (11.0 per cent).

In 2016, 11.9 per cent of households reported an **income of $3,000 or more per week** compared to 23.6 per cent in Greater Sydney. In the same period, 18.7 per cent of households reported a weekly income of less than $500, compared to 13.0 per cent across Greater Sydney.

At the 2016 Census, the primary study area recorded a higher proportion of **family households** (79.5 per cent) compared to Greater Sydney (73.7 per cent).

Source: ABS Community Profile, 2016

4.3 Economic snapshot

According to Economy.id, in 2020, Fairfield Council's Gross Regional Product (GRP) was estimated at $10.15 billion, which represents 1.62 per cent of the NSW's Gross State Product (GSP). This indicates a 0.9 per cent growth in the LGA GRP over the previous year. In the financial year 2019-20, Fairfield LGA contributed 2.0 per cent of NSW's employment and 7 per cent of its value added. While industry GRP has been increasing over that period, the residential GRP has decreased by 0.2 per cent, indicating that the area is attracting more external non-residential services.

The ABS reported that there were 19,013 businesses active across the LGA in 2019, with 23.1 per cent of those being in Construction, followed by Transport, postal and warehousing businesses at 13.9 per cent in the 2019-20 financial year. However, when counting the number of full time equivalent (FTE) jobs, Manufacturing is the largest local industry with 10,944 (16.4 per cent) of FTE jobs across the LGA in 2019-20, followed by Transport, postal and warehousing (8,556 FTE or 12.8 per cent) and Construction (7,935 FTE or 11.9 per cent). This indicates the presence of a larger number of skilled labour roles based within the area. The strong presence of transport and logistics businesses is likely the result of the LGA's central location, transport connections, as well as the presence of intermodal logistics facilities.

When compared to Greater Sydney (GCCSA) data shows that the study area has a comparatively similar age profile, with a median age of 37 compared to 36 in Greater Sydney. There is a slightly higher proportion of residents aged over 60 years of age compared to Greater Sydney with a higher proportion of family households, and fewer group households. The median household income in the study area is noticeably lower than Greater Sydney (GCCSA).

The study area has a lower proportion of residents who are employed full-time and a higher proportion of unemployed residents compared to Greater Sydney (GCCSA). Of those residents over 15 who are engaged in employment, the major industries of employment are predominantly service-based and industrial.

4.4 Surrounding infrastructure

Surrounding social infrastructure and sensitive land uses are shown below in Figure 5. The site is located within an industrial area off a major arterial route. The predominant sensitive receivers are to the south and include residential properties, the NSW TAFE's Wetherill Park College and the Aspect Western Sydney School Smithfield, which is a school for children on the autism spectrum. While these receivers are sensitive, they are already operating adjoining a major arterial road (Victoria Street) and opposite the existing industrial uses. The existing residential to the east of the site is separated by the stormwater easement and a fifty metre wide landscape corridor.

Figure 5: Surrounding social infrastructure and uses

Source: HillPDA (2021)

Table 3: Existing social infrastructure within 2km of subject sites

Index	Type	Name	Index	Type	Name
1	Park	Emerson Street Reserve	32	Place of worship	Phuoc Hue Temple
2	Place of Worship	Spanish Seventh Day Adventist Church	33	Primary school	William Stimson Public School
3	Park	Shakespeare Park	34	Primary school	Smithfield Public School
4	Park	Locke Park	35	Primary school	Smithfield West Public School
5	Park	Corio Park	36	High school	Prairiewood High School
6	Park	Curran Park	37	Special school	Aspect Western Sydney School
7	Park	Park	38	Library	Wetherill Park Library
8	Park	Park	39	Preschool	Smithfield Public School Preschool
9	Park	Hinkler Park	40	Special school	Aspect Western Sydney School Smithfield
10	Park	Helen Park	41	Park	Long Street Park
11	Park	Beaumont Park	42	Park	Playground
12	Park	Charles Park	43	Park	Playground
13	Park	Park	47	Park	Playground
14	Park	Park	48	Community facility	1St Smithfield Scout Hall
15	Park	Hyland Road Park	49	Park	Playground
16	General hospital	Fairfield Hospital	50	Community facility	Wetherill Park Tennis Centre
17	Park	Brenan Park	51	Park	Playground
18	Park	Rosford Street Reserve	52	Park	Haywood Park
19	Park	Power Park	53	Park	Munro Street Park
20	Park	Housman Park	54	Park	Munro Street Reserve
21	Park	Park	55	Park	Playground
22	Park	Kipling Park	56	Park	Hassal Street Reserve
23	Place of worship	Smithfield Baptist Church	57	Park	Windemere Road Reserve
27	Park	Hyland Road Arboretum	58	Technical college	Wetherill Park Tafe College
28	Park	Gipps Park	59	Community medical centre	Prairiewood Community Health Centre
29	Park	Jack Ferguson Reserve	60	Park	Clarrie Atkins Park
30	Community facility	Brenan Park Community Centre	61	Park	Gipps Road Park
31	Community facility	Hyland Park Youth Centre	62	Park	Wetherill Park

4.5 Access to services

The site is well connected by bus routes, with Fairfield Railway Station approximately 5 kilometres south east. The closest shopping centre is located just outside of the 2 kilometre radius, the Stockland Wetherill Park shopping centre. Wetherill Library is situated just over 2 kilometres south west of the site. There are two child care centres located immediately south of the site on Wetherill Street, servicing the TAFE campus and surrounds (Little Land, Wetherill Park TAFE Children's Centre). According to data available from the Australian Department of Education and Training *Child Care Finder*, both services recorded vacancies in April 2021.[2]

[2] https://www.childcarefinder.gov.au/

Figure 6: The site and nearby services

5.0 COMMUNITY CONSULTATION

This chapter summaries the findings of the community consultation undertaken by Urbis. Urbis utilised multiple engagement techniques including stakeholder briefings, factsheets, door knocking, social media advertisements, community information sessions, project websites and email and phone number engagement. The following points were raised by the community and stakeholders:

- Interest in local employment opportunities
- Positive reactions to the proposal
- Concerns around impacts arising from truck movements.

For additional details on community consultation refer to the full Urbis report. The following section provides a summary of consultation outcomes and project responses.

- Fairfield City Council was supportive of the proposal and engagement strategy
- Nearby residents within a 500m radius – two residents attended a community information session. Querying about truck movements and routes, operations and local employment opportunities and discussed with the project team. One resident provided local knowledge around frequency of compression braking on Victoria Street, expressing concern of noise impact from trucks. As part of the SSDA process, an Environmental impact statement (EIS) outlining impacts and mitigations will be completed, including further traffic and noise assessments
- Residents of Haywood Close, Hassall Street, Ainsworth Crescent, Galton Street, Victoria Street and Wetherill Street – 25 residents were home and spoke to the project team and responded either positively or neutrally. Feedback included:
    - improved aesthetic value provided by the proposed design
    - provision of fresh food for local stores
    - proposed truck route via Redfern Street away from residential areas
    - being proactively engaged early in the project approval process.
  - **Verbatim responses included:**
    - "That [the proposal as seen on fact sheet] looks great – better than what's there."
    - "Thank you for letting us know about this."
    - "This means I will get fresher fruit!"
    - "I like it [the proposal as seen on fact sheet]."
    - "It's good you have the trucks going on Redfern Street."
    - "That building [the proposal as seen on fact sheet] looks good. It's not like I am looking at the ocean here."
  - **Negative feedback from 1 resident included**
    - concerns about the impact of noise from trucks.

Based on a preliminary assessment, Woolworths expects the noise impact of trucks to be minimal, with appropriate mitigation measures. As part of the SSDA process, the project must complete an Environmental Impact Statement (EIS) that will outline the impacts of the proposal and the proposed mitigation and management methods. This would include further traffic and noise assessments. The EIS will be available for public comment as part of the approval process.

6.0 ECONOMIC IMPACTS

This Chapter assesses the potential uplift of economic output and employment generated by the proposal against the base case ('do nothing' option or existing uses on site). Economic impacts include employment generation, wages and gross value added (GVA or contribution to gross regional product). The economic impacts during construction are also assessed.

6.1 Base Case economic assessment

The site currently contains three industrial/warehouse buildings in the southern half of the site, with the northern half of the site being used as truck storage. The address of the buildings is 250-266 Victoria Street, Wetherill Park.

The three buildings provide an estimated 10,890 square metres of gross floor area (GFA) and are occupied by a construction masonry supply store. The uses are primarily general storage and distribution. The economic contribution of these uses are as follows.

6.1.1 Employment

The existing uses on the site are estimated to provide around 121 jobs based on 100 square metres of floor space per worker.

Table 4: Estimated employment generation - Base Case

Land use	Floorspace (GFA)	Sqm/Employee	No. Workers
Masonry supply warehouse	10,890	100	**121**

6.1.2 Wages and Gross Value Added (GVA)

Based on IBIS World Industry Reports, HillPDA has estimated the current salaries of workers per annum on the site is approximately $4.6 million.

The gross value added (GVA) of an industry refers to the value of outputs less the costs of inputs. It measures the contribution that the industry makes to the country's wealth or gross regional product (GRP). It is estimated that the current land uses on-site potentially contribute **$6.3 million** every year.

Table 5: Estimated employment generation - Base Case

Land use	No. Workers	Average Wage/IVA/worker	$ (m)
Wages*	121	$67,760	$8.2
GVA*	121	$94,402	$11.4

Source: IBIS world reports 2020

6.2 Construction economic benefits

Preliminary construction cost of approximately $**283 million** provided by Rider Levett Bucknall (RLB) have been used for this assessment.

The construction industry is a significant component of the economy accounting for 8% of Gross Domestic Product (GDP) and employing almost one million workers across Australia[3]. The industry has strong linkages with other sectors, so its impacts on the economy go further than the direct contribution of construction. Multipliers refer to the level of additional economic activity generated by a source industry.

[3] 5206.0 Australian National Accounts: National Income, Expenditure and Product 2018

There are two types of multipliers:

- **Production induced**, consisting of:
  - **First round effects:** the outputs and employment required to produce the inputs for construction
  - **Industrial support effects:** the induced extra output and employment from all industries to support the production of the first round effect.
- **Consumption induced**, 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.

6.2.1 National multiplier effects

The source of the multipliers adopted in this report is from the *ABS Australian National Accounts: Input-Output Tables 2017-18* (ABS Pub: 5209.0). From these tables, HillPDA has identified production induced and consumption induced multiplier rates of 1.28 and 0.91 respectively for every dollar of construction. The table below quantifies associated economic multipliers resulting from the construction process.

Table 6: National construction multipliers ($m)

	Direct Effects	Production Induced Effects	Consumption Induced Effects	Total
Output multipliers	1	1.281	0.905	3.186
Output ($m)	282.9	362.4	256.1	901.4

Source: HillPDA Estimate from ABS Australian National Accounts: Input-Output Tables 2017-18

The estimated direct construction cost of $283 million would generate a further **$362 million** of activity in production induced effects and **$256 million** in consumption induced effects. The total economic activity generated by construction of the Planning Proposal would be around **$901 million**.

Note that these multiplier effects are national. The ABS states that:

"Care is needed in interpreting multiplier effects; their theoretical basis produces estimates which somewhat overstate the actual impacts in terms of output and employment. Nevertheless, the estimates illustrate the high flow-on effects of construction activity to the rest of the economy. Clearly, through its multipliers, construction activity has a high impact on the economy."

In particular, the multiplier impacts can leave the impression that resources would not have been used elsewhere in the economy had the development not proceeded. In reality, many of these resources would have been employed elsewhere. Note that the NSW Treasury guidelines state:

"Direct or flow on jobs will not necessarily occur in the immediate vicinity of the project – they may be located in head office of the supplier or in a factory in another region or State that supplies the project"[4].

Nevertheless, economic multiplier impacts represent considerable added value to the Australian economy.

6.2.2 Local multiplier effects

The increased demand in the construction industry stemming from the proposal will have a direct impact on the output on the construction industry in the Fairfield LGA along with indirectly affected industries that assist direct production or cater to increased consumption.

The table below details the output multipliers and shows the impact of the change in demand generated by the development and the impact on the Fairfield LGA production and consumption in the first year of operation.

[4] Source: Office of Financial Management Policy & Guidelines Paper: Policy & Guidelines: Guidelines for estimating employment supported by the actions, programs and policies of the NSE Government (TPP 09-7) NSW Treasury

These multipliers reflect the size of local industries based on 2016 Census data. The forecast increase in total economic output in the Fairfield LGA is approximately $461 million, as shown in the table below.

Table 7: Local construction output impacts

	Direct effects	Production induced effect	Consumption induced effect	Total
Output multipliers	1	0.299	0.331	1.630
Output ($million)	282.9	85	94	461

Source: HillPDA Estimate using data from ABS Australian National Accounts: Input-Output Tables 2017-18 (ABS Pub: 5209.0) and ABS Census 2016 Data

6.3 Construction related employment

6.3.1 National construction employment

Every $1 million of construction work undertaken generates 2.50 job years directly in construction.[5] Based on an estimated construction cost of $283 million the proposal would directly generate **707 job years**[6] directly during construction.

Table 8: National construction employment ($m)

	Direct effects	Production induced effect	Consumption induced effect	Total
Multipliers	1	1.582	1.434	4.016
Employment No. per $million	2.50	3.95	3.58	10.03
Total Job Years Generated	707	1,118	1,013	2,838

Source: HillPDA Estimate using data from ABS Australian National Accounts: Input-Output Tables 2017-18

From the *ABS Australian National Accounts: Input-Output Tables 2017-18*, HillPDA has identified employment multipliers for production and consumption induced impacts of 1.58 and 1.43 respectively for every job year directly in construction. Including the multiplier impacts, the proposal would generate a total of **2,838 job years directly and indirectly**.

6.3.2 Local construction employment

Every million dollars of construction work undertaken generates 2.3 job years directly in construction.[7] Based on the estimated construction cost, 657 on-site job years[8] would be directly generated by the proposed development as shown in the table immediately below.

Table 9: Local construction employment ($m)

	Direct effects	Production induced effects	Consumption induced effects	Total
Multipliers	1	0.242	0.297	1.470
Employment No. per $million	2.323	0.605	0.742	3.670
Total Job Years Generated	657	171	210	1,038

Source: HillPDA Estimate using data from ABS Australian National Accounts: Input-Output Tables 2017-18

[5] Source: ABS Australian National Accounts: Input – Output Tables 2017-18 (ABS Pub: 5209.0)
[6] Note: One job year equals one full-time job for one year
[7] Source: ABS Australian National Accounts: Input – Output Tables 2017-18 (ABS Pub: 5209.0)
[8] Note: One job year equals one full-time job for one year

The Australian National Accounts, readjusted with local Census data, identified the Fairfield employment multipliers for production and consumption induced effects of 0.6 and 0.7 respectively for every job year in direct construction. Including the multiplier impacts, the proposed development is forecast to generate a total of 1,038 job years directly and indirectly in construction.

6.4 Post-construction economic benefits

6.4.1 Employment generation

Upon completion the proposal would provide a total of **697 jobs**. This represents an increase of around **576 jobs** over the Base Case (almost a fivefold increase).

The breakdown of employment on-site is provided in the table below.

Table 10: Estimated employment generation

Land Use	Employment Density*	GLA	Units	Jobs
Distribution centre	1 / 100 workers	69,740	sqm	697

6.4.2 Wages and salaries

Based on IBIS World Industry Reports, HillPDA has estimated the worker salary generated at approximately **$47.2 million** per annum. This represents an increase of around **$39 million** per annum over the Base Case.

The breakdown by land use is provided in the table below.

Table 11: Estimated salary generation

Land use	No. Workers	Average Wage	Total Remuneration
Distribution centre	697	$67,760	$47.3

Source: IBIS World Industry Reports, HillPDA

6.4.3 Gross Value Added

The proposed land uses are estimated to potentially contribute **$67.8 million** every year to the local economy. This represents an increase of around **$56.4 million** per annum over the Base Case (around a fivefold increase).

Table 12: Estimated Gross value added

Land Use	Jobs	GVA / Worker	Gross Value Added
Distribution centre	697	$97,375	$67.9m

Source: IBIS World Industry Reports, HillPDA

6.5 Summary of findings

Economic impacts of the proposal are generated both during the and post-construction.

Economic benefits during construction

Based on a construction cost of $283 million, the economic benefits resulting from the construction of the proposal on a national level are estimated at:

- $362 million of activity in production induced effects
- $256 million in consumption induced effects
- Total economic activity generated by the construction of the proposal of around $901 million
- Directly generate 707 job years in construction and a total of 2,838 job years both directly and indirectly.

At a Local (LGA) level:

- $85 million of activity in production induced effects
- $94 million in consumption induced effects
- Total economic activity generated by the construction of the proposal of around $461 million
- Directly generate 657 job years in construction and a total of 1,038 job years both directly and indirectly.

Economic benefits post-construction to Fairfield LGA

Based on the construction cost of $283 million provided by RLB, and estimated provision of approximately 700 ongoing jobs, the economic benefits resulting from the proposal, post-construction are estimated at:

- 697 jobs, an increase of around 576 jobs over the Base Case
- $47.3 million in wages, an increase of around $39.1 million per annum over the Base Case
- $67.9 million in GVA, an increase of around $56.5 million per annum over the Base Case.

7.0 POTENTIAL SOCIAL IMPACTS

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

Social issues already in existence are relevant only as context, within which, the impacts of the proposed development must be examined. Issues have been assessed based on their impact during the construction and operational period of the development.

Social impacts can involve changes to:

- Way of life
- Community
- Access to and use of infrastructure services and facilities
- Culture
- Health and wellbeing
- Surroundings
- Livelihoods
- Decision-making systems.

7.1 Expected and perceived impacts

The potential impacts arising from the proposed development as summarised below:

Table 13: Description of potential social impacts

Impact category	Characteristic
Way of life	• Potential disruption to daily lives resulting from construction activity, specifically vehicle movements (disruption to road and pedestrian movement) • Potential disruption to surrounds arising from permanent changes to land uses on site (times and patterns of operation, proposed operations on site will operate 24/7).
Community	• Potential positive impacts to community cohesion through improved access to employment and local economic activity in an area with lower than average incomes and employment access.
Access	• Potential disruption to accessibility of services during construction, particularly those relating to receiver to the south including TAFE College and associated services • Impacts to road network usage arising from increased vehicular movements to the site during operation • Potential additional demand for child care services near to the site, likely moderated by spread of workers over 24 hour operations.
Culture	• No Aboriginal or Non-Aboriginal heritage items known. The Aboriginal Heritage Due Diligence Assessment prepared by Artefact indicate that "The study area has been assessed to have nil- low Aboriginal archaeological potential."
Health and wellbeing	• Potential health impacts for workers on surrounding properties relating to construction activities (noise and dust) • Potential safety impacts arising from risk of antisocial behaviour at potential risk areas on and around the site during construction and operation.
Surroundings	• Potential impacts arising from changes to built form on site (erection of new warehouse) • Potential impacts arising from construction activity (visual disruption from scaffolding, construction equipment on site).
Livelihoods	• Positive impacts to livelihoods arising from economic activity and direct and indirect employment opportunities during construction and operation • Additional employment opportunities available on site during operation.
Decision-making systems	• Stakeholders affected by proposed works and activities (surrounding residents and businesses) may feel unable to influence the project and come forward with queries or concerns about potential impacts.

7.2 Impact assessment, prediction and management

Table 14 provides an assessment of the social risk of each impact 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 in Table 4 of Appendix A. Mitigation measures have been provided for negative impacts.

Table 14: Significance of social impacts

Impact theme	Impact detail	Stakeholders impacted	Suggested mitigation	Post mitigation		
				Likelihood	Magnitude	Significance
Way of life	Disruption to daily lives during construction (changed access). Fewer vehicles resulting from loss of workers currently on site, but greater heavy construction vehicle movements	Surrounding properties	• Implementation of a construction management plan prepared by Root Partnerships minimise disruption from construction activities (mitigating disruptive activities and managing vehicle movements). The preliminary plan "demonstrates the demolition and excavation works proposed have been well considered and the environmental impact associated can be managed and minimised." • Development and implementation of a work place travel plan (per Traffic and Transport Report recommendation) to: – identify existing bus routes which stop adjacent and close to the site – including the location of bus stops and pedestrian crossings at signalised intersections – work with bus operators to improve services – encourage public transport by employees and visitors through the provision of information, maps and timetables in a site travel plan – raise awareness of health benefits of walking and cycling – encourage cycling by providing safe and secure bicycle parking, including the – provision of bicycle parking for employees, plus showers and lockers.	Unlikely	Minimal	**Low**

Impact theme	Impact detail	Stakeholders impacted	Suggested mitigation	Post mitigation		
				Likelihood	Magnitude	Significance
	Permanent changes to amenity of surrounds due to intensification of land uses on site during operation (increased volume of built form, height and mass)	Surrounding properties	• Ensuring that building design and operations are aligned with assumptions and recommendations included in the Noise Impact Assessment, to ensure noise disruption is appropriately mitigated in line with specified Local and State Government requirements.	Possible	Minimal	**Low**
Community	Potential positive impacts to community cohesion through improved access to employment on site and economic activity arising from expenditure during construction and operation	District	• None (positive)	Likely	Minor positive	**Medium positive**
Access	Potential disruption to accessibility of services during construction, particularly those relating to receiver to the south including TAFE College, special school and residential properties. The Construction traffic and management plan for demolition and early works prepared by Colston Budd Rogers & Kafes, found that the proposal was unlikely to add significant additional traffic during construction and that the existing road network would be sufficient	Surrounding properties (workers, residents and students)	• Per the Construction Traffic Management Plan, it is understood that vehicular access to the site will be primarily via Redfern Street, (Section 2.11), away from sensitive uses to the south. The plan further includes identified hours of work and identified routes to minimise traffic disruption.	Possible	Minimal	**Low**
	Impacts to road network usage arising from increased vehicular movements to the site during operation. The traffic assessment identified that the proposed parking provision is appropriate, and the surrounding road network and intersections will be able to cater for the development traffic.	Surrounding properties	• Implementation of recommendations from Traffic and Transport Report to manage potential traffic congestion impacts • Development and implementation of a work place travel plan (per Traffic and Transport Report recommendation, see above).	Unlikely	Minor	**Low**
	Potential additional demand for child care services near to the site, likely	Locality (workers and residents)	• Vacancies exist within surrounding facilities • Ongoing monitoring of access to child care amongst workers on site once operational.	Unlikely	Minor	**Low**

Impact theme	Impact detail	Stakeholders impacted	Suggested mitigation	Post mitigation		
				Likelihood	Magnitude	Significance
	moderated by spread of workers over 24 hour operations					
Health and wellbeing	Health impacts for workers on surrounding properties relating to construction activities (noise and dust). The preliminary air quality impact assessment conducted by Northstar air quality identified there to be a high risk of health or nuisance impacts during demolition works and a high risk of health or nuisance impacts during construction works. The proposal does not cause any exceedances of the air quality criteria.	Surrounding properties (workers and visitors)	• Implementation of a management plan during construction to mitigate dust and noise impacts. • As identified in the Northstar, a range of standard mitigation measures are available to ensure that short-term impacts associated with construction activities are minimised.	Unlikely	Minor	**Low**
	Potential safety impacts arising from risk of increased crime and antisocial behaviour at potential risk areas on and around the site during construction and operation	Workers on site Visitors to area Surrounding properties	• Implementation of design and operations management recommendations of CPTED report including access control measures (doors, barriers), active surveillance measures (CCTV, security), adequate lighting, adequate wayfinding and security signage, and use of appropriate landscaping and materials.	Unlikely	Minor	**Low**
Surroundings	Changes to surrounding environment and built form (height/scale and bulk) potentially affecting amenity and privacy	Surrounding properties	• Consultation with surrounding properties during design process to ensure that impacts of built form changes are minimised.	Unlikely	Minor	**Low**
	Disruption to amenity of surroundings resulting from construction activity (primarily noise and dust)	Surrounding properties (workers and businesses)	• Implementation of Construction Management Plan during construction to mitigate amenity impacts arising from construction. The results indicate that the noise impact of construction traffic on the existing road network has been assessed within to not be significant.	Unlikely	Minor	**Low**
Livelihood	Positive impacts to livelihoods arising from economic activity of additional workers on site during construction and operation	Locality (businesses, workers and residents)	• None (positive).	Likely	Minor positive	**Medium positive**

Impact theme	Impact detail	Stakeholders impacted	Suggested mitigation	Post mitigation		
				Likelihood	Magnitude	Significance
	Impact to livelihood to surrounding businesses through loss of income from workers on site during construction	Surrounding businesses	• Encouraging construction workers on site to utilise surrounding services during construction.	Possible	Minor	**Low**
	Improved access to employment through additional jobs to be provided on site during construction and operation	Locality (residents and workers)	• None (positive).	Possible	Minor positive	**Medium positive**
Decision-making systems	Stakeholders affected by proposed works and activities (surrounding residents and businesses) may feel unable to influence the project and come forward with queries or concerns about potential impacts.	Surrounding businesses and workers	• Ensuring the availability of a publicly available point of contact for questions or complaints throughout construction phase • Implementation of a clear and transparent process for resolving questions or complaints throughout the construction phase. • Ensuring the availability of a point of contact to manage and resolve questions or complaints relating to operation of the proposal when complete.	Unlikely	Minor	**Low**

8.0 SUMMARY OF IMPACTS

The potential socio-economic impacts of a proposed Woolworths warehouse and distribution centre at 250 Victoria Street, Wetherill Park are summarised below.

- The area in which the proposal is situated is predominantly industrial in character, nearby sensitive land uses predominantly relate to the TAFE and special school, which are located south of the site, across Victoria Street. Both are sufficiently setback that amenity impacts would be limited. Access to the site during construction and operation would be routed via Redfern Street, on the road interface farthest away from these receivers, thereby limiting impacts to access on Victoria Street.
- The site is currently used as a masonry supply store. It is unlikely that activity generated by the proposal during normal business hours would be markedly different from the existing baseline. The impact of 24/7 operation outside those hours will be mitigated by the absence of any users sensitive to out of hours operation directly adjoining the site (there is no directly adjoining residential) and along access ways to main thoroughfares limiting potential impacts of vehicle noise disruption.
- The sentiment from the preliminary community consultation with various stakeholders have been positive to date. Most resident responses were positive, approving of the additional employment opportunities and improvement in design over existing site uses. There was one response from a resident expressing concerns of noise impacts arising from trucks, however impacts and mitigation measures will be further investigated as part of the required Environmental Impact Assessment.
- The Construction traffic and management plan for demolition and early works prepared by Colston Budd Rogers & Kafes, found that the proposal was unlikely to add significant additional traffic during construction and that the existing road network would be sufficient, but recommended the implementation of a Workplace Travel Plan to manage travel demand on site.
- Potential construction noise and vibration impacts have been assessed as part of the Noise and Vibration Report prepared by Renzo Tonin & Associates, which includes a range of mitigation, management and monitoring measures, which are supported by this report. It also concluded that the noise impact of construction traffic on the existing road network has been reviewed and is considered not to be significant.
- The Traffic and Access Report by Colston Budd Rogers & Kafes indicates that "the proposed parking provision is appropriate" and that "the surrounding road network and intersections will be able to cater for the development traffic".
- Potential operational noise and vibration impacts have been assessed as part of the Noise and Vibration Report prepared by Renzo Tonin & Associates, which recommends a range of noise mitigation structures and management strategies to be incorporated into the proposal, which would sufficiently minimise any potential amenity impacts from noise, with the Noise and Vibration impact assessment concluding that, with mitigations in place "*the predicted noise levels have demonstrated that the facility can comply with the requirements of the NSW Noise Policy for Industry (NPfI) (EPA 2016) for Industry at all potentially impacted receivers.*"
- The preliminary air quality impact assessment conducted by Northstar air quality identified "there to be a high risk of health or nuisance impacts during demolition works and a high risk of health or nuisance impacts during construction works. However, a range of standard mitigation measures are available to ensure that short-term impacts associated with construction activities are minimised". The assessment concludes "it is demonstrated that the operation of the proposal does not cause any exceedances of the air quality criteria. It is respectfully suggested that the SSD application should not be refused on the grounds of air quality issues." For a detailed list of mitigation measures and management plan, see accompanying Northstar air quality impact assessment.

- The proposal will yield significant economic benefits to a local area which has recorded higher rates of unemployment and lower incomes.
- It will generate a significant amount of local employment both during construction and operation, with 657 job years during construction and around 697 ongoing jobs when operational. This will benefit to the wider community through better access to employment opportunities and meeting future population growth in the area.
- It is estimated that the salaries of approximately $47.3 million per annum, representing an increase of around $39.1 million per annum over existing uses on site and that the proposal will contribute $67.9 million every year to the local economy in gross value added, representing an increase of around $56.5 million over the existing land uses.
- This improved livelihood itself can yield further benefits through enhanced community cohesion and reduced financial strain on households. Furthermore, the presence of employment opportunities closer to local residences can yield improvements in overall wellbeing, as resident workers travel less distance and have more time for recreation and family.

9.0 CONCLUSION

The potential social and economic impacts of a proposed Woolworths distribution centre at the Wetherill Park are summarised as follows:

- The construction of the proposed development would generate approximately $67.9 million in GVA, an increase of around $56.5 million per annum over current operations
- The proposal is expected to directly generate 707 job years in construction and a total of 2,838 job years both directly and indirectly
- The proposal will positively contribute to meeting the additional demand for employment from the 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 area in which the proposal is situated is predominantly industrial in character, site interfaces and proposed mitigation measures will ensure that sensitive receivers are located away from site interfaces and traffic routes proposed during construction and operation
- The proposed works are generally in keeping with the existing characteristics of the industrial area and are unlikely to cause undue social impacts to the local community
- The site is relatively separated from residential communities, with Victoria Street and reserves surrounding the canal distancing nearest residential land from the site. This combined with the existing industrial uses mean that impacts such as noise and traffic would be moderated and in line with baseline uses
- As per the Demolition and Excavation Noise and Vibration Management Plan prepared by Renzo Tonin and Associates, the noise and vibration levels should be managed in accordance with recommended management measures, including the incorporation of three noise mitigating structures
- Construction, waste and operational management plans are 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
- Engagement undertaken by Urbis concluded that community sentiment towards the proposal was generally positive, particularly on economic and visual improvements. There were some concerns around traffic generation, however they can be managed through the implementation of the recommendations of the traffic report, including Travel Management Plan.

The likely socio-economic benefits of the proposal are deemed to exceed potential negative socio-economic impacts. Overall, the proposal is supported.

APPENDICES

APPENDIX A: METHODOLOGY

A.1 Methodology

This SIA has been prepared having regard to the relevant NSW Government and Council guidelines. Figure A presents the key steps and tasks undertaken to prepare this SIA.

Figure A: Assessment approach

Source: Adapted from Vanclay, F., et al. (2015): p. 7

A.1.1 Impact assessment framework

The impact assessment presented in this report identifies and evaluates changes to existing social conditions due to the project. This includes the assessment of direct and indirect benefits and effects/impacts, as well as consideration of any cumulative impacts. Individual impacts are evaluated in terms of the likelihood of the impact occurring, the characteristics of the impact and the magnitude of the impact.

A.1.2 Likelihood of impact

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 1.

Table 1: Likelihood of impact

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

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

A.1.3 Characteristics of impact magnitude

The magnitude of a potential impact is a key consideration to determine a risk rating, in determining the magnitude of a potential impact there are five key characteristics that must be considered, these are shown below in Table 2.

Table 2: Characteristics of social impact magnitude

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

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

A.1.4 Levels of impact magnitude

Below in Table 3, categories of scale to assess the overall level of magnitude of social impacts.

Table 3: Magnitude levels for social impact

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

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

A.1.5 Significance of impact

Potential impacts are identified as part of the scoping process (see Section 6). They are then analysed based on the nature of the impact and its predicted severity. A mitigation strategy is proposed if necessary and finally both impacts are assigned a Social Risk Rating (SRR). The matrix used to calculate SRR is below in Table 4. The Social Risks for the proposed development are assessed using this matrix.

Table 4: Social risk matrix

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

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

APPENDIX B: COMPARATIVE DEMOGRAPHY

Population (2016)

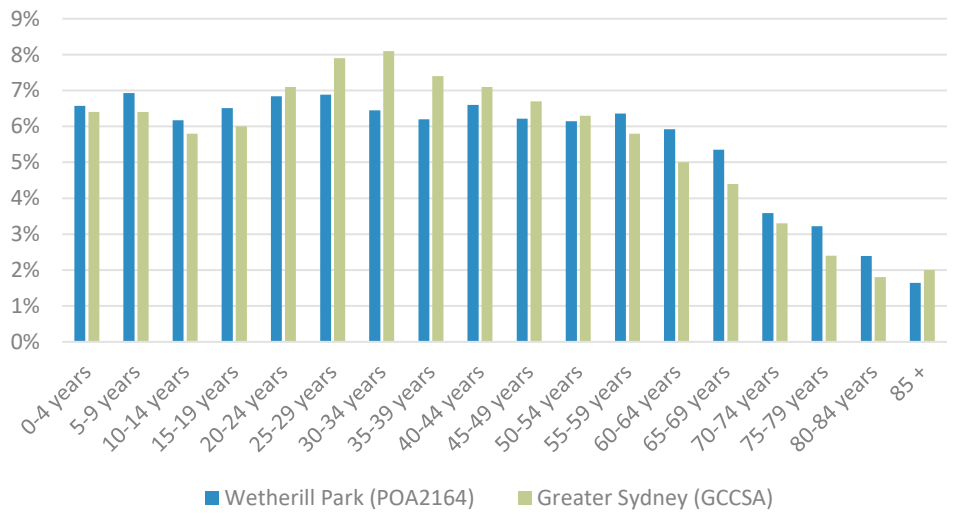
Wetherill Park (POA2164)	*Greater Sydney (GCCSA)*
19,624	**4,823,991**

The ABS Estimated Resident Population in Fairfield LGA in 2020 was 210,825.

Median age

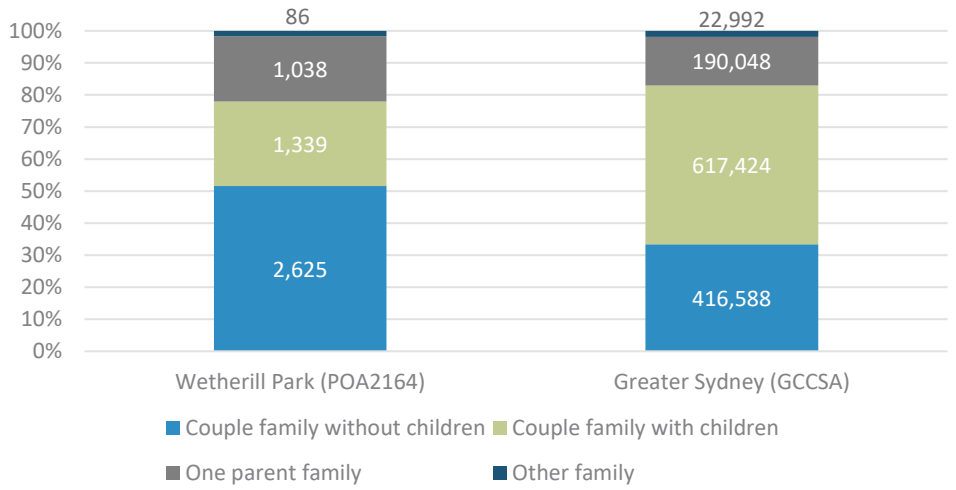
Wetherill Park (POA2164)	*Greater Sydney (GCCSA)*
37	**36**

Age structure



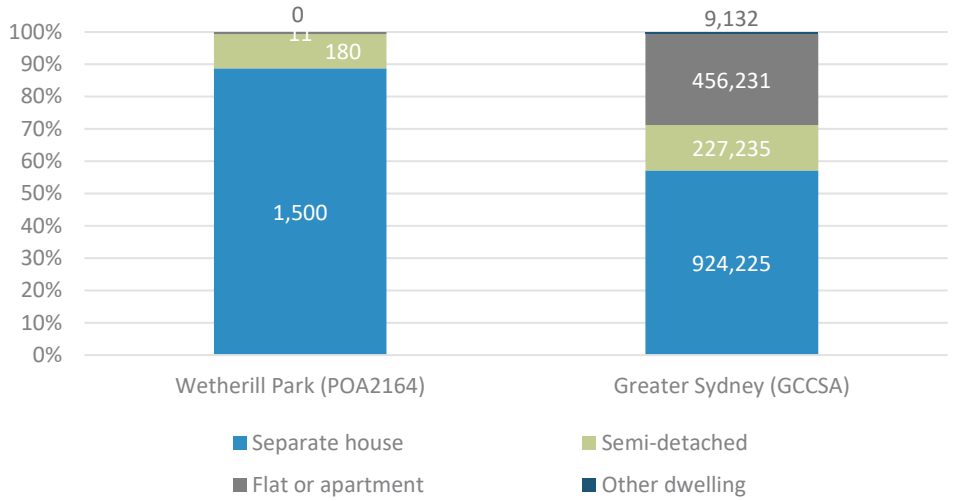
Source: ABS (2016), Community Profile

Family composition



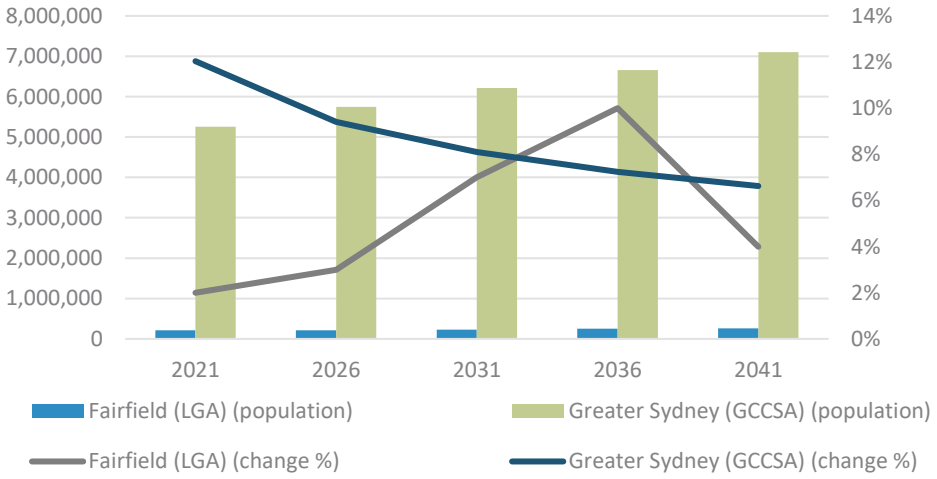
Source: ABS (2016), Community Profile

Household structure



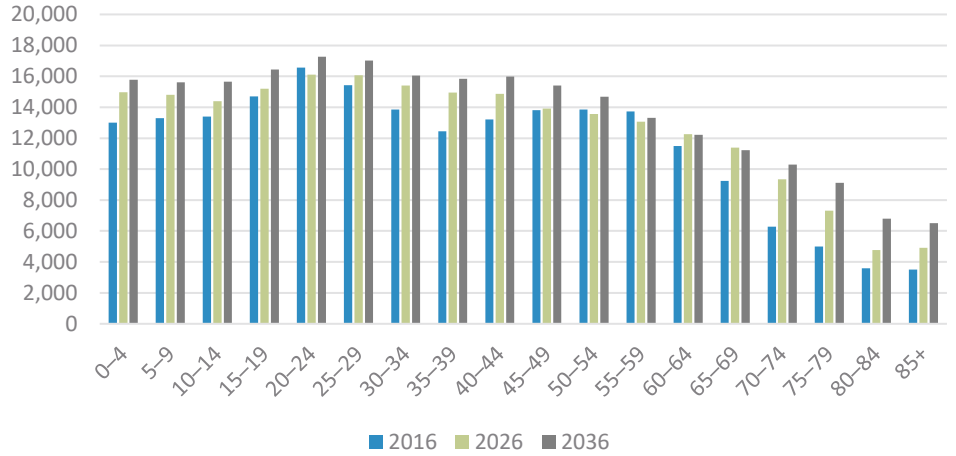
Source: ABS (2016), Community Profile

Population growth



Source: DPIE population projections, 2019

Future population (Fairfield LGA)



Source: Forecast.id

Median household income

Wetherill Park (POA2164)	*Greater Sydney (GCCSA)*
$1,296	**$1,750**

Socio-Economic Index for Areas (SEIFA)

Fairfield LGA

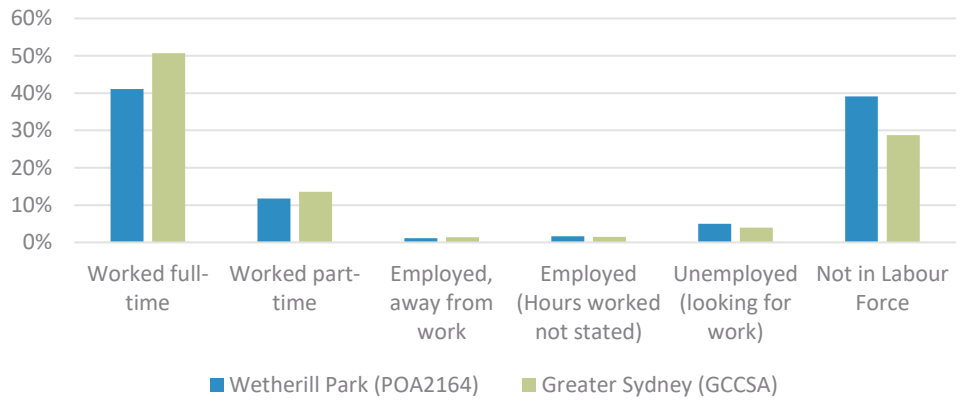
Index of Relative Socio-Economic Advantage and Disadvantage (IRSAD)

Decile: 2nd

Rank: 65/544

Fairfield LGA is placed in the second decile for the IRSAD, meaning it is relatively less socio-economically disadvantage. Is ranked 65th out of 544 LGA's in Australia.

Labour force status



ABS (2016), Community profile

Industry of employment (top 5)

Construction (12.7%)
Manufacturing (11.1%)
Health care and social assistance (11.0%)
Retail trade (10.6%)
Transport, postal and warehousing (8.0%)

Health care and social assistance (12.2%)
Professional, scientific and technical services (10.4%)
Retail trade (9.8%)
Construction (8.6%)
Education and training (8.5%)

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