

The logo for URBIS, featuring the word "URBIS" in a bold, white, sans-serif font. The text is contained within a white square frame that is partially open on the right side. A white horizontal line extends from the right side of the square frame across the top of the page.

URBIS

# SOCIAL IMPACT ASSESSMENT

600 Woodstock Avenue Rooty  
Hill

Prepared for

**PROJECT STRATEGY C/O CHARTER HALL AND  
CLEANAWAY**

14 January 2022

**This Social Impact Assessment was prepared and reviewed by:**

Director **Dr Rachel Trigg**  
Doctor of Philosophy (Built Environment)  
Bachelor of Arts (Social Geography)  
Member of Planning Institute of Australia

I confirm this SIA contains all relevant information and complies with legal and ethical obligations of social impact practitioners, including those set out in the Social Impact Assessment Guidelines for State Significant Project, 2021, prepared by the Department of Planning, Industry and Environment.

I further confirm that none of the information contained in the SIA is false or misleading.



**This Social Impact Assessment was prepared by:**

Senior Consultant **Alyce Noney**  
Bachelor of Planning  
Master of Urban Management and Planning  
Member of Planning Institute of Australia

Consultant **Hugo Walton**  
Bachelor of Arts (Human Geography)  
Bachelor of Planning  
Member of Planning Institute of Australia

Project Code P0037410  
Report Number Final

---

**Urbis acknowledges the important contribution that  
Aboriginal and Torres Strait Islander people make in  
creating a strong and vibrant Australian society.**

**We acknowledge, in each of our offices the Traditional  
Owners on whose land we stand.**

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

© Urbis Pty Ltd  
50 105 256 228

All Rights Reserved. No material may be reproduced without prior permission.

You must read the important disclaimer appearing within the body of this report.

[urbis.com.au](http://urbis.com.au)

# CONTENTS

<b>Executive Summary</b> .....	<b>i</b>
<b>1. Introduction</b> .....	<b>1</b>
1.1. Project overview.....	1
1.2. Report purpose and scope .....	2
1.3. Structure of this report .....	2
<b>2. Methodology</b> .....	<b>3</b>
2.1. Approach to assessing social impacts.....	3
<b>3. Policy context</b> .....	<b>5</b>
<b>4. Social baseline</b> .....	<b>7</b>
4.1. Social locality .....	7
4.2. Community profile .....	9
4.3. Relevant engagement outcomes .....	10
4.4. Areas of social influence .....	11
<b>5. Expected and perceived impacts</b> .....	<b>1</b>
5.1. Neutral to low impacts.....	1
5.2. Moderate to high impacts .....	3
<b>6. Assessment of significant impacts</b> .....	<b>5</b>
6.1. Increased local employment opportunities .....	5
6.2. Potential for longer travel times .....	6
<b>7. Conclusion</b> .....	<b>8</b>
7.1. Recommendations .....	8
7.2. Overall impact assessment.....	8
<b>References</b> .....	<b>9</b>
<b>Disclaimer</b> .....	<b>10</b>
.....	11
<b>FIGURES</b>	
Figure 1 Social impact categories .....	2
Figure 2 Social context .....	7
Figure 3 Site photos.....	8
<b>PICTURES</b>	
Picture 1 The site viewed from the intersection of Woodstock Ave and Kellogg Rd.....	8
Picture 2 Entrance to the site from Woodstock Ave .....	8
Picture 3 Entrance to the site from Kellogg Rd .....	8
Picture 4 Opposite the site on Woodstock Ave .....	8
Picture 5 Infrabuild Steel Mill opposite the site on Kellogg Rd .....	8
Picture 6 The entrance to Nurranginy Reserve on the eastern end of Woodstock Ave.....	8
<b>TABLES</b>	
Table 1 Social impact significance matrix.....	i
Table 2 SIA methodology .....	3
Table 3 Social impact significance matrix.....	3

Table 4 Relevant social themes from policy review ..... 5

Table 5 Key Council feedback ..... 10

Table 6 Initial scoping of moderate to high impacts ..... 3

# EXECUTIVE SUMMARY

This Social Impact Assessment (SIA) has been prepared for Project Strategy on behalf of Charter Hall and Cleanaway for 600 Woodstock Avenue, Rooty Hill (the site). The SIA is to inform a State Significant Development Application (SSDA) on site for the construction and operation of a materials recycling facility.

Secretary’s Environmental Assessment Requirements (SEARs) were issued for this project (SSD-29999239) on 9 November 2021. SEARs requires the applicant to:

- Provide a social impact assessment in accordance with the Department’s Social Impact Assessment Guideline.

This SIA has been prepared in response to the above requirement.

## Assessing social impacts

A SIA is a specialist technical study which identifies and analyses the potential positive and negative social impacts associated with a proposal. Social impacts are the consequences that people experience when a new project brings change. Social impacts are those that impact on people’s way of life, community, accessibility, decision making, culture, livelihoods, surroundings and health and wellbeing.

The potential impacts of the proposal are assessed by comparing the magnitude of impact (minimal to transformational) against the likelihood of the impact occurring (very unlikely to almost certain). This risk assessment methodology has been applied from the DPIE SIA Guideline: Technical Supplement (2021) and is outlined below.

Table 1 Social impact significance matrix

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

Source: DPIE, 2021, SIA Guideline for State Significant Projects: Technical Supplement, p. 13

## Potential social impacts

The assessment identified the proposal will result in a range of neutral – low social impacts on the community, as detailed in Section 5. These impacts are not considered significant and therefore have not required a higher level of assessment.

Based on the assessment in this report, the key social impacts of this proposal are:

- **Increased local employment opportunities:** the proposal is expected to have a high positive impact on the Rooty Hill and Blacktown LGA community by creating new, local employment opportunities in an area of identified need.
- **Potential for longer travel times:** based on the Transport Impact Assessment, the proposal is unlikely to increase traffic congestion on the surrounding road network, with all key intersections expected to operate at the same level of service with remaining capacity. Additional traffic on the local road network

is therefore unlikely to create a significant impact on the community's ability to travel and access services.

Recommendations are provided below to help further manage and improve the potential impacts arising from the proposal.

## **Recommendations**

The following recommendations are provided to further manage the potential impacts from the proposal:

- Consider developing an employment plan to support local employment and training opportunities. This could be prepared post approval and may include ways to partner with local businesses or education institutions to support at-risk or vulnerable groups into employment.
- Develop a Green Travel Plan once the facility is operational to help further reduce the reliance on private vehicles.
- Monitor the need and worker appetite for bicycle parking on site during operation of the facility. Measures should be undertaken to help encourage the use of active transport if demand arises.

## **Overall impact assessment**

This SIA focuses on the potential changes the proposal may generate on the existing surrounds and the community's capacity to adapt to these changes. While the proposal is likely to contribute to broader environmental and sustainability outcomes, this is not the focus of this SIA.

Overall, it's expected the proposal will have a low – medium positive impact on the local community. This is largely influenced by the creation of new, local jobs in the area and the incremental improvement to site amenity and urban cooling.

The proposal is largely consistent with the existing environment and is unlikely to generate significant changes to the community. The community and businesses immediately surrounding the site are also familiar with living near industrial uses and therefore have a higher capacity to adapt to changes which may arise from the proposal. The impacts, recommendations and management measures provided within this SIA are therefore limited to reflect the low scale and social impact of this proposal.

# 1. INTRODUCTION

Urbis Pty Ltd (Urbis) was engaged by Project Strategy on behalf of Charter Hall and Cleanaway to prepare a Social Impact Assessment (SIA) for 600 Woodstock Avenue, Rooty Hill (the site). The SIA is to inform a State Significant Development Application (SSDA) on site for the construction and operation of a materials recycling facility.

Secretary's Environmental Assessment Requirements (SEARs) were issued for this project (SSD-29999239) on 9 November 2021. SEARs requires the applicant to:

- Provide a social impact assessment in accordance with the Department's Social Impact Assessment Guideline.

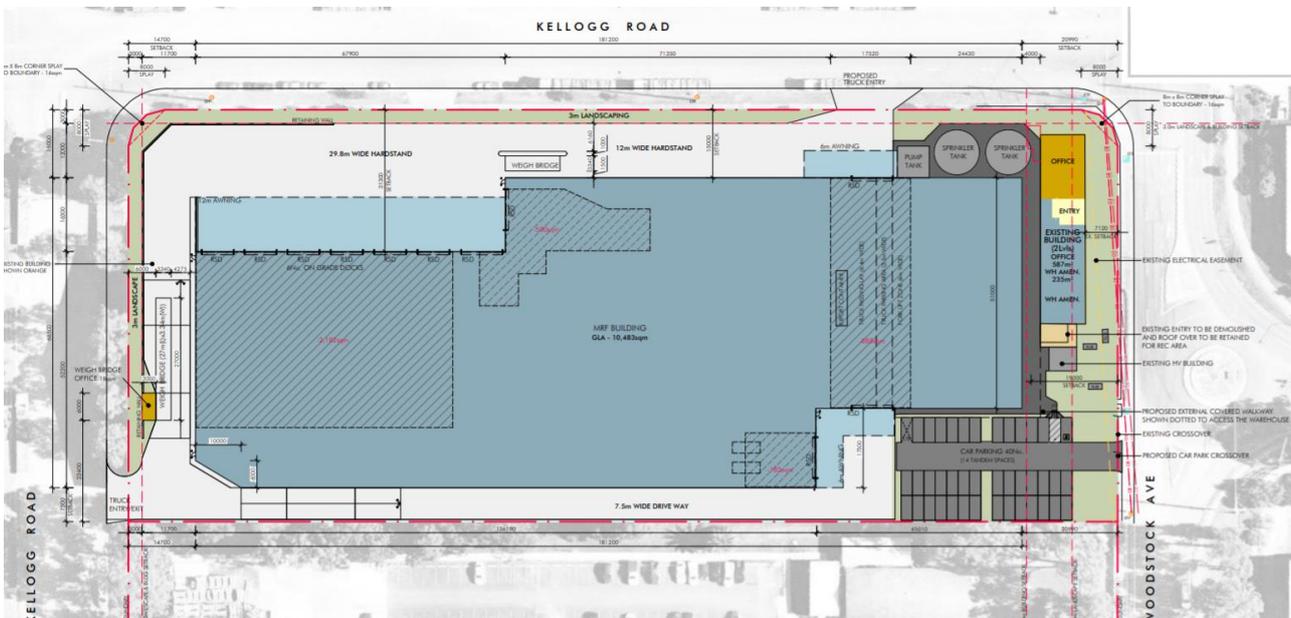
This SIA has been prepared in response to the above requirement.

## 1.1. PROJECT OVERVIEW

The proposal involves the redevelopment of the site as summarised below:

- Demolition of existing structures.
- Construction and operation of a purpose-built materials recycling facility comprising a total of 7,572m<sup>2</sup> gross floor area, including:
  - Maximum building height of RL 57.83m
  - Warehouse space: 6,732 sqm
  - Office space (across two levels) and amenities: 840 sqm
  - Capacity to process up to 120,000 tonnes per annum
- Car parking provided on-site: 40 car spaces
- Hard and soft landscaping.

Figure 1 Concept Plan



Source: Nettleton Tribe

## 1.2. REPORT PURPOSE AND SCOPE

A SIA is a specialist technical study which identifies and analyses the potential positive and negative social impacts associated with a proposal. It involves a detailed and independent study to scope potential social impacts, identify appropriate mitigation measures and provide recommendations aligned with professional standards and statutory obligations.

According to the Department of Planning, Industry and Environment's (DPIE) SIA Guideline for State Significant Projects (2021), social impacts are the consequences that people experience when a new project brings change. For the purposes of an SIA, 'people' can be individuals, households, groups, communities, businesses or organisations. These impacts can be considered in eight categories, as shown in Figure 1 below.

Figure 2 Social impact categories



Source: DPIE, 2021, SIA Guideline for State Significant Projects

This SIA focuses on the potential changes the proposal may generate on the existing surrounds and the community's capacity to adapt to these changes. While the proposal is likely to contribute to broader environmental and sustainability outcomes, this is not the focus of this SIA.

## 1.3. STRUCTURE OF THIS REPORT

This report has seven chapters as summarised below:

- **Chapter 1** (this chapter) introduces the proposal, purpose and scope of this report.
- **Chapter 2** outlines the legislative requirements and methodology applied to complete this SIA
- **Chapter 3** reviews the key findings and strategic directions from relevant state and local policies, as they relate to the proposal
- **Chapter 4** provides a social baseline of the study area including the site's locality, social and demographic characteristics, and consultation outcomes
- **Chapter 5** outlines a preliminary assessment of expected and perceived social impacts of the proposal
- **Chapter 6** assess the significant (moderate to very high impacts) of the proposal, including mitigation and management measures
- **Chapter 7** concludes the SIA by setting out a summary of the social impacts, recommendations and overall impact assessment.

## 2. METHODOLOGY

The following methodology was undertaken to prepare this SIA. The methodology was informed by the guidance contained within the DPIE SIA Guidelines for State Significant Projects (2021).

Table 2 SIA methodology

Background review	Impact scoping	Assessment and reporting
<ul style="list-style-type: none"> <li>Review of surrounding land uses and site visit</li> <li>Review of relevant state and local policies to understand potential implications of the proposal</li> <li>Analysis of relevant data to understand the existing community.</li> </ul>	<ul style="list-style-type: none"> <li>Review of site plans and technical assessments</li> <li>Consultation with Council to identify potential impacts</li> <li>Review of engagement outcomes</li> <li>Identification of impacted groups</li> <li>Initial scoping of impacts.</li> </ul>	<ul style="list-style-type: none"> <li>Assessment of significant impacts considering management measures</li> <li>Provision of recommendations to enhance positive impacts, reduce negative impacts and monitor ongoing impacts.</li> </ul>

### 2.1. APPROACH TO ASSESSING SOCIAL IMPACTS

The assessment of social impacts can be approached in several ways. The International Association for Impact Assessment (IAIA) highlights a risk assessment methodology, whereby the significance of potential impacts is assessed by comparing the consequence of an impact against the likelihood of the impact occurring. This approach is used in the Technical Supplement which supported DPIE's SIA Guideline.

The DPIE's risk assessment methodology is outlined below and has been applied in this SIA.

Table 3 Social impact significance matrix

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

Source: DPIE, 2021, SIA Guideline for State Significant Projects: Technical Supplement, p. 13

#### Likelihood and magnitude level characteristics

The likelihood and magnitude levels are determined by subjective and objective components. They consider individual experiences, community perceptions and technical evaluations.

The likelihood level assesses the probability of the impact occurring impact. The level of magnitude assesses the likely significance of the impact and considers several characteristics including:

- **Extent:** the volume of people expected to be affected and their relative location to the proposal
- **Duration:** the timeframe and frequency of potential impacts
- **Severity or scale:** the degree of change from the existing condition as a result of the impact
- **Intensity or importance:** the extent to which people or an environment can adapt to or mitigate the impact, including the value they attach to the matter and their capacity to cope and/or adapt to change
- **Level of concern/interest:** the level of interest or concern among the people affected.

### **Management measures**

Social impacts are assessed before and after the implementation of management measures. Management measures are designed to reduce negative impacts and enhance positive impacts. These measures can take different forms and may be incorporated in the planning, construction, or operational stage of the proposal.

Section 1 of this report assess potential impacts prior to management measures as part of the impact scoping phase. Impacts which are assessed as moderate or higher are considered significant and included for further assessment in Section 6. The significant impacts are assessed with any planned mitigation measures to determine the residual impact level.

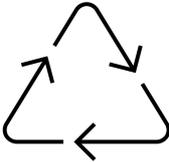
### 3. POLICY CONTEXT

A review of relevant state and local policies was undertaken to understand the strategic context of the proposed development and any potential impacts. This included the following documents:

- Waste Avoidance and Resource Recovery Strategy (WARRS), NSW Environmental Protection Authority (2014)
- Greater Sydney Region Plan (GSRP), Greater Sydney Commission (2018)
- Central City District Plan (CCDP), Greater Sydney Commission (2018)
- Local Strategic Planning Statement (LSPS), Blacktown City Council (2020)
- Community Strategic Plan (CSP), Blacktown City Council (2017)
- Economic Development Strategy and Service Delivery (EDS), Blacktown City Council (2018)
- Social Profile, Blacktown City Council (2020)
- Turn Down the Heat Strategy and Action Plan, Western Sydney Regional Organisation of Councils (WSR0C) (2018).

A summary of key findings relating to the potential social impacts of the proposal is provided below.

Table 4 Relevant social themes from policy review

Theme	Summary of findings
<p data-bbox="164 996 400 1099"><b>Encouraging local employment in industrial lands</b></p> 	<ul style="list-style-type: none"> <li>▪ The CCDP, LSPS, CSP and EDS all contain objectives around maximising opportunities for economic growth and investment within the Blacktown Local Government Area (LGA), particularly within industrial and urban services land.</li> <li>▪ Blacktown’s Social Profile identifies ‘time wasted commuting’ as a key concern and social barrier for residents. The development of more local jobs, such as through investment in industrial lands, is recommended as a key strategy to help reduce travel times and enable residents to gain more time for themselves.</li> </ul>
<p data-bbox="164 1350 435 1491"><b>Managing waste efficiently and supporting a circular economy</b></p> 	<ul style="list-style-type: none"> <li>▪ The LSPS and Blacktown Social Profile identify that waste management will be a key challenge for the LGA as the population grows over the next ten years.</li> <li>▪ To help meet population demands, the CCDP contains actions to protect existing sites and identify new locations for waste recycling services across the district. This includes supporting innovative solutions to reduce waste and associated transport requirements.</li> <li>▪ Key objectives of the WARRS and GSRP are for more waste to be re-used and recycled to support the development of a circular economy.</li> <li>▪ To help achieve the development of a circular economy, the LSPS outlines Council’s commitment to delivering well planned waste infrastructure. This includes the development of waste infrastructure that is responsive to future needs and provides equitable access to key waste, re-use and resource recovery services.</li> <li>▪ A strategic direction of the CSP is to provide a clean, sustainable, and healthy environment. To achieve this, the CSP aims to actively look at ways to reduce negative impacts on the environment. This includes establishing a target to divert 70% of household waste from landfill.</li> </ul>

**Creating a cool and comfortable environment**



- Blacktown's Social Profile identifies that the community is at risk of experiencing prolonged health and wellbeing impacts from urban heat. This is largely influenced by the geography and built form in Western Sydney, which makes the area more susceptible to experiencing extreme heat events.
- The LSPS and Turn Down the Heat Strategy contain actions to help combat rising temperatures across the LGA and contribute to cooling the city. These actions include integrating a range of design measures into developments such as increasing tree canopy cover and green space, providing water sensitive urban design and using lightly coloured building facades.

## 4. SOCIAL BASELINE

This section provides a social baseline of the study area including the site's locality, social context, demographic characteristics, engagement outcomes and areas of social influence.

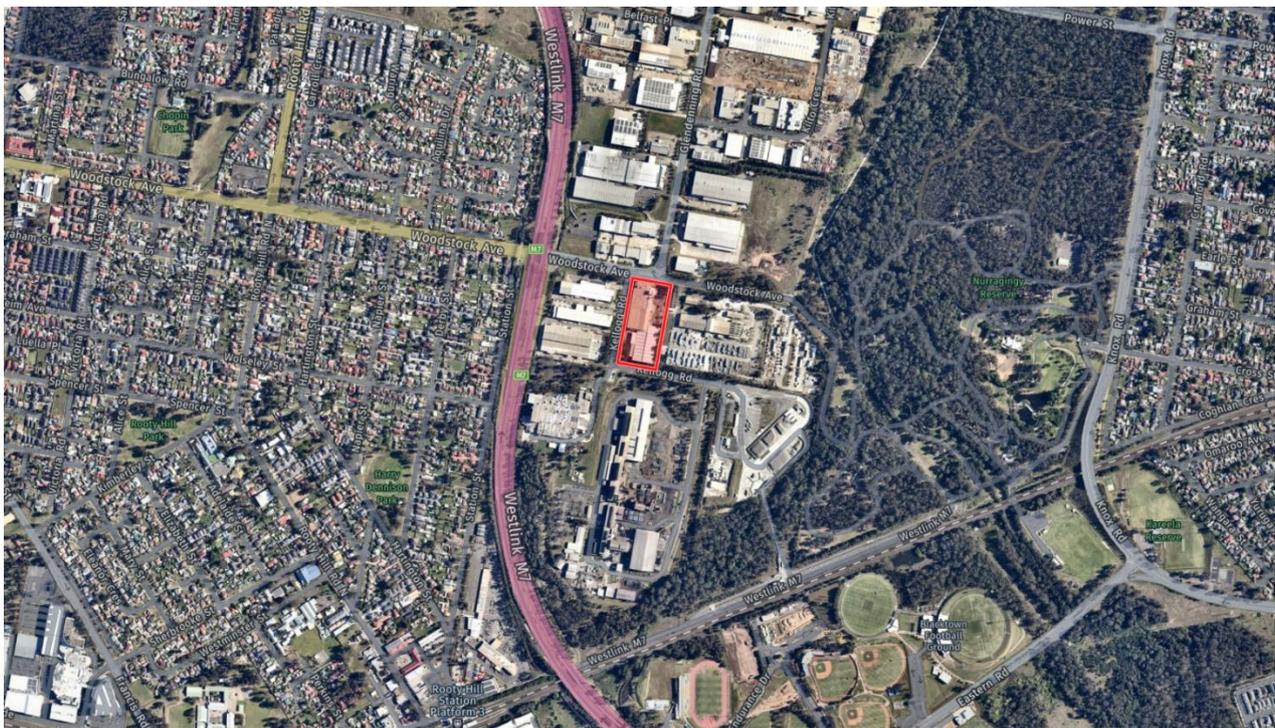
### 4.1. SOCIAL LOCALITY

The site is located at 600 Woodstock Avenue Rooty Hill, within the Glendenning Industrial Precinct. The site currently accommodates two industrial warehouses that were previously used to manufacture insulation material. These warehouses are currently vacant and no longer in operation.

The site is surrounded by a mix of industrial and urban service land uses. This includes a steel mill to the south, a precast concrete manufacturer to the east, an automotive repair shop to the North, and several industrial warehouses to the west. Further afield, the site is 1 – 1.5km from Nurragingy Reserve and the Rooty Hill town centre.

The site has direct road access to the M7 Motorway via Woodstock Avenue. There are some public transport connections around the site, with Rooty Hill train station located 1km south. A local bus service connects the station to the site, with services approximately every 30 minutes. The surrounding road network also provides pedestrian and cycling paths which provide access from the Glendenning Industrial Precinct to adjoining parklands and the Rooty Hill town centre.

Figure 3 Aerial photograph of site within its surrounding context



Source: Nearmap

Figure 4 Site photos



Picture 1 The site viewed from the intersection of Woodstock Ave and Kellogg Rd



Picture 2 Entrance to the site from Woodstock Ave



Picture 3 Entrance to the site from Kellogg Rd



Picture 4 View opposite the site on Woodstock Ave



Picture 5 Infrabuild Steel Mill opposite the site on Kellogg Rd

Source: Google



Picture 6 Entrance to Nurraging Reserve on the eastern end of Woodstock Ave

## 4.2. COMMUNITY PROFILE

A community profile identifies the demographic and social characteristics of a proposal's likely area of social influence. This is an important tool in understanding how a community currently lives and that community's potential capacity to adapt to changes arising from a proposal.

A community profile has been developed for Rooty Hill based on demographic data from the Australian Bureau of Statistics Census (2016) and the DPIE NSW population projections (2019). The demographic characteristics of Blacktown LGA and Greater Sydney have been used for comparison where relevant. While population data from the 2016 Census now dates to five years ago, it remains the most recent population data source until the release of 2021 Census data in June 2022.

In 2016, there were **14,704 people** living in Rooty Hill. Key characteristics of this community include:



### Older adult population

Rooty Hill has a median age of 35 years which is higher than that in the Blacktown LGA (33 years). The suburb also has a higher rate of people aged over 50 years (30.5%) compared to the LGA (26.2%).



### Culturally and linguistically diverse

Most residents of the suburb were born overseas (54.6%) and speak a language other than English at home (58.6%). Tagalog (10.9%) and Filipino (5.4%) are the most common non-English languages spoken.



### Low density living common

The majority of Rooty Hill residents live in separate dwellings (78.7%) which is a considerably higher proportion than in Greater Sydney (56.9%).



### Large family households

The suburb has a higher average rate of people per household (3.3) than Greater Sydney (1.9), with most living in family households (85.5%).



### Higher unemployment rate

Rooty Hill and Blacktown LGA have higher unemployment rates (7.3%) compared Greater Sydney (6.0%).



### Mix of employment industries

Most people employed in the suburb work as professionals, clerical and administrative workers (33.0%) or as machinery operators, drivers, technicians and trade workers (26.2%).



### More economically advantaged than the LGA

The suburb is in the top 50% of NSW suburbs for socio-economic advantage and has a higher median household income (\$1,766) compared to Blacktown LGA (\$1,711).



### Broader LGA growth

Blacktown LGA is expected to experience considerable population growth, increasing by 75.9% by 2041.

## Crime and safety

As part of the community profile, data from the NSW Bureau of Crime Statistics and Research was analysed on 9 December 2021 to understand the crime and safety context around the site. This data indicated that the suburb generally has lower rates of crimes (per 100,000 people) compared to the NSW average.

There were some rates of crime in Rooty Hill which exceeded the NSW average. These included rates of non-domestic assault and trespass. The suburb was also located in crime hotspot for motor vehicle theft.

It is important for this SIA to consider these rates and how the proposal may impact on the safety of future employees, sites users and the surrounding community.

## 4.3. RELEVANT ENGAGEMENT OUTCOMES

As part of the EIS process, engagement was undertaken with government agencies and community groups to inform them of the project and provide an opportunity for feedback on the proposal. This engagement has been documented within the Community and Stakeholder Participation Outcomes Report prepared by Urbis Engagement, which is lodged with the EIS.

This section contains a short overview of the key consultation outcomes as they relate to the SIA. The Community and Stakeholder Participation Outcomes Report should be referred to for a complete source of all engagement activities and feedback.

### Community consultation

Urbis Engagement commenced consultation with the community in December 2021. The purpose of this consultation was to provide information to assist people in understanding the proposal's potential impacts and benefits. As this engagement was undertaken close to Christmas, Charter Hall and Cleanaway will undertake additional consultation with the community in early February 2022.

As part of the process to date, the following community consultation activities were undertaken:

- Distribution of a project factsheet to 146 residential and industrial neighbours on surrounding streets.
- Establishment of a dedicated 1800 phone line and email address to address project enquiries or concerns from the community.

As of 22 December 2021, no enquiries or feedback have been received through the engagement activities.

### Stakeholder consultation – Blacktown City Council

As part of this SIA, a videoconference was held with a member of Council's Social Planning team to help understand the local characteristics of the community and any potential positive or negative social impacts of the proposal. The videoconference took place on 8 December 2021.

Key feedback from this meeting, as it relates to the proposal, is summarised below:

Table 5 Key Council feedback

Local context
<ul style="list-style-type: none"><li>▪ Rooty Hill is currently undergoing a period of change in response to population growth. While the suburb is not developing at the same rate as nearby greenfield areas, there has been ongoing interest and proposals for development around Rooty Hill train station.</li><li>▪ Rooty Hill has a rich Aboriginal and colonial history, with significant sites located throughout the suburb.</li><li>▪ The site is also located in close proximity to Nurragingy Reserve, a large area of publicly accessible open space. Council representatives identified that residents in Rooty Hill value the quantity, cleanliness and amenity of green space available to them.</li></ul>

- Like much of the LGA, Rooty Hill is impacted by the urban heat island effect. Council officers noted that the suburb's parks provide a place of refuge during periods of high temperature and have also supported residents through the COVID-19 pandemic.

#### Potential impacts and enhancement measures

- Council representatives noted that the site is not well connected to public transport, with most workers likely to travel to and from the site by car. Additional trucks accessing the site may also contribute to an increase in local traffic congestion, particularly for residents living west of the M7 Motorway.
- There is an opportunity to make the site surrounds more walkable, comfortable and accessible for people travelling to and from public transport. Council suggested this may include creating better pathways around the site and improving the tree canopy along Woodstock Avenue to Nurragingy Reserve.
- Parts of Blacktown LGA experience high rates of unemployment, particularly among younger people. Council officers identified the creation of local jobs would likely create a positive impact on the community and could be further enhanced through employment partnerships with local high schools or agencies.
- Some residential areas of Rooty Hill are relatively close to the site, including dwellings on Aquilina Drive, Station Street and Derby Street. While the M7 Motorway creates a barrier between the site and these residents, officers suggested the proposal may create noise and air quality impacts to this area.
- Council officers identified the proposal may contribute to an increase in noise, air and traffic emissions which may negatively impact on human health. These potential impacts should be assessed as part of the proposal.
- There is an opportunity to establish a proactive communications strategy with surrounding businesses and residents to inform them about the proposed operation of the site. This may include various communication measures such as community open days, social media outreach and providing an accessible plan of management.
- Council officers also identified an opportunity to enhance the amount and quality of green space on site to help reduce the urban heat island effect. It was suggested this could also help increase the attractiveness of the area.
- Council officers expect the proposal will help improve and reinforce existing community sentiment towards sustainability and finding local solutions for local waste. Council has undertaken various measures in recent years to improve recycling habits across the LGA, including the provision of financial incentives for residents who correctly use recycling bins and participate in waste surveys.

## 4.4. AREAS OF SOCIAL INFLUENCE

Considering the outcomes from the social baseline, the area of social influence is mostly confined to Rooty Hill with some impacts to surrounding areas. Within the areas of social influence, the following individuals and communities are likely to be impacted by the proposal:

- Residents and business immediately surrounding the site
- Future workers and visitors to the site
- Rooty Hill residents
- Blacktown LGA community
- Local Aboriginal community.



## 5. EXPECTED AND PERCEIVED IMPACTS

A proposal may cause a range of direct and indirect social impacts which can have positive, negative or neutral impacts on the existing community. A SIA should assess the expected and perceived impacts which are considered to have the most significant impacts on the community and identified stakeholder groups.

The following section outlines the impact scoping considerations which were used to inform the determination of significant social impacts. These impacts have been informed by the contextual information outlined in Sections 2 – 4 of this SIA and have been assessed against the SIA criteria described in Section 2.

### 5.1. NEUTRAL TO LOW IMPACTS

This section outlines the social impacts considered to have a neutral to low impact on the community. These are not considered to have a significant impact on the community and are not included for further assessment in this report.

#### Protecting and enhancing Aboriginal culture

Impact description	Potentially impacted groups	Social impact category
Potential impacts to and opportunity for enhancement of Aboriginal cultural values.	<ul style="list-style-type: none"> <li>Local Aboriginal community</li> </ul>	<ul style="list-style-type: none"> <li>Culture</li> </ul>
<b>Impact assessment summary</b>		
<p>As outlined in Section 4, Consultation with Council officers indicated that Rooty Hill has a rich Aboriginal and colonial history, with significant sites located throughout the suburb. A draft Aboriginal Cultural Heritage Assessment Report (ACHAR) was prepared by Artefact to identify any existing Aboriginal cultural values on site and the potential impacts of the proposal on these values.</p> <p>Based on a desktop assessment, the draft ACHAR identified that the site has a low archaeological potential. The ACHAR also found that no Aboriginal sites, or areas of specific cultural significance, have been recorded on site.</p> <p>Consultation is currently underway with the Aboriginal community to further test these findings and confirm that potential impacts to Aboriginal cultural heritage have been thoroughly considered. The draft ACHAR will be updated and finalised when this is complete. As the proposal will be lodged before this consultation is finalised, the ACHAR contains a pathway plan and several management procedures to ensure that any potential impacts will be properly considered prior to approval.</p> <p>This SIA recommends that all management procedures and recommendations outlined in the ACHAR are followed and implemented prior to construction. While the draft ACHAR suggest that the potential impact to Aboriginal cultural heritage will be low, this impact should be monitored and updated once the final ACHAR is received.</p>		

#### Noise and vibration

Impact description	Potentially impacted groups	Social impact category
Potential for increased noise and vibration during operation	<ul style="list-style-type: none"> <li>Residents and business immediately surrounding the site</li> </ul>	<ul style="list-style-type: none"> <li>Surroundings</li> <li>Way of life</li> </ul>
<b>Impact assessment summary</b>		

The proposal involves the construction of a new 24 hour materials recycling facility in the Glendenning Industrial Precinct. The site is located in an area of existing industrial noise, with the closest residential areas located approximately 340m west, along the M7 Motorway. Consultation with Council indicated that while the motorway provides a buffer to these areas, there is concern the operation of the proposal will generate increased noise impacts to residents.

The Acoustic Report prepared by Acoustic Works assessed the potential noise impacts from the proposal on surrounding areas, including the residential areas west of the M7 Motorway. The Acoustic Report identified that the 24 hour operation of the site will not generate negative noise or vibration impacts to surrounding residents and will comply with relevant industry standards.

The Acoustic Report also provides mitigation measures to help further reduce potential noise impacts to residents. These are detailed in full within the report and include measures such as:

- Providing vibration monitors on site and at sensitive receivers to monitor compliance with relevant vibration levels
- Developing a Noise Management Plan to monitor and act on any noise complaints from surrounding receivers.

Based on the Acoustic Report, noise and vibration created by the proposal have a neutral impact surrounding residents and businesses.

This SIA recommends that the mitigation measures outlined in the Acoustic Report are implemented prior to operation to monitor, and where needed manage, potential noise impacts over time.

## Urban cooling and site amenity

Impact description	Potentially impacted groups	Social impact category
Contributing to a cooler and more attractive and comfortable urban environment	<ul style="list-style-type: none"> <li>▪ Future workers and visitors to the site</li> <li>▪ Residents and business immediately surrounding the site</li> </ul>	<ul style="list-style-type: none"> <li>▪ Health and wellbeing</li> <li>▪ Surroundings</li> </ul>

### Impact assessment summary

As outlined in Section 3, Council strategies identify a need to provide cool and comfortable urban environments to better combat the health and wellbeing impacts caused by rising temperatures. Consultation with Council officers indicated there are opportunities for the proposal to provide more green space and tree cover on site to help cool the surrounds and improve general amenity. This was seen to be particularly relevant given the limited landscaping and street appeal currently provided on site.

The Landscape Concept Plan prepared by Habit8 indicates new trees will be provided along the length of the site boundary, while existing turf areas will be retained and enhanced. This will increase tree canopy cover and contribute to better shading along Kellogg Road and Woodstock Avenue. The Landscape and Visual Impact Assessment prepared by Habit8 also considers the perimeter tree planting will help soften the building interface and contribute to an improved streetscape.

Based on these findings, the proposal will likely have a low positive impact on workers and visitors to the area by contributing to a more attractive and cooler urban environment through quality landscaping and increased tree cover.

## Changes to air quality

Impact description	Potentially impacted groups	Social impact category
Potential reduction in the air quality experienced by community members due to dust and other emissions	<ul style="list-style-type: none"> <li>▪ Residents and businesses immediately surrounding the site</li> <li>▪ Rooty Hill residents</li> </ul>	<ul style="list-style-type: none"> <li>▪ Health and wellbeing</li> <li>▪ Surroundings</li> </ul>
<b>Impact assessment summary</b>		
<p>The construction and operation of industrial developments can generate emissions which may impact on an individual's and community's way of life. Consultation with Council officers indicated some concern that the operation of the proposal may contribute to reduced air quality to residential areas west of the M7 Motorway.</p> <p>The Air Quality Impact Assessment prepared by Northstar Air Quality considers the operation of the proposal will not exceed relevant air quality criteria. The assessment also found that the proposal is unlikely to result in cumulative odour impacts to the surrounding industrial and residential areas.</p> <p>A construction dust risk assessment was also prepared within the Air Quality Impact Assessment to determine potential construction emission impacts. The assessment found that construction is unlikely to impact on air quality due to the distance from nearby residential neighbours and the use of mitigation measures. The assessment expects that the emission impact of construction work will be negligible, provided all mitigation measures are implemented and performed adequately.</p> <p>Based on the Air Quality Impact Assessment, the operation and construction of the proposal is likely to create a neutral impact on the health and wellbeing of surrounding residents and the wider community due air quality.</p>		

## 5.2. MODERATE TO HIGH IMPACTS

Social impacts which were identified in preliminary scoping as likely to be moderate to high are outlined in Table 6. These impacts are considered significant and are included for further assessment in Section 6 of this report.

Table 6 Initial scoping of moderate to high impacts

Social impact category	Preliminary assessment (Refer to Section 6 for complete assessment)
<ul style="list-style-type: none"> <li>▪ Livelihoods</li> </ul>	<p><b>Increased local employment opportunities</b></p> <p>Council strategies identify a need to provide more local employment opportunities to help support the needs of the growing population. The proposal will help support this through the creation of new, local jobs on site.</p> <p>This impact is considered significant and has been included for further assessment in Section 6.</p>
<ul style="list-style-type: none"> <li>▪ Way of life</li> </ul>	<p><b>Potential for longer travel times</b></p> <p>Increased traffic movements can negatively impact on a person's way of life by contributing to longer travel times and restricting the ability to access key services in a timely manner. Consultation with Council representatives indicates there is concern the proposal will result in increased traffic congestion in the area. A</p>

Transport Impact Assessment was undertaken to assess the potential impact of the proposal on the capacity of the road network.

This impact is considered significant and has been included for further assessment in Section 6.

## 6. ASSESSMENT OF SIGNIFICANT IMPACTS

The following section provides a detailed assessment of the significant social impacts of the proposal, as identified in Table 6. The significant impacts are assessed with any planned mitigation measures to determine the residual impact level. The assessment process used to determine each impact level is described in Section 2.

### 6.1. INCREASED LOCAL EMPLOYMENT OPPORTUNITIES

Description of impact	Potentially impacted groups
Increased local employment opportunities through the construction and operation of the materials recycling facility	<ul style="list-style-type: none"> <li>Blacktown LGA community</li> </ul>
<b>Current environment</b>	
<p>The site contains the former Fletcher Insulation offices and manufacturing warehouses. As this operation has since closed, there is no employment currently supported on site.</p> <p>Based on 2016 ABS Census data, Rooty Hill and Blacktown LGA have lower employment outcomes compared to the broader region, with a higher unemployment rate (7.3%) than Greater Sydney (6.0%). Council's Social Profile (2020) also identified that there are fewer jobs in the LGA than residents, with a job to resident ratio of 0.75 in 2018 – 2019.</p> <p>As outlined in Section 3, Council strategies identify a need to provide more local employment opportunities to service the growing population. With Council's Social Profile (2020) indicating that many residents leave the LGA for work, there is also a community desire to provide more jobs closer to home to reduce time spent commuting. Council and NSW Government strategies recommend that greater investment across industrial and urban services land could help support more employment opportunities in the area.</p> <p>Of the people employed in Rooty Hill, most work as professionals, clerical and administrative workers (33.0%) or as machinery drivers, technicians and trade workers (26.2%). Council's Social Profile provides further insights into key industries of employment. The Social Profile states the electricity, gas, water and waste services had the highest job to resident ratio, while financial and insurance services had the lowest. The Social Profile also recognises that a decline in the manufacturing industries has resulted in a direct loss of 4,485 jobs in this sector in 2015, as well as 52 indirect jobs in utility services.</p>	
<b>Impact of the proposal</b>	
<p>The proposal will support the employment of an estimated 69 direct and 114 indirect jobs during operation of the facility, helping to increase local employment opportunities for Rooty Hill and the broader LGA.</p> <p>The Economic Impact Assessment prepared by Urbis also expects the proposal will support a further 103 direct and 104 indirect jobs during construction. Direct jobs are typically provided on site, while indirect jobs may extend beyond the project boundary through opportunities in the supply chain or via spent wages.</p> <p>Most jobs will be provided across the waste services, manufacturing, transport and construction sectors. This reflects some of the preferred industries of employment of the existing local community and increases opportunities for residents to work closer to home.</p>	
<b>Management measures</b>	<b>SIA recommendations</b>
<ul style="list-style-type: none"> <li>None identified.</li> </ul>	<ul style="list-style-type: none"> <li>Consider developing an employment plan to support local employment and training opportunities. This could be prepared post approval and may include ways to partner</li> </ul>

	with local businesses or education institutions to support at-risk or vulnerable groups into employment.	
<b>Residual impact (considering management measures)</b>		
<b>Likelihood:</b> Likely	<b>Magnitude:</b> Moderate	<b>Resultant impact:</b> High positive
<p>Based on the above assessment, the proposal is expected to have a high positive impact on the Rooty Hill and Blacktown LGA community by creating new, local employment opportunities in an area of identified need.</p> <p>Post approval, this impact could be further enhanced through the development of local employment partnerships to help target and support at-risk or vulnerable groups into employment. These measures will be at the discretion of the operator to consider and implement.</p>		

## 6.2. POTENTIAL FOR LONGER TRAVEL TIMES

<b>Description of impact</b>	
Potential for increased traffic generation and congestion on local road networks to create longer travel times for residents and workers	
<b>Current environment</b>	
<p>The site is located within the Glendenning Industrial Precinct in an area of existing heavy vehicle movements. Most workers typically travel to and from this precinct by car, with the Traffic Impact Assessment (TIA) identifying 91.5% of Rooty Hill residents use cars to travel to work.</p> <p>Current access to the site is via Woodstock Avenue and Kellogg Road, which connects to the M7 Motorway. Consultation with Council representatives indicated there are concerns the proposal will result in increased traffic and heavy vehicle congestion in the area, particularly for residents west of the M7 Motorway. Council representatives also identified that future workers will likely be restricted to travelling to and from the site by car due to limited public transport around the site. This may further exacerbate traffic congestion over time and negatively impact on people's ability to travel.</p>	
<b>Impact of the proposal</b>	
<p>The proposal will introduce a new materials recycling facility in the Glendenning Industrial Precinct, generating increased traffic movement around the site. Increased traffic movements can negatively impact on a person's way of life by contributing to longer travel times and restricting the ability to access key services in a timely manner.</p> <p>Given the current travel patterns in Rooty Hill, the TIA anticipates most workers will drive to the site. Several trucks will also access the site each day to transport material to and from the facility. The TIA considers these traffic movements will not contribute to increased traffic congestion in the surrounding area, with all key intersections to remain at the same level of service. The TIA also identifies that these intersections will continue to operate with spare traffic capacity.</p> <p>In regard to other travel methods, the TIA considers that promoting alternative methods of active or public transport to the site will be difficult as existing travel habits are well established in the area.</p>	
<b>Management measures</b>	<b>SIA recommendations</b>
<ul style="list-style-type: none"> <li>Development of a Green Travel Plan methodology to help reduce the reliance on private vehicles.</li> </ul>	<ul style="list-style-type: none"> <li>Develop a Green Travel Plan once the facility is operational to help further reduce the reliance on private vehicles.</li> </ul>

<ul style="list-style-type: none"> <li>▪ Development of a Preliminary Construction Traffic Management Plan to manage and reduce the potential traffic impact of construction vehicles on the road network.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Monitor the need and worker appetite for bicycle parking on site during operation of the facility. Measures should be undertaken to help encourage the use of active transport if demand arises.</li> </ul>	
<b>Residual impact (considering management measures)</b>		
<b>Likelihood:</b> Unlikely	<b>Magnitude:</b> Minimal	<b>Resultant impact:</b> Neutral
<p>Based on the TIA, the proposal is unlikely to increase traffic congestion on the surrounding road network, with all key intersections expected to operate at the same level of service with remaining capacity. Additional traffic on the local road network is unlikely to create a significant impact on the community's ability to travel and access services.</p>		

## 7. CONCLUSION

This SIA has been undertaken to assess the potential social impacts arising from the construction and operation of a new materials recycling facility at 600 Woodstock Avenue, Rooty Hill.

The assessment identified the proposal will result in a range of neutral – low social impacts on the community, as detailed in Section 5. These impacts are not considered significant and therefore have not required a higher level of assessment.

Based on the assessment in this report, the key social impacts of this proposal are:

- **Increased local employment opportunities:** the proposal is expected to have a high positive impact on the Rooty Hill and Blacktown LGA community by creating new, local employment opportunities in an area of identified need.
- **Potential for longer travel times:** based on the Transport Impact Assessment, the proposal is unlikely to increase traffic congestion on the surrounding road network, with all key intersections expected to operate at the same level of service with remaining capacity. Additional traffic on the local road network is therefore unlikely to create a significant impact on the community's ability to travel and access services.

### 7.1. RECOMMENDATIONS

The following recommendations are provided to further manage the potential impacts from the proposal:

- Consider developing an employment plan to support local employment and training opportunities. This could be prepared post approval and may include ways to partner with local businesses or education institutions to support at-risk or vulnerable groups into employment.
- Develop a Green Travel Plan once the facility is operational to help further reduce the reliance on private vehicles.
- Monitor the need and worker appetite for bicycle parking on site during operation of the facility. Measures should be undertaken to help encourage the use of active transport if demand arises.

### 7.2. OVERALL IMPACT ASSESSMENT

This SIA focuses on the potential changes the proposal may generate on the existing surrounds and the community's capacity to adapt to these changes. While the proposal is likely to contribute to broader environmental and sustainability outcomes, this is not the focus of this SIA.

Overall, it's expected the proposal will have a low – medium positive impact on the local community. This is largely influenced by the creation of new, local jobs in the area and the incremental improvement to site amenity and urban cooling.

The proposal is largely consistent with the existing environment and is unlikely to generate significant changes to the community. The community and businesses immediately surrounding the site are also familiar with living near industrial uses and therefore have a higher capacity to adapt to changes which may arise from the proposal. The impacts, recommendations and management measures provided within this SIA are therefore limited to reflect the low scale and social impact of this proposal.

# REFERENCES

This SIA has been informed by a range of data sources, information and technical studies. The following data sources have been used:

## **Demographic, crime and health data**

Australian Bureau of Statistics, Census of Population and Housing, 2016, Greater Sydney, Blacktown LGA (SA3) and Rooty Hill (SA2) data.

Bureau of Crime Statistics and Research, Rooty Hill, Blacktown LGA and NSW hotspot maps and crime rates.

Department of Planning, Industry and Environment, 2019, NSW population projections.

## **Policy documents**

Central City District Plan, Greater Sydney Commission (2018)

Local Strategic Planning Statement, Blacktown City Council (2020)

Community Strategic Plan, Blacktown City Council (2017)

Economic Development Strategy, Blacktown City Council (2018)

Social Profile, Blacktown City Council (2020)

Turn Down the Heat Strategy and Action Plan, Western Sydney Regional Organisation of Councils (2018)

Social Impact Assessment Guideline: State significant projects, NSW Department of Planning, Industry and Environment (2021)

Social Impact Assessment: Guidance for assessing and managing the social impacts of projects, International Association for Impact Assessment (2015)

## **Technical studies**

Aboriginal Cultural Heritage Assessment, Artefact, (2021)

Acoustic Report, Acoustic Works, (2021)

Landscape and Visual Impact Assessment Report Habit8 (2021)

Air Quality Impact Assessment, Northstar Air Quality (2021)

Transport Impact Assessment, Traffix (2021)

Economic Impact Assessment, Urbis (2021)

Community and Stakeholder Participation Outcomes Report, Urbis (2021)

# DISCLAIMER

This report is dated 14 January 2022 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Project Strategy C/O Charter Hall and Cleanaway (**Instructing Party**) for the purpose of Social Impact Assessment (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

