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URBIS

SOCIAL IMPACT ASSESSMENT

AUGUST STREET
WAREHOUSE AND
DISTRIBUTION Centre

Darug Country

Prepared for

**THE TRUSTEE FOR HUNTINGWOOD PROPERTY
TRUST**

8 September 2023

Project Code P0036077
Report Number Final V3

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Aboriginal and Torres Strait Islander people make in
creating a strong and vibrant Australian society.**

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EXECUTIVE SUMMARY

Urbis Pty Ltd has been commissioned by The Trustee for Huntingwood Property Trust to prepare a Social Impact Assessment (SIA) report in accordance with the technical requirements of the Secretary's Environmental Assessment Requirements (SEARs), and to accompany the State Significant Development Application (SSD- 36138263) for the proposed Augusta Street warehouse and distribution centre at Augusta Street, Blacktown.

METHODOLOGY

The following methodology was undertaken to prepare this SIA. The methodology was informed by the guidance contained within the Social Impact Assessment Guideline and Technical Supplement (DPE 2023).

1. Background review	2. Engagement	3. Impact scoping	4. Assessment and reporting
- Review of surrounding land uses and site visit. - Review of relevant state and local policies to understand potential implications of the proposal. - Analysis of relevant datasets to understand the existing community.	- Engagement with the local community through a door knock and letterbox drop to understand potential impacts. - Consultation with Blacktown City Council to understand the key characteristics of the local area and to understand potential impacts.	- Review of site plans and technical assessments. - Review of engagement outcomes. - Identification of impacted groups. - Initial scoping of impacts.	- Assessment social impact and benefits with and without mitigation and enhancement measures. - Provision of recommendations to enhance positive impacts, reduce negative impacts and monitor ongoing impacts.

The potential impacts and benefits of the proposed development 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 SIA Guideline: Technical Supplement (DPE 2023) and is outlined in Section 2.2 of this report.

POTENTIAL SOCIAL IMPACTS AND BENEFITS

A summary of key social impacts and benefits identified are provided in the table below. The full assessment of social impacts and benefits are provided in Section 6 of this report.

Theme	Impact/benefit	Summary of impact	Mitigated/enhanced rating
Accessibility	Traffic impacts relating to congestion	The proposal will generate increased traffic around the site, where there are existing concerns with traffic congestion.	Low (-ve)
Culture	Impacts on local character and heritage	The site is next to key sites of local character as identified by Council. The Statement of Heritage Impact (SOHI) found the proposal will impact on the heritage values of the adjoining St Bartholomew's Church and Cemetery through construction and view impacts. A number of measures are proposed in the SOHI	Medium (-ve)

		and Visual Impact Assessment to help mitigate this.	
Culture	Potential disturbance to sites of Aboriginal significance	The Aboriginal and Cultural Heritage Assessment Report (ACHAR) notes there are two previously recorded Aboriginal archaeological sites within the study area however none could be located. The proposal has potential to disturb these sites if located, and proposes a number of measures to help mitigate this.	Low (-ve)
Health and wellbeing	Provision of health and wellbeing benefits to workers	The proposal incorporates a number of amenities to better support the health and wellbeing of future workers, customers and visitors, including outdoor boardwalks, high quality open spaces areas and considerable tree canopy.	High (+ve)
Health and wellbeing	Impacts relating to changes to air quality	The construction of the proposal will generate short term dust emissions from grading, vehicle movements and other construction related activities which will have a low risk to impacts to human health.	Low (-ve)
Surroundings	Exacerbation of urban heat	The proposal will replace existing grassland with large concrete surfaces, increasing urban heat across the site. Urban heat can have flow-on health and wellbeing impacts for people, such as dehydration, fatigue and heat stress.	Low (-ve)
Surroundings	Amenity impacts relating to noise	The proposal will operate 24 hours a day, seven days a week and will generate noise through the day and night. Noise can impact on peoples' health and wellbeing due to sleep disturbances that affect peoples' ability to concentrate when undertaking activities, such as working or studying.	Medium (-ve)
Surroundings	Amenity impacts relating to visual change	The proposal will introduce new built form to the site. Visual change in relation to the local and wider visual context has potential to impact an individual or groups sense of place. This can include changes to outlook, lighting spill and sense of character.	Low (-ve)
Surroundings	Potential exacerbation of flooding	Due to slope of the site and the presence of natural corridors, there is potential that the proposed development could create flooding issues, with concerns also raised by residents around potential impacts to properties. The Water Cycle Management Strategy provides several mitigation measures to reduce adverse impacts.	Medium (-ve)
Livelihoods	Provision of jobs	The proposal will support approximately 651 jobs during construction stage and 908 full time operational jobs in sectors which align with existing skillsets of the local population.	High (+ve)
Livelihoods	Perceived impact to property values	The construction and operation of new urban developments can contribute to feelings of uncertainty or anxiety among residents in relation to changes to their property values. As no technical studies have been prepared to assess impacts of the proposed development on neighbouring property values, there is no evidence suggesting a change in value will occur. However, residents raised feelings of	Low (-ve)

		uncertainty and anxiety during consultation around this.	
Decision-making systems	Community unrest relating to consultation	There was evidence of consultation fatigue, with residents identifying they have previously been consulted on the potential redevelopment of the site multiple times. This can cause feelings of dissatisfaction, angst and frustration.	Medium (-ve)
Cumulative	Cumulative social impacts	The construction of the proposal may overlap with Prospect Highway upgrades and generate a cumulative increase in urban heat, which may contribute to cumulative construction and health impacts to residents and future workers.	Medium (-ve)

1. INTRODUCTION

Urbis Pty Ltd has been commissioned by The Trustee for Huntingwood Property Trust to prepare a Social Impact Assessment (SIA) report in accordance with the technical requirements of the Secretary's Environmental Assessment Requirements (SEARs), and to accompany the State Significant Development Application (SSD- 36138263) for the proposed Augusta Street warehouse and distribution centre at Augusta Street, Blacktown.

1.1. REPORT PURPOSE AND SCOPE

A SIA is an independent and objective 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 and Environment's (DPE) Social Impact Assessment Guideline (2023), 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 1 SIA Impact Categories



Source: SIA Guideline (DPE 2023, p. 19)

1.2. SIA REQUIREMENT

This SIA has been prepared in response to the requirements of the Secretary's Environmental Assessment Requirements (SEARs) for the proposal, as outlined in Table 1.

Table 1 SEARs requirement for SIA

20. Social Impact

Provide a Social Impact Assessment prepared in accordance with the Social Impact Assessment Guidelines for State Significant Projects.

Source: SEARs issued for the project (2 August 2022)

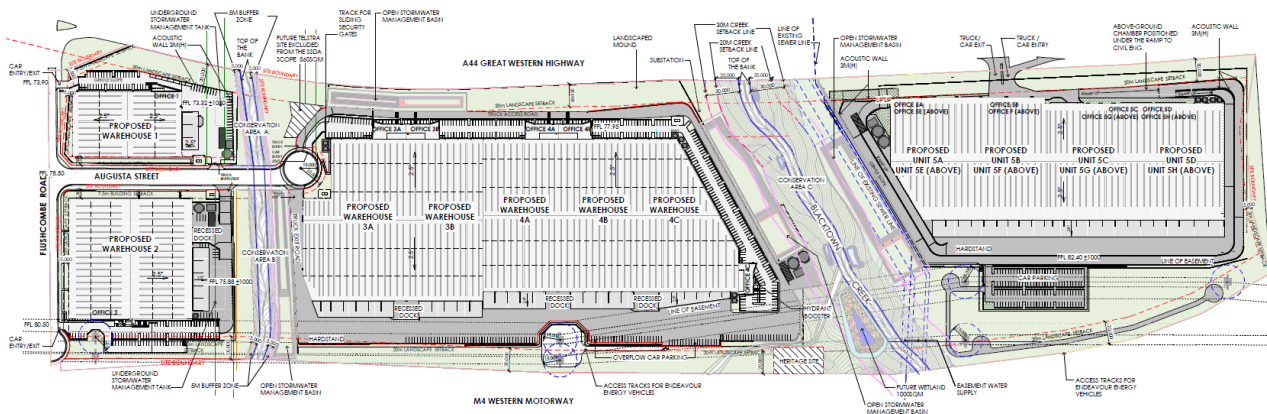
1.3. PROJECT OVERVIEW

The proposed SSDA seeks approval to redevelop the site to accommodate a warehouse and distribution centre use inclusive of the following:

- Site establishment works, including tree removal, minor excavation / bulk earthworks.
- Construction and operation of four (4) new warehouse buildings comprising a multi-level warehouse building on the eastern portion of the site and three single storey warehouse buildings on the western portion of the site. The warehouse buildings will include ancillary office space and indicative warehouse fit out works including warehouse racking.
- The warehouse and distribution tenancies are proposed to be operated 24 hours per day, 7 days per week.
- Other associated works including landscaping, at-grade car parking and general site improvements.
- Business and building identification signage including wayfinding signage.
- Vehicle access provided via Augusta Street and a new proposed access from the Great Western Highway
- Lot consolidation of properties.

Figure 2 below shows the site master plan. A full set of detailed architectural and landscape plans is contained within the package provided as part of the SSDA.

Figure 2 Site master plan



Source: PACE Architects

1.4. AUTHORSHIP AND SIA DECLARATION

The authorship SIA Declarations for this report are provided in the following sections.

1.4.1. Authors

This report has been prepared by a suitably qualified and experienced lead author and reviewed and approved by a suitably qualified and experienced co-author, who hold appropriate qualifications and have relevant experience to carry out the SIA for this Project. The following introduces each author:

Les Hems (review and quality assurance)

- Bachelor of Arts (Honours) Human Geography, University College of Wales
- Member, Australian Evaluation Society
- Founding Member, Social Impact Measurement Network of Australia
- Experience of reviewing and quality assurance of SIA reports in the context of the NSW SIA Guideline and best practice in social research, evaluation, and social impact measurement.

Gilbert Elliott (co-author)

- Bachelor of City Planning (Honours), University of New South Wales
- Full Member, Planning Institute of Australia (PIA)
- Experience in writing SIA reports for a range of projects in the context of the NSW SIA Guidelines (DPE, 2023) and best practice social research, evaluation and impact measurement.

Tate Crofts (co-author)

- Bachelor of Social Science, University of Queensland
- Bachelor of Arts, University of Queensland
- Experience in writing SIA reports for a range of projects in the context of the NSW SIA Guidelines (DPE, 2023) and best practice social research, evaluation and impact measurement.

Sarah Kerridge Creedy (co-author)

- Bachelor of City Planning (Honours), University of New South Wales (Current)
- Student Member, Planning Institute of Australia (PIA)
- Experience in writing SIA reports for a range of projects in the context of the NSW SIA Guidelines (DPE, 2023) and best practice social research, evaluation and impact measurement.

1.4.2. Declaration

The authors declare that this SIA report:

- Was completed on 20 July 2023.
- Has been prepared in accordance with the Environmental Impact Assessment (EIA) process under the Environmental Planning and Assessment Act 1979 (EP&A Act)
- Has been prepared in alignment with the DPE's SIA Guideline
- Contains all reasonably available Project information relevant to the SIA
- As far as Urbis is aware, contains information that is neither false nor misleading.



Gilbert Elliott
Consultant, Community Planning
20 July 2023



Les Hems
Director, Community Planning
20 July 2023

1.5. SIA GUIDELINE REVIEW QUESTIONS AND RESPONSES

The SIA Guideline contains review questions to assist with confirming that the requirements of the Guideline have been fulfilled when considering the scale of social impacts of the project. Table 2 below outlines these review questions and indicates how they have been addressed in this SIA.

Table 2 DPE SIA Guideline review questions and responses

SIA review questions	Addressed in report (yes/no)
General	
Does the lead author meet the qualification and experience requirements?	Yes See Section 1.4
Has the lead author provided a signed declaration?	Yes See Section 2.3
Would a reasonable person judge the SIA report to be impartial, transparent and suitably rigorous given the nature of the project?	Yes
Project's social locality and social baseline	
Does the SIA report identify and describe all the different social groups that may be affected by the project?	Yes See Sections 4.1 and 4.5
Does the SIA report identify and describe all the built or natural features that have value or importance for people, and explain why people value those features?	Yes See Sections 4.1 and 5
Does the SIA report identify and describe historical, current, and expected social trends or social changes for people in the locality, including their experiences with this project and other major development projects?	Yes See Sections 3, 4, 5 and 6
Does the social baseline study include appropriate justification for each element, and provide evidence that the elements reflect both relevant literature and the diversity of views and likely experiences?	Yes See Section 6
Does the social baseline study demonstrate social-science research methods and explain any significant methodological or data limitations?	Yes See Section 2
Identification and description of social impacts	
Does the SIA report adequately describe likely social impacts from the perspectives of how people may experience them, and explain the research used to identify them? When undertaken as a part of SIA scoping and initial assessment, has the plan for the SIA report been detailed?	Yes See Sections 5 and 6

SIA review questions	Addressed in report (yes/no)
	Report not undertaken for SIA scoping
Does the SIA report apply the precautionary principle to identifying social impacts, and consider how they may be experienced differently by different people and groups?	Yes See Section 6
Does the SIA report describe how the preliminary analysis influenced project design and EIS engagement strategy?	SIA engagement activities are aligned with the EIS Engagement Strategy
Community engagement	
Were the extent and nature of engagement activities appropriate and sufficient to canvass all relevant views, including those of vulnerable or marginalised groups?	Yes See Sections 2 and 5
How have the views, concerns and insights of affected and interested people influenced both the project design and each element of the SIA report?	Yes See Sections 5 and 6
Predicting and analysing social impacts	
Does the SIA report impartially focus on the most important social impacts to people at all stages of the project, without any omissions or misrepresentations?	Yes See Sections 5 and 6
Does the SIA report analyse the distribution of both positive and negative social impacts, and identify who will benefit and who will lose from the project?	Yes See Section 6
Does the SIA report identify its assumptions, and include sensitivity analysis and alternative scenarios? (including 'worst-case' and 'no project' scenarios where relevant)	No relevant project scenarios for this scale of assessment.
Evaluating significance	
Do the evaluations of significance of social impacts impartially represent how people in each identified social group can expect to experience the project, including any cumulative effects?	Yes See Section 6
Are the evaluations of significance disaggregated to consider the likely different experiences for different people or groups, especially vulnerable groups?	Yes See Section 6
Responses, monitoring and management	

SIA review questions	Addressed in report (yes/no)
Does the SIA report propose responses that are tangible, deliverable, likely to be durably effective, directly related to the respective impact(s) and adequately delegated and resourced?	Yes See Section 7
Does the SIA report demonstrate how people can be confident that social impacts will be monitored and reported in ways that are reliable, effective and trustworthy?	Yes See Section 7
Does the SIA report demonstrate how the proponent will adaptively manage social impacts and respond to unanticipated events, breaches, grievances and non-compliance?	Yes See Section 7

1.6. 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 methodology applied to complete this SIA.
- **Chapter 3** reviews the key findings and strategic directions from relevant state and local policies, as they relates to the proposal.
- **Chapter 4** provides a social baseline of the study area including the site's locality and demographic characteristics.
- **Chapter 5** summarises the key findings from of the community and stakeholder consultation undertaken to inform the SIA.
- **Chapter 6** the social impacts and benefits of the proposal, including with and without mitigation and enhancement measures.
- **Chapter 7** concludes the SIA by setting out a summary of the identified social impacts and benefits, risk rankings, mitigation and enhancement management measures, and recommendations.

2. METHODOLOGY

This section outlines the methodology to prepare this assessment, with reference to the relevant legislative requirements.

2.1. ASSESSMENT METHODOLOGY OVERVIEW

The following methodology was undertaken to prepare this SIA. The methodology was informed by the guidance contained within the DPE SIA Guidelines for State Significant Projects (2023).

Table 3 SIA Methodology

1. Background review	2. Engagement	3. Impact scoping	4. Assessment and reporting
▪ Review of surrounding land uses and site visit. ▪ Review of relevant state and local policies to understand potential implications of the proposal. ▪ Analysis of relevant datasets to understand the existing community.	▪ Engagement with the local community through a door knock and letterbox drop to understand potential impacts. ▪ Consultation with Blacktown City Council to understand the key characteristics of the local area and to understand potential impacts.	▪ Review of site plans and technical assessments. ▪ Review of engagement outcomes. ▪ Identification of impacted groups. ▪ Initial scoping of impacts.	▪ Assessment social impact and benefits considering with and without mitigation and enhancement measures. ▪ Provision of recommendations to enhance positive impacts, reduce negative impacts and monitor ongoing impacts.

2.2. APPROACH TO ASSESSING SOCIAL IMPACTS

The assessment of social impacts can be approached in several ways. The Technical Supplement of DPE's SIA Guideline highlights a risk assessment methodology, whereby the significance of potential impacts is assessed by comparing the magnitude of an impact against the likelihood of the impact occurring.

The DPE's risk assessment methodology is outlined Figure 3 overleaf and has been applied in this SIA.

Figure 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: SIA Guideline: Technical Supplement (DPE 2023, p. 13)

Likelihood and magnitude characteristics

The likelihood and magnitude levels are typically determined by subjective and objective components as this will depend on individual experiences, community perceptions and technical evaluations.

The likelihood level assesses the probability of the impact occurring impact, while the magnitude assesses the likely significance of the impact. The tables below are provided in the SIA Guideline and are used to inform each impact.

Table 4 Likelihood levels

Level	Definition
Almost certain	Define or almost definitely expected (e.g. has happened before on similar project).
Possible	High probability
Unlikely	Medium probability
Possible	Low probability
Very unlikely	Improbable or remote probability

Source: SIA Guideline: Technical Supplement (DPE 2023, p. 12)

Table 5 Magnitude levels

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

Source: SIA Guideline: Technical Supplement (DPE 2023, p. 13)

Table 6 Dimensions of social impact magnitude

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

Source: SIA Guideline: Technical Supplement (DPE 2023, p. 12)

Mitigation and enhancement measures

Social impacts are assessed before and after the implementation of mitigation measures (for negative social impacts) and enhancement measures (for social benefits). These measures can take different forms and may be incorporated in the design, planning, construction, or operational stage of the proposed development.

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. The full list of documents reviewed is provided in the References section of this report.

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

Table 7 Relevant Social Themes from Policy Review

Theme	Summary of findings
Increasing local employment opportunities 	According to the Blacktown Local Strategic Planning Statement (the LSPS), under a third (31%) of Blacktown LGA residents work within the LGA, with the remaining two thirds travelling outside the LGA for work. Furthermore, the Blacktown Economic Development Strategy (the EDS) indicates that in 2016/17, there were less jobs than resident workers in the LGA, suggesting there may be demand for more local employment opportunities. The EDS recognises the social benefits of increasing local employment opportunities, including reduced traffic congestion across the LGA and improved work-life balance due to shorter journeys to work. This provides a step towards Council's vision for a 30-minute city, which is identified as a key priority in the LSPS.
Protecting industrial land within the Blacktown LGA 	According to the EDS, the Blacktown LGA's fastest growing sector is transport, postal and warehousing. Council's LSPS indicates there is approximately 3,000 hectares of industrial land in the LGA. This includes land within the Western Sydney Employment Area (WSEA), which was developed by the NSW Government to provide businesses with land for industry and access to roads and utility services close to the new Western Sydney (Nancy-Bird Walton) International Airport. The District Plan notes that as of 2017, there was 61 hectares of undeveloped industrial land in the Huntingwood precinct, which is where the proposal is located. The Central City District Plan (the District Plan) recognises the importance of industrial land to the economy of Greater Sydney, but also notes the growing pressure for some of these lands to be converted to residential or retail uses. As outlined in the LSPS, Council sees its industrial land as an important asset in terms of providing local jobs for Western Sydney residents and providing investment opportunities for national and multinational companies.

Theme	Summary of findings
Cooling the City 	The effects of climate change and increasing urban heat island has made Blacktown City's new growth areas particularly vulnerable to extreme heat and heatwaves. Research undertaken by the NSW Government and the University of NSW suggests that areas converted from forest and grasslands to new urban developments could double climate change temperature increases¹. The LSPS also recognises the importance of considering climate resilience for the long-term health and sustainability of the Blacktown community, particularly for vulnerable people including the elderly and those with a pre-existing medical condition or disability. The Council's Responding to Climate Change Strategy (the Climate Change Strategy) draws includes several measures to help mitigate these effects and build resilience to climate change within the built environment. These include increasing tree canopy cover and vegetation, implementing water sensitive design initiatives, providing shading structures and using light-coloured roofs.

¹ NSW Office of Environment and Heritage 2015, Urban Heat Climate Change Impact Snapshot, <https://www.climatechange.environment.nsw.gov.au/climate-projections-used-adaptntsw>

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

4.1.1. Local context

The site is located on Darug Country on Augusta Street, within the Blacktown City LGA. Blacktown is well known for its long history of industrial and manufacturing land use along the suburb boundaries and is now predominantly occupied by low density residential areas surrounding a mixed-use commercial centre around the Blacktown train station. The site is located approximately 4km south of Blacktown CBD and is situated between the Great Western Highway to the north and the M4 Motorway to the south.

The site mainly comprised of grasslands. Blacktown Creek is located on the eastern part of the site and a drainage swale is located on the western part of the site. Low density residential development in the suburb of Prospect is situated approximately 200m north of the site, across the Great Western Highway. East of the site is Prospect Highway and on the other side is St Bartholomew's Church and Cemetery. South of the site has boundary landscaping providing visual screening of the site from the M4 Motorway and immediately west of the site is vacant land.

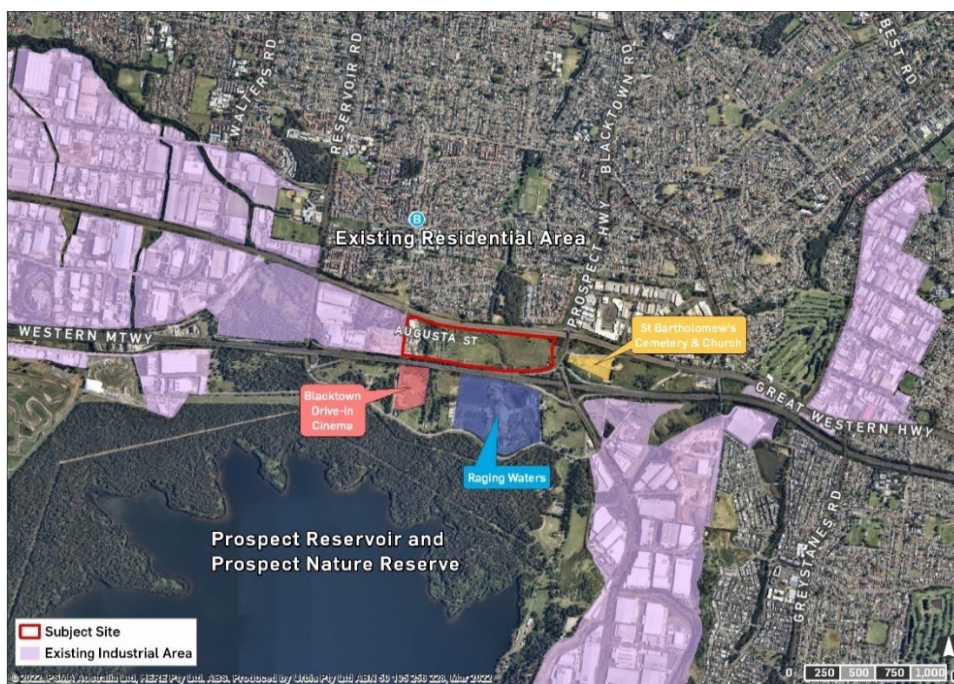
4.1.2. Regional context

The site is currently unoccupied and forms part of the Western Sydney Employment Area (WSEA) employment lands, of which Blacktown City Council occupies 1,100 hectares (Blacktown LSPS 2020, p. 60). In these areas, warehousing and industrial developments contribute a large proportion of employment opportunities and compliments the region's landscapes, industry history and community profile.

Further north of the site is Blacktown CBD and train station which is a 15-minute drive or 30-minute bus trip. A bus stop is located on Flushcombe Road, approximately 650m from the site. Further west of the site in the suburb of Huntingwood is a large area dedicated to industrial land uses, which is part of the WSEA employment lands. Further south comprises a drive-in movie theatre and waterpark, as well as Prospect Reservoir.

Figure 4 below shows the site boundary and provides an overview of the surrounding social context.

Figure 4 Social context



Source: Urbis 2022

Figure 5 Site photos



Picture 1 View of the site looking east from the proposed entry on Augusta Street



Picture 2 View of Augusta Street looking west from the proposed entry to the site



Picture 3 View of a new warehouse being constructed at 421-427 Flushcombe Road



Picture 4 View of low-density residential dwellings in Tyne Place, Prospect (closest residential receivers to the site)



Picture 5 View of Flushcombe Road looking north, with the intersection with Great Western Highway in the background



Picture 6 View of Great Western Highway looking north west

Source: Urbis 2022

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.

For this proposal, the area of social influence contains the suburbs of Blacktown and Prospect due to their proximity to the site (the study area). The study area is based on demographic data from the Australian Bureau of Statistics 2021 Census and NSW DPE population projections. Where relevant, the demographic characteristics of the Blacktown LGA and Greater Sydney have been used to provide a comparison.

In 2021, the study area had a population of 56,160, making up 14% of Blacktown LGA. Key characteristics of this community include:



Young adult population

A third of the population (35%) are aged 20 – 39 years. This is slightly higher compared to Blacktown LGA (31%) and Greater Sydney (30%).



Linguistically diverse

Over a third (38%) of the study area speak a language other than English which is the same as Greater Sydney (38%). The most common non-English languages include Punjabi, Hindi and Arabic.



Higher proportion of rental tenure and high density living

Despite most people owning their home (56%), more people within the study area occupy rentals (41%), compared to Blacktown LGA and Greater Sydney (34% and 36% respectively). Similarly, a higher proportion of people live in apartments or flats (15%), compared to Blacktown LGA (7%).



Predominantly blue-collar workers

Most residents in the study area work across the construction and manufacturing sectors, with 37% Blacktown suburb residents and 31% of Prospect suburb residents employed as technicians and trades workers, machinery operators and drivers or labourers. Similarly, 31% of people in the Blacktown LGA are employed in these sectors.



Self-reported health conditions

Around 1 in 5 (23%) residents in the study area have one or more long term health conditions, which is similar to Blacktown LGA (23%) and Greater Sydney (24%). The most prevalent health conditions among study area residents are arthritis and asthma.



Mixed levels of socioeconomic status

According to SEIFA data, Blacktown is ranked in the bottom 40% of NSW suburbs and Prospect is ranked in the top 60% suburbs for relative advantage and disadvantage in 2016.

4.3. CRIME AND SAFETY

As part of the social baseline, data from the NSW Bureau of Crime Statistics and Research (BOCSAR) was analysed to understand the crime and safety context around the site.

As of March 2023, the crime rates (per 100,000 people) in Blacktown suburb and Blacktown LGA were generally higher compared to NSW average. A comparison of crimes relevant to the proposal is provided below.

- Non-domestic assault: 735.3 in Blacktown suburb and 393.8 in Blacktown LGA (compared to 391.7 in NSW)
- Steal from motor vehicle: 669.0 in Blacktown suburb and 395.8 in Blacktown LGA (compared to 338.4 in NSW)
- Motor vehicle theft: 273.0 in Blacktown suburb and 171.1 in Blacktown LGA (compared to 158.6 in NSW)
- Malicious damage to property: 823.0 in Blacktown suburb and 645.5 in Blacktown LGA (compared to 604.0 in NSW)
- Steal from person: 89.7 in Blacktown suburb and 41.3 in Blacktown LGA (compared to 25.4 in NSW).

BOCSAR also publishes crime hotspots to show areas of high crime density relative to crime concentrations across NSW. While the site is located within a crime hotspot for motor vehicle theft, several other crime hotspots including steal from motor vehicle and break and enter non-dwelling hotspots were observed in the residential area to the north of the site and around the industrial developments in suburb of Huntingwood to the west of the site.

Two year crime trends between April 2021 and March 2023 indicates that crime has been generally stable in the suburb and LGA, however motor vehicle theft has increased by 42.9% per year in Blacktown suburb.

4.4. SOCIAL BASELINE IMPLICATIONS FOR THE PROPOSAL

- There is a high proportion of construction workers in the local area, indicating that the potential provision of jobs may be a strongly felt benefit.
- The high reliance on motor vehicles indicates that any traffic or transport impacts may significantly affect this area's population.
- The prevalence of higher rates of crimes may indicate that safety is a key concern of surrounding residents.

4.5. AREAS OF SOCIAL INFLUENCE

Considering the outcomes from the social baseline, the area of social influence is mostly confined to the immediate context and the Blacktown LGA. Within the areas of social influence, the following individuals and communities are likely to be impacted by the proposal:

- Prospect residents, particularly those living immediately north of the site in Ollier Crescent, Tyne Place, Desley Crescent, Brae Street and Hampton Crescent
- Workers in the construction, freight, logistics and warehousing sectors
- Blacktown LGA residents.

5. SIA CONSULTATION

This section provides an overview of the community and stakeholder consultation undertaken to inform the SIA. The purpose of the consultation was to share information and consult to collect information and insights.

5.1. BROADER ENGAGEMENT UNDERTAKEN BY THE ENGAGEMENT CONSULTANT TEAM

Community and stakeholder engagement activities were undertaken between July 2022 and June 2023 by the Urbis Engagement team. These activities are summarised in Table 8.

Table 8 Summary of broader community engagement undertaken by the engagement consultant team

Community engagement activity	Description of community engagement activity
Door knock and letterbox drop	Urbis Engagement door knocked approximately 84 residences on 10 June 2022 and 17 June 2022. The purpose of the engagement activity was to provide a project fact sheet, invite residents to an information session, answer questions about the project and collect initial feedback. Fact sheets were left in the letter boxes of those residents who were not home. The fact sheet provided a dedicated phone number and email address managed by Urbis Engagement to enable people to provide feedback on the project and ask questions. Four enquiries have been received at the time of writing this report. An update letter was left in the same residents' letterboxes in May 2023.
Online community information session	A one-hour online information session was held on Wednesday 22 June at 5pm, online via Zoom. The community was notified about the session via the door knock and the newsletter. Attendees were presented with information about the project, and then given the opportunity to ask questions of the project team. Three residents attended the online information session.
Website	The project website (https://www.augustastreethuntingwood.com/) went live on 3 June 2022 and provided information about the proposed development, the planning process and contact details for enquires. There were 89 views of the website.

The key findings from the community and stakeholder engagement undertaken by the engagement consultant team, as they relate to social impacts, includes:

- Noise due to trucks driving up the ramp, forklift noise, which is proposed to be located opposite residential neighbours
- The operation hours, number of expected truck movements and excessive car parking
- Traffic flow along Flushcombe Road, particularly due to the highly active commercial area.

A full summary of this feedback is provided in the Community and Stakeholder Engagement Outcomes Report (Urbis 2023).

5.2. ENGAGEMENT UNDERTAKEN FOR THE SIA

The following targeted SIA engagement activities were undertaken to further understand potential social impacts on the community and stakeholders:

- Videoconference interview with Blacktown City Council
- Doorknock and letterbox drop with potentially impacted residents and businesses located close to the site.

5.2.1. Consultation with Blacktown City Council

A videoconference with a representative from Blacktown City Council's social planning team was undertaken to understand the local characteristics of the community and any potential social impacts or benefits associated with the proposed development. The videoconference took place on 22 June 2022.

Key feedback from this interview relevant to the assessment of social impacts and benefits is summarised in Table 9 below:

Table 9 Feedback from interview with Council's social planning representative

Key theme	Feedback summary
Community characteristics and local character	▪ The Great Western Highway is the gateway into the Blacktown LGA and suburb of Blacktown. Key visual characteristics along this road include rolling hills and greenery. The heritage listed Bartholomew's Church and Cemetery can also be seen from the Highway. The cemetery is currently being expanded, with the expanded section to become operational in late 2022. ▪ The Skyline Drive In, Raging Waters and the Royal Cricketers Arms Pub are also key structures that have shaped the entry into the Blacktown LGA. ▪ Timbertop Park (located north of the site) is a popular passive recreation area for residents in the southern part of the suburb of Blacktown. This area is well used by the community, particularly since the COVID-19 lockdowns. ▪ There are varying levels of inequality across the Blacktown LGA, with some suburbs experiencing very high levels of socio-economic advantage and some with very low levels of socio-economic disadvantage.
Local employment	▪ Addressing youth unemployment was identified as a priority within the Blacktown LGA. It was suggested that industrial developments could provide local employment opportunities for young people who are disengaged from education or unemployed. ▪ The addition of new workers associated with the proposal will likely result in positive flow-on positive economic impacts, including increased spending at local business.
Creating a healthy and safe built environment	▪ Retention of the riparian corridor and surrounding vegetation was viewed as a positive design inclusion. Providing of worker amenities around the creek was identified as a key consideration for employee health and wellbeing. ▪ Urban heat island is a major issue across the Blacktown LGA, particularly for workers in industrial precincts and vulnerable communities. ▪ The inclusion of solar panels on the warehouse roofs and natural cooling were also identified as a potential design features to increase sustainability.

Key theme	Feedback summary
Traffic impacts and providing adequate active and public transport	▪ The surrounding roads are often subject to traffic congestion. The widening of Prospect Highway, which is expected to be completed in 2024, will likely relieve some of this congestion. ▪ The intersection between Flushcombe Road and Great Western Highway will need to be examined to minimise any increased traffic congestion on Great Western Highway resulting from vehicle movements to and from the proposal. ▪ There is high car dependency within the Blacktown LGA. There is poor public transport connectivity to the site and poor walking connections between the bus stop on Flushcombe Road and the site.
Potential impacts and mitigation and management measures	▪ Council is supportive of a diversity of jobs in the LGA. The increased local job opportunities generated by the proposal and increased spending at local business will likely have a positive impact on the community. ▪ Social impacts relating to noise, lighting, emissions and visual change on residents to the north of the site and people utilising the surrounding recreational uses were identified as key considerations. ▪ As much existing vegetation should be retained as possible to minimise visual change on the site. Tall canopy trees should also be used to screen the warehouses (particularly the two storey warehouses) from the residential area and other key sites surrounding the proposal. ▪ Tall canopy trees and shaded areas should also be provided manage worker health and wellbeing impacts relating to increased urban heat.

5.2.2. Engagement with local residents and businesses

Urbis undertook a door knock and letterbox drop on 1 June 2023 at residences located north of the site in Ollier Crescent, Tyne Place, Brae Street, Desley Crescent and Hampton Crescent (see Figure 6). These residences were selected due to their proximity to the site.

Figure 6 Community doorknock and letterbox drop area



Source: Nearmap, Urbis

The purpose of the door knock and letterbox drop was to obtain feedback on the potential social impacts and benefits of the proposed development, as well as potential mitigation and enhancement measures. For residents who did not answer the door, a community information sheet was placed in their letterbox. The community information sheet is provided in Appendix A. At the time of writing this report, one resident provided written feedback.

While some residents who answered the door did not wish to provide feedback, most residents provided some level of insights. A summary of this feedback from residents is outlined in Table 10 below:

Table 10 Summary of local resident feedback

Key theme	Feedback summary
Noise	- Noise impacts during construction and operation of the proposed development was raised as a concern. Heavy vehicles using air brakes was perceived to be the most significant noise emissions source. - Sound from heavy vehicles driving up and down the ramps associated with the multistorey warehouses was identified as an area of concern, particularly as these ramps would be elevated meaning noise would be more significant. - Noise impacts during night due to the 24/7 operation of the warehouse was raised as an area of concern.
Traffic	- Residents believed that the proposed development would increase traffic congestion in the local area. - Residents noted there is existing traffic congestion at the intersection between Flushcombe Road and Great Western Highway intersection, and that the proposal would worsen this congestion.

Key theme	Feedback summary
	Some residents wanted to see the proposed motor vehicle entry from the Great Western Highway removed and replaced with an entry from the M4 Motorway.
Property values	The community's perceived impact of the proposed development on their property values varied. Some residents believed it would decrease their property values while others believed it would increase their property values.
Drainage and flooding	Drainage and water retention and concern that runoff from the site will cause local flooding.
Local employment opportunities	Local employment opportunities were identified as a benefit of the proposed development.
Alternative development scenarios	- Some residents were not opposed to development at the site but were opposed to the proposed development being a warehouse and distribution centre. Shopping centres and residential developments were identified as alternative developments which were seen as preferable compared to the proposed warehouse and distribution centre. - Some residents noted that they would have preferred the data centre development which was previously proposed at the site before it was acquired by Logos.

Urbis also contacted representatives from QLS Logistics, which operates from a warehouse and distribution facility located within the Huntingwood East Estate which is located on the western side of Flushcombe Road at 421-427 Flushcombe Rd, Blacktown. The purpose of this engagement was to understand social impacts and benefits of the proposed development on their business and employees.

A phone call was held with a representative from QLS Logistics on 16 June 2022. The representative requested for further information to be provided in an email. An email containing an overview of the project, the purpose of the SIA and questions for feedback was sent to the representative following the phone call.

A phone call was received on 10 July 2023 from a representative from Charter Hall, the owner of the Huntingwood East Estate. The representative advised that they do not have any feedback in relation to potential social impacts and benefits of the proposed development.

6. SOCIAL IMPACT AND BENEFIT ASSESSMENT

This chapter analyses the social impacts and benefits resulting from the Master Plan. It is structured by the social impact categories outlined in the SIA Guideline (DPE 2023). Each impact is assessed in accordance with the risk assessment methodology applied in the Technical Supplement of the SIA Guideline, whereby the significance of potential impact is assessed by comparing the magnitude of the impact against the likelihood of the impact occurring. A detailed overview of this methodology is provided in Section 2.2.

6.1. WAY OF LIFE

This assessment did not identify any potential impacts or benefits relating to way of life.

6.2. COMMUNITY

This assessment did not identify any potential impacts or benefits relating to community.

6.3. ACCESSIBILITY

This section provides a detailed assessment, unmitigated and mitigated and unenhanced and enhanced, of the matters that significantly impact accessibility as a consequence of the Project. The matters assessed include:

- Traffic impacts related to congestion.

Table 11 Summary of impacts related to accessibility

Matter	Impact / benefit	Affected stakeholders	Duration	Extent	Unmitigated / unenhanced	Mitigated / enhanced
Traffic impacts relating to congestion	Impact	Residents in Ollier Crescent, Tyne Place, Desley Crescent, Brae Street and Hampton Crescent Blacktown and Prospect residents	Construction and operation	Local	High	Low

6.3.1. Traffic impacts relating to congestion – impact unmitigated

The construction and operation of the new urban developments can result in changes to the existing traffic environment. This will likely impact on residents close to the site in Ollier Crescent, Tyne Place, Desley Crescent, Brae Street and Hampton Crescent, and other motor vehicle drivers across the Blacktown and Prospect suburbs using the road network surrounding the site.

The SIA consultation revealed that residents were concerned with existing traffic congestion at the intersection of Flushcombe Road and the Great Western Highway, and that the proposed development would increase this congestion. The impact on traffic along the Great Western Highway and the M4 was also raised by residents.

Representatives from Blacktown City Council also noted that the roads surrounding the site are subject to traffic congestion and that the intersection between Flushcombe Road and the Great Western Highway will need to be examined to minimise any potential traffic congestion on surrounding roads. The widening of Prospect Highway, which is expected to be completed in 2024, will likely relieve some of this congestion.

Section 7 of the TAIA discusses the traffic effects which may result from the proposed development, including impacts on the road network, traffic flow, intersections, traffic generation and future traffic conditions. The TAIA proposes a range of mitigation measures to minimise the traffic impacts associated with proposed development, which are outlined in the section below.

Assuming the proposed development occurs and mitigation measures are implemented, the unmitigated impact is assessed as **high**, with a likely likelihood and a moderate magnitude.

6.3.2. Traffic impacts relating to congestion – impact mitigated

The TAIA provides a list of road and traffic signal upgrades for the Great Western Highway, Flushcombe Road, Augusta Street and Prospect Highway. If implemented, the TAIA concludes that the road network can accommodate the existing plus additional traffic generated by the proposed development.

The TAIA also outlines several other measures that will help alleviate traffic congestion on the road network. This includes:

- Provision of motorcycle and bicycle parking (TAIA Section 2.4)
- Preparation of a Green Travel Plan (TAIA Section 4.1) to encourage active and public transport usage
- Protocols outlined by the draft Construction Management Plan (TAIA Section 8).

Assuming the above mitigation measures are implemented, the mitigated impact is assessed as **low**, given an unlikely likelihood and minor magnitude.

SIA recommendation/s

No further recommendations are proposed.

6.4. CULTURE

This section provides a detailed assessment, unmitigated and mitigated and unenhanced and enhanced, of the matters that significantly impact culture as a consequence of the Project. The matters assessed include:

- Impacts on local character and heritage
- Potential disturbance to sites of Aboriginal significance.

Table 12 Summary of impacts related to culture

Matter	Impact / benefit	Affected stakeholders	Duration	Extent	Unmitigated / unenhanced	Mitigated / enhanced
Impacts to local character and heritage	Impact	Prospect and Blacktown residents	Construction and operation	Local	High	Medium
Potential disturbance to sites of Aboriginal significance	Impact	Local Aboriginal and/or Torres Strait Islander Peoples	Construction and operation	Local	Medium	Low

6.4.1. Impact on local character and heritage – impact unmitigated

Local character is a combination of land, people, built environment, history, culture and tradition. It is what makes one place distinctive from another. People often have a strong connection with local character, as it comprises a broad range tangible and intangible elements that impact on people's culture, way of life, surroundings and livelihoods.

Representatives from Blacktown City Council described the unique local character of the area, which includes rolling hills and greenery and St Bartholomew's Church and Cemetery as being a key landmark from the streetscape. While the Church has not been operational since 1967, it is described on Council's website as a core landmark in the surrounding landscape and refers to it as part of a 'Gateway to the City'.

While the Statement of Heritage Impact (SOHI) found there are no listed heritage items within the study area, there were two remnant modified features that provide a tangible connection to the area's agricultural occupation in the 1870's and between 1908-1970. These included a c1920s house at 426 Flushcombe Road and the open semi-rural landscape. The SOHI also identified five listed heritage items within the vicinity of the study area, including the former Great Western Road, the former police residence/house, the Royal Cricketer's Arms Inn, the Seven Milestones, and St Bartholomew's Church and Cemetery.

The SOHI concludes that the proposed development and its activities will not impact the heritage values of four of these heritage items. The proposed development will however impact on the heritage values of the St Bartholomew's Church and Cemetery, as it will involve construction across an area which was identified as forming part of the setting of the Church, and as it will affect the views to the west from the Church (SOHI Section 4).

The Visual Impact Assessment (VIA) states that the existing character of the study area is primarily industrial, bound by major thoroughfare on all sides and flanked by low density residential to the north (VIA Section 4.2). The VIA identifies that a local value may be held by some visual receptors with high sensitivity to the site including residential areas to the north of the site across the Great Western Highway, based on perceptual aspects such as wilderness, tranquillity, land use and green open space (VIA Section 4.3). As the character of adjacent sites is generally RE1 – Public Recreation and R2 – Low Density Residential, and as several canopy trees will be planted throughout and along the development's setbacks, the VIA assesses the sensitivity to landscape as low (CVIA Section 4.3). Although there will be some impact to the existing site character, the VIA concludes that the introduction of this development typology is not uncharacteristic of the context in which it will exist (VIA Section 7). The significance of impact is hence judged by the VIA as moderate/minor.

Based on the assessments undertaken in the SOHI and the VIA, and specifically the impacts on the heritage value of St Bartholomew's Church and Cemetery, the unmitigated impact is assessed as **high**, given a likely likelihood and a moderate significance.

6.4.2. Impact on local character and heritage – impact mitigated

The SOHI outlines several management measures and recommendations (SOHI Section 5.2) which should be undertaken prior to demolition and construction activities. This includes:

- Creating an archival photographic record of the house at 426 Flushcombe Road, Blacktown
- Creating an archival photographic record of the local area so far as it forms part of the setting of St Bartholomew's Church and Cemetery, including views from the heritage listed property towards the west.

The SOHI also provides protocols should any unexpected historical archaeological relics or potential relics be unearthed during the course of the development (SOHI Section 5.2).

Section 6.1 of the VIA also outlines several mitigation measures which have been incorporated into the proposed development's design. This includes:

- The preservation of existing trees and vegetation surrounding the site (including protecting several native trees along the western and northern boundaries) with the aim of shielding built form from visual receptors
- The orientation of noise-generating facilities, including loading docks and truck movements, away from visually sensitive area
- Detailed design which considers the scale of the buildings to create visual interest in the façade

- Selection of façade colours that limit the amount of contrast and reflection with the surrounding landscapes
- Incorporation of high quality landscaping to conserve the existing natural environment by enhancing endemic canopy tree planting and while also providing greening to the street scape and built form
- Design of setbacks to provide mitigation in the form of dense canopy tree planting together with a large shrub and roundcover understory.

Assuming the above mitigation and management measures are implemented, the mitigated impact is assessed as **medium**, given possible likelihood and a minor significance.

SIA recommendation/s

No further recommendations are proposed.

6.4.3. Potential disturbance to sites of Aboriginal significance – impact unmitigated

The construction of industrial development (which often comprise of large areas and require extensive earthworks) may impact on Aboriginal objects, the landscape or the spiritual connection Aboriginal people have with Country.

According to the Aboriginal and Cultural Heritage Assessment Report (ACHAR), there are two previously recorded Aboriginal archaeological sites within the study area, including an isolated stone artefact (AHIMS #45-5-3308), and a surface stone artefact scatter (AHIMS #45-5-2361). However, neither site could be relocated during the field study due to access restriction, limited visibility, and environmental processes such as erosion. No further sites were identified in the ACHAR.

The ACHAR notes that the broader study area has been substantially impacted by historical development and does not have any potential to contain intact or extensive Aboriginal archaeological remains. The likelihood of further Aboriginal heritage being present either on or below the grounds within the areas proposed for development was assessed as low, given this high level of past impact. As such, the ACHAR concludes that no further Aboriginal heritage investigation is necessary in relation to the proposal.

Based on the findings contained in the ACHAR, this unmitigated impact is assessed as **medium**, given its unlikely likelihood and moderate magnitude.

6.4.4. Potential disturbance to sites of Aboriginal significance – impact mitigated

The ACHAR determined that no further Aboriginal archaeological assessment or investigation is required prior to commencement of the proposed development, and the works may proceed with caution. However, there are several mitigation measures and recommendations which should be followed (ACHAR Section 6.4). These include:

- Temporary fencing should be erected around site #45-5-2361 prior to the commencement of construction activities
- The extent of the 40m x 20m protective buffer zone around the above site should also be included in all construction and management plans for the area to ensure that future impacts are avoided
- Consideration should be given to the development of a cultural interpretation plan
- An unexpected finds protocol should be implemented for the life of the development, including both unforeseen Aboriginal objects or human remains
- A copy of the ACHAR should be forwarded to the Registered Aboriginal parties.

Assuming the above mitigation measures are implemented, the mitigated impact is assessed as **low**, given the very unlikely likelihood and moderate magnitude.

SIA recommendation/s

No further recommendations are proposed.

6.5. HEALTH AND WELLBEING

This section provides a detailed assessment, unmitigated and mitigated and unenhanced and enhanced, of the matters that significantly impact health and wellbeing as a consequence of the Project. The matters assessed include:

- Provision of health and wellbeing benefits to workers
- Impacts relating to changes to air quality.

Table 13 Summary of impacts related to health and wellbeing

Matter	Impact / benefit	Affected stakeholders	Duration	Extent	Unmitigated / unenhanced	Mitigated / enhanced
Provision of health and wellbeing benefits to workers	Benefit	Future workers on the site	Operation	Local	Medium	High
Impacts relating to changes to air quality	Impact	Future workers on the site Residents in Ollier Crescent, Tyne Place, Desley Crescent, Brae Street and Hampton Crescent	Construction and operation	Local	Medium	Low

6.5.1. Provision of health and wellbeing benefits to workers – benefit unenhanced

Once operational, the proposal will accommodate approximately 789 full time workers, as well as customers and visitors. These groups will need access to break out rooms, rest areas and open space throughout their work shifts and visits. These facilities will be particularly important for workers driving trucks and other heavy vehicles for long periods of time, as well as for warehouse workers who may be required to stand for long periods.

The Architectural Plans and Landscape Plans demonstrate a good provision of on-site worker amenities and spaces to which will support the health and wellbeing of future workers, customers and visitors. This includes indoor lunchrooms and covered outdoor breakout areas which are provided in each warehouse building. A range of high quality outdoor spaces are also provided. This includes three open grass areas which are distributed evenly across the site and proposed to be embellished with shading structures and seating.

Given the existing planned provision of indoor and outdoor worker amenities and open space areas which will benefit workers, but is largely aligned to standard requirements, this unenhanced benefit is assessed as **medium**, given the likely likelihood and minor magnitude.

6.5.2. Provision of health and wellbeing benefits to workers – benefit enhanced

Representatives from Council suggested that the provision of worker amenities around the creek should be a key consideration for employee health and wellbeing. Representatives also suggested that tall canopy trees and shaded areas should be provided to manage worker health and wellbeing impacts in relation to urban heat.

The Architectural Plans and Landscape Plans demonstrate a network of additional embellishments to better support worker needs. This includes the development of a boardwalk and viewing platform proposed along the western riparian corridor, close to Building 4. The Landscape Plan also demonstrates a good provision of tree planting across the site, with 2,106 trees proposed. These trees will range from 6m to over 15m and in height and will deliver 17% total tree canopy coverage across the site.

Given the additional embellishments of these worker spaces, the benefit enhanced impact is assessed as **high**, with a likely likelihood and moderate magnitude.

SIA recommendation/s

The following measures are proposed to enhance benefits associated with provision of staff amenities and facilities:

- Undertake regular cleaning and maintenance of the outdoor staff breakout spaces and open space areas to ensure they are attractive, inviting and safe.

6.5.3. Impacts related to air quality – impact unmitigated

Construction activities may have adverse impacts on the health and wellbeing of construction workers, staff, commuters and future users on the site. If not managed properly, emissions such as dust resulting from the demolition of existing structures, use of heavy equipment and other construction activities, and particulate matter from motor vehicles can impact individuals and/or vulnerable groups health and wellbeing. Short term exposure to these emissions can lead to irritation of a person's eyes, nose and throat, worsening of asthma and lung diseases, and heart attacks (NSW Health 2020). Long term exposure can lead to reduced lung function and development of cardiovascular and respiratory diseases (ibid 2020).

The likely stakeholders that may be affected by air quality impacts generated by the site are future workers, customers and visitors on the site, and the residents to the north of the site in Prospect. The community profile (Section 4.2) reveals that one in five Blacktown and Prospect suburb residents have one or more self-reported long term health conditions, which is similar to Liverpool LGA and Greater Sydney. Approximately 7% of Blacktown and Prospect suburb residents have asthma, suggesting some residents may be more susceptible to air quality impacts.

Construction

The Air Quality Impact Assessment (AQIA) identifies the main sources of emissions during construction to be fugitive dust. The activities that are most likely to lead to short-term emissions of dust include grading, loading and unloading of materials, wheel-generated dust and combustion emissions from construction equipment, wheel-generated dust from trucks travelling on unpaved surfaces and wind erosion of exposed surfaces. Without considering mitigation measures, the AQIA assesses there to be a low risk of adverse dust soiling and human health impacts occurring at the site during construction activities.

Operation

During operation, the AQIA identifies the main sources of air emissions as emissions of products of fuel combustion and particulate matter (from brake and tyre wear as well as entrainment of road dust) associated with trucks and other vehicles entering and leaving the site or idling at the site during loading / unloading operations. The AQIA notes that these emissions will be of a similar nature to existing emissions from traffic travelling along the surrounding road network. The AQIA considers that given the scale of on-site vehicle parking and anticipated traffic generation rates, the emissions generated due to the combustion of fuel in light and heavy vehicles generated by proposed development are small compared to the emissions generated by traffic on the surrounding road network. The AQIA considers this to have an overall neutral impact on nearby sensitive receivers.

Based on the findings of the AQIA, the unmitigated health and wellbeing impacts on nearby residents due to changes in air quality is assessed as **medium**, given a possible likelihood and a minor magnitude.

6.5.4. Impacts related to air quality – impact mitigated

Construction

The AQIA outlines a range of ‘desirable’ measures to mitigate potential air quality impacts during construction. These mitigation measures are outlined below:

- Avoid scabbling (roughening of concrete surfaces) if possible.
- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.
- Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use.
- Avoid dry sweeping of large areas.
- Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.
- Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).

With the incorporation of the above mitigation measures, the AQIA determines the residual risk to be negligible for both dust soiling and human health.

To minimise potential cumulative construction impacts associated with the proposed development and other nearby proposed developments, the AQIA recommends that a Construction Air Quality Management Plan (CAQMP) is prepared prior to construction. The AQIA recommends that the CAQMP includes communication with surrounding construction sites where possible to avoid scheduling of dust generating activities at the same time.

Operation

Given the AQIA considers that air quality impacts during operation will have a neutral impact, the report does not propose any mitigation measures.

Assuming the above mitigation measures during construction are implemented, the mitigated health and wellbeing impacts on nearby residents due to changes in air quality is assessed as **low**, given an unlikely likelihood and a minor magnitude.

SIA recommendation/s

The following recommendations are proposed to further mitigate air quality impacts:

- As the future warehouse tenants and exact operational procedures occurring at the site are not known, consider undertaking additional air quality monitoring when these details are confirmed to ensure there are no unanticipated air quality impacts on surrounding sensitive receivers.
- Provide regular communication updates to nearby sensitive receivers, particularly the residents north of the site in Prospect, to notify them of any significant air quality impacts during construction.

6.6. SURROUNDINGS

This section provides a detailed assessment, unmitigated and mitigated and unenhanced and enhanced, of the matters that significantly impact surroundings as a consequence of the Project. The matters assessed include:

- Exacerbation of urban heat
- Amenity impacts relating to noise
- Amenity impacts relating to visual impact

- Potential exacerbation of flooding.

Table 14 Summary of impacts related to surroundings

Matter	Impact / benefit	Affected stakeholders	Duration	Extent	Unmitigated / unenhanced	Mitigated / enhanced
Exacerbation of urban heat	Impact	Future workers on the site Residents in Ollier Crescent, Tyne Place, Desley Crescent, Brae Street and Hampton Crescent	Operation	Local	High	Low
Amenity impacts relating to noise	Impact	Future workers on the site Residents in Ollier Crescent, Tyne Place, Desley Crescent, Brae Street and Hampton Crescent	Construction and operation	Local	High	Medium
Amenity impacts relating to visual change	Impact	Residents in Ollier Crescent, Tyne Place, Desley Crescent, Brae Street and Hampton Crescent Community members visiting or with existing connections to St Bartholomew's Church and Cemetery	Construction and operation	Local	Medium	Low
Potential exacerbation of flooding	Impact	Residents in Ollier Crescent, Tyne Place, Desley Crescent, Brae Street and Hampton Crescent	Construction and operation	Local	Medium	Low

6.6.1. Exacerbation of urban heat – impact unmitigated

An urban heat island occurs when natural land cover is replaced with dense concentrations of urban structures and pavement. These structures absorb solar radiations and re-radiate them into the environment,

creating high localised temperatures. This can have flow-on health and wellbeing impacts for people, such as dehydration, fatigue and heat stress.

As identified in the Policy Context (Section 3), Council's LSPS recognises the importance of considering climate resilience for the long term health and sustainability of the community, particularly for vulnerable people including the elderly and those with a pre-existing medical condition or disability. This was also raised in the interview with Council representatives, who noted that the retention of the existing natural corridors within the site would be a key mitigation measure to minimising the impact of urban heat on future workers, customers and visitors within the site. Council representatives also identified incorporation of solar panels and natural cooling systems as other mitigation measures which could contribute to reducing urban heat.

The proposal will replace existing grassland with large concrete surfaces, including roads, carparking areas and handstand areas, as well as structures with large building footprints. These structures will increase urban heat across the site. This proposal is also expected to contribute to a cumulative increase in urban heat increase across the broader Huntingwood area given the concentration of existing industrial uses to the west of the site.

Given the existing urban heat challenges and significant level of change on the site (from grassland to urban structures), the unmitigated health and wellbeing impacts associated with increased urban heat is assessed as **high**, given the likely likelihood and moderate magnitude.

6.6.2. Exacerbation of urban heat – impact mitigated

Council's Responding to Climate Change Strategy outlines several measures to help mitigate the effects of climate change (such as urban heat) and to build resilience to climate change within the built environment. These include increasing tree canopy cover and vegetation, implementing water sensitive design initiatives, providing shading structures and using light-coloured roofs.

The proposal has incorporated several of these mitigation measures. These include:

- Retaining the riparian corridors
- Providing 17% tree canopy cover and tall trees with large canopy spread
- Utilising grass and soft landscaping where pavement or hard landscaping is not required
- Utilising mechanical louvres to allow for passive cooling systems
- Providing shaded outdoor break out areas and shade within grass areas
- Providing opportunities to incorporate solar photovoltaic (PV) panels on warehouse building roofs, with indicative layouts provided as part of the proposal.

The mitigation measures outlined above will minimise health and wellbeing impacts on future workers, customers and visitors created by increased urban heat across the site. The mitigated impact is therefore assessed as **medium**, with a possible likelihood and minor significance.

SIA recommendation/s

The following recommendations are proposed to further mitigate urban heat impacts:

- During detailed design, seek to implement the solar PV panels indicated on the warehouse building roofs.

6.6.3. Amenity impacts relating to noise – impact unmitigated

Noise can impact on peoples' health and wellbeing due to sleep disturbances that affect peoples' ability to concentrate when undertaking activities, such as working or studying. The construction and operation of the proposal will generate noise during the day and night as it is proposed to operate 24 hours a day, seven days a week.

The SIA consultation revealed that some residents were concerned with the proposed 24 hours a day, seven days a week operation of the development. These residents were concerned about noise emissions from trucks and other heavy vehicles using airbrakes (particularly at night) and noise from trucks driving up and down the ramps associated with Building 5.

The Noise and Vibration Impact Assessment (NVIA) identified several noise sensitive receivers which could be impacted by construction and operational activities at the site. These include:

- The residential areas in Prospect (Tyne Place, Desley Crescent, Hampton Crescent, Watch House Road, Yallock Place)
- Industrial development at 421-427 Flushcombe Road, Blacktown (Huntingwood East Estate)
- Other surrounding developments (including St Bartholomew's Church, a hotel development at 32 Cricketers Arms Road, Prospect, and Raging Waters Sydney).

Construction

The NVIA notes that construction noise sources will likely include vegetation clearing, earthworks, demolition, foundation work, warehouse construction and fitout, construction of roads and hardstands. The NVIA predicts minor exceedances (1 dB to 10 dB) of noise monitoring levels (NMLs) at the residential receivers north of the site in Prospect, predominantly during activities associated with the construction of Building 1 and Building 3-4. Some moderate exceedances (11 dB to 20dB) are also expected during vegetation clearing and earthworks. Construction noise levels are expected to comply with the NMLs at the commercial receivers south of the site, including Raging Waters Sydney and the hotel at 32 Cricketers Arms Road.

The NVIA notes that these impacts would only be expected to occur when noisy work is being completed close to the site boundaries, relative to each receiver. When work is in central areas of the site, or when less noise intensive equipment is being used, the noise levels would be lower.

Operation

The NVIA indicates that operational noise sources will likely include on-site light and heavy vehicle movements, loading dock activities, in hardstands, mechanical plant and off-site vehicle movements. As the NVIA assesses operational noise impacts with the incorporation of mitigation measures, this assessment is discussed in the following section.

Based on the expected construction noise generated by the proposed development, the unmitigated construction noise impacts generated by the proposed development on nearby sensitive receivers is assessed as **high**, given a likely likelihood and a moderate magnitude.

6.6.4. Amenity impacts relating to noise – impact mitigated

Construction

The NVIA considers that the use of standard mitigation measures, such as those outlined in the Roads and Maritime (now Transport for NSW Construction) noise and Vibration Guideline, will be sufficient to control most construction impacts. The NVIA also states that a Construction Noise and Vibration Management Plan (CNVMP) would be prepared before any work begins. This would identify all potentially impacted receivers, assess the potential noise and vibration impacts from the project and provide details regarding how the impacts would be minimised by all feasible and reasonable mitigation measures. The CNVMP would also contain procedures for handling complaints, should they occur, and detail any compliance monitoring requirements.

Operation

The NVIA indicates that the following mitigation measures have been applied to reduce noise emissions:

- Use of broadband and/or ambient noise sensing reversing alarms to minimise potential annoyance
- Roller doors will be kept closed when un/loading is not occurring
- Increase wall height on northern edge of the Building 5 – Level 2 access ramp to 3 m to act as noise barriers.
- Installation of a 3m noise mound along the perimeter of the Building 3 and 4 truck access road
- Installation of a 3m noise barrier along the northern and eastern perimeter of the Building 1 hardstand area
- Installation of a 3m noise barrier in the north-western boundary of Building 5 along the truck exit road.

The NVIA assesses the operational noise impacts of the proposed development with the above mitigation measures applied. The assessment reveals that all sensitive receiver locations are expected to comply with the project noise trigger levels (PNTLs), except for residences north of the site at Brae Street and Desley Crescent which is expected to exceed the PNTLs by 1 dB.

In terms of sleep disturbance, the maximum noise levels are generally expected to comply with the sleep disturbance screening levels except for nearest receivers in Tyne Place and Ollier Crescent when truck airbrakes are used at the hardstands. While the assessment predicts an exceedance at this area, the NVIA notes that the assessment predicted noise levels generated by heavy trucks, whereas most night time deliveries are expected to be via rigid trucks which are quieter and generally do not use airbrakes. The report also notes that the Great Western Highway is located between the site and the residential receivers. The maximum noise events from infrequent use of truck airbrakes at the development site would be lower than the existing maximum noise levels from vehicles on the Great Western Highway.

Based on the incorporation of the operational mitigation measures and assuming the construction mitigation measures are implemented, the mitigated noise impacts are assessed as **medium**, given a possible likelihood and a minor magnitude.

SIA recommendation/s

The following recommendations are proposed to further mitigate noise impacts:

- Aligned to future approval pathways, undertake required noise assessments where stipulated to ensure activities do not exceed NMLs.
- Provide regular communication updates to nearby sensitive receivers, particularly the residents north of the site in Prospect, to notify them of any significant noise impacts during construction.

6.6.5. Amenity impacts relating to visual change – impact unmitigated

In addition to the noise-related amenity impacts to nearby residences, there is also an expected visual-related amenity impact to local residents, as well as to the St Bartholmew's Church and Cemetery (discussed in Section 5.4.1). This impact pertains to the height, bulk and scale of the warehouses, as well as the visual catchment and site context such as the sloping topography.

During consultation, the visual impact of the development was raised as a concern, as BCC questioned the height of the proposed development in comparison to previous applications which did not proceed due to its potential visual impact. As such, BCC noted that high quality design and visual approach will be critical to this application. BCC also explained that the key visual characteristics along the Great Western Highway include rolling hills and greenery, as well as the nearby heritage listed St Bartholomew's Church and Cemetery. This was reiterated during consultation relating to the local character of the area (Section 5.4.1).

The Design Report (DR) states that the proposed building has been designed to reduce operational visibility and acoustic attenuation within the site (DR Section 4.1). According to the DR, the design will hence not compromise the amenity of the locality, as all façade treatments have undergone significant design developments to respond to surroundings and permitter boundaries in a positive way.

The Visual Impact Assessment (VIA) explains that the lighting of the development is to be provided with a combination of light poles and building mounted lighting around the site for on-site security and safety. This lighting is to be positioned to shine inwards on the site minimising light spillage onto adjoining properties, and the layout of site should ensure that residential properties to the west of the site will not be affected.

As discussed in Section 5.4.1 (Impacts to local character and heritage), the VIA determined the sensitivity to landscape as low, and hence concludes that the ability of the site to accept the proposal is judged to be appropriate (VIA Section 6.1). Further, the significance of visual impact was judged by the VIA to be moderate/minor (VIA Section 7).

Given the moderate/minor rating by the VIA, this unmitigated impact is assessed as **medium**, with a likely and minor magnitude.

6.6.6. Amenity impacts relating to visual change – impact mitigated

The VIA outlines several mitigation measures in Section 6.1, including:

- The preservation of existing trees and vegetation surrounding the site (including protecting several native trees along the western and northern boundaries) with the aim of shielding built form from visual receptors;
- The orientation of noise-generating facilities, including loading docks and truck movements, away from visually sensitive area;
- Detailed design which considers the scale of the buildings to create visual interest in the façade;
- Selection of façade colours that limit the amount of contrast and reflection with the surrounding landscapes;
- Incorporation of high quality landscaping to conserve the existing natural environment by enhancing endemic canopy tree planting and while also providing greening to the street scape and built form; and
- Design of setbacks to provide mitigation in the form of dense canopy tree planting together with a large shrub and roundcover understory.

In line with these mitigations, this mitigated impact is assessed as **low**, with a likely and minimal magnitude.

SIA recommendation/s

No further recommendations are proposed.

6.6.7. Potential exacerbation of flooding – impact unmitigated

Due to slope of the site and the presence of natural corridors, there is potential that the proposed development could create flooding issues. During consultation, residents identified existing flooding issues in the area surrounding their properties and expressed concern that the proposed development could exacerbate existing flooding issues. Specifically, these concerns related to the drainage and water retention within the site, and concern that runoff from the site would cause local flooding.

The Water Cycle Management Strategy (WCMS) discusses flooding and overland flow in Section 7, and identifies the two riparian corridors which drain through the site from south to north as being Blacktown Creek to the east and an unnamed drainage swale to the west, both being tributaries of the Paramatta River. In its existing condition, the watercourses are responsible for the conveyance of flood waters towards the Paramatta River and provide some degree of flood storage within the site boundaries. The site is shown to be impacted by flood during the 1% AEP and in more intense storm events.

The proposed development seeks to realign the watercourses to ensure there are negligible flood impacts (WCMS Section 7.1). The WCMS also states that best management practices have been applied to the development to ensure that the quality of stormwater runoff is not detrimental to the receiving environment. As such, the WCMS concludes that the proposed development does not increase runoff from existing conditions and, as such, the site discharge will not adversely affect any land drainage system or watercourse. Overall, the hydrological assessment of the local site drainage confirms that recommended water quality and quantity measures will ensure that no adverse impacts result on the receiving waterways as a result of the proposed development.

Recognising the perceived risk of flooding which may be exacerbated by the project, this unmitigated impact is assessed as **medium**, with a possible likelihood and moderate significance.

6.6.8. Potential exacerbation of flooding – impact mitigated

During construction, the WCMS recommends the preparation and implementation of a Soil and Water Management Plan and an Erosion and Sediment Control Plan to ensure the downstream drainage system and receiving waters are protected from sediment laden runoff.

During operation, the WCMS recommends that a stormwater quality treatment system is implemented to mitigate any increase in stormwater pollutant load generated by the proposed development. The WCMS also notes that the inclusion of bio-retention combined with on-Site detention (OSD) basins within the site will help to treat stormwater.

Assuming the above mitigation measures are implemented, the mitigated impact is assessed as **low**, with an unlikely likelihood and moderate magnitude.

SIA recommendation/s

No further recommendations are proposed.

6.7. LIVELIHOODS

This section provides a detailed assessment, unmitigated and mitigated and unenhanced and enhanced, of the matters that significantly impact livelihoods as a consequence of the Project. The matters assessed include:

- Increased local employment opportunities
- Perceived impact to property values.

Table 15 Summary of impacts related to livelihoods

Matter	Impact / benefit	Affected stakeholders	Duration	Extent	Unmitigated / unenhanced	Mitigated / enhanced
Increased local employment opportunities	Benefit	Construction workers in Blacktown LGA and Western Sydney Workers in the freight, logistics, warehousing and administration industries in the Blacktown LGA and Western Sydney	Construction and operation	Local	High	Very high
Uncertainty around change to property values	Impact and benefit	Property owners in Ollier Crescent, Tyne Place, Desley Crescent, Brae Street and Hampton Crescent	Construction and operation	Local	Medium	Low

6.7.1. Increased local employment opportunities – benefit unenhanced

As discussed in the Policy Context (Section 3), increasing local employment opportunities is a key objective for Council. The Local Strategic Planning Statement (LSPS) indicates that currently over two thirds of Blacktown LGA residents work outside the LGA. The Economic Development Strategy (EDS) indicates there were less jobs than residents in the LGA which suggests there may be demand for more local employment opportunities. The EDS highlights the social benefits associated with increasing local employment opportunities, which include reduced traffic congestion across the LGA and improved work-life balance due to shorter journeys to work.

Addressing youth unemployment was identified as a key priority during the interview with Council representatives. Council representatives also noted that industrial developments could provide local employment opportunities for young people who are disengaged from education or unemployment.

The Capital Investment Value (CIV) report indicates the proposed development will support approximately 651 jobs during the construction stage and 908 full time operational jobs. As the proposed development is for a warehousing and distribution centre, it is expected that the operational jobs generated will be in the freight, logistics and warehousing and administration industries.

As outlined in the Social Baseline (Section 4), local residents are mostly blue-collar workers, with 31% of Prospect residents and 37% of Blacktown residents currently employed as technicians and trade workers, machinery operators and drivers, or as labourers. This suggests that the jobs construction and operation jobs generated by the proposed development align with the existing capabilities and skillsets of the local population.

The Transport Assessment indicates that the closest bus stop is located along Flushcombe Road, approximately 700m from the site. The bus stop provides services between Blacktown Station and Prospect. This means that future workers who do not drive or have access to a car will be able to access the site. A Green Travel Plan (GTP) which will be prepared for the proposed development will include further measures to promote public and active transport to the site. These measures are outlined in the enhanced section below.

The unenhanced benefit is assessed as **high**, given an almost certain likelihood and moderate magnitude.

6.7.2. Increased local employment opportunities – benefit enhanced

The Transport and Accessibility Impact Assessment indicates that a GTP will be prepared for the proposed development. The GTP is expected to include several measures to encourage public and active transport usage to the site. Some of these measures include:

- Providing employees with public transport and walking and cycling routes and maps, and public transport timetables
- Providing travel passes for employees
- Promoting public transport as the first preference for business travel.

Assuming GTPs are implemented, the enhanced impact is assessed as **very high**, given an almost certain likelihood and major magnitude.

SIA recommendation/s:

The following recommendations are proposed to further enhance benefits associated with local employment opportunities:

- Future warehouse tenants should consider developing an employment strategy. The employment strategy should outline the appropriate recruitment process and include strategies to assist with young people disengaged with education or employment. This could include establishing connections with local TAFEs, colleges or youth-focused not for profit organisations.
- Future warehouse tenants should promote the public transport access to the site in job advertisements. This will help encourage a broader range of people to apply for roles, particularly people who cannot drive or have access to a car.

6.7.3. Uncertainty around change to property values – impact unmitigated

The construction and operation of new urban developments can contribute to feelings of uncertainty or anxiety among residents in relation to changes to their property values.

The SIA consultation revealed that some residents were concerned that the proximity of the proposed development to their homes would decrease their property values due to adverse changes to the existing noise, visual and traffic environment. On the contrary, some residents believed that the proposed development would increase their property values, due to the improved access to local employment opportunities.

As no technical studies have been prepared to assess impacts of the proposed development on neighbouring property values, there is no evidence that suggests that a change in value will occur. However,

it is recognised that some residents may currently experience and continue to experience feelings of uncertainty or anxiety.

The unmitigated impact in relation to residents' uncertainty around their property is assessed as **medium**, given a possible likelihood and minor moderate.

6.7.4. Uncertainty around change to property values – impact mitigated

As discussed throughout Section 6, a range of mitigation measures have been implemented to minimise the potential social, environmental and economic impacts associated with the proposed development. These mitigation measures are outlined in each technical study and incorporated in the Environmental Impact Statement (EIS) documentation and will be available for the community to review when the SSDA is placed on exhibition.

The inclusion of these mitigation measures in the technical studies and commitment by the proponent to follow these mitigation measures may help to reduce residents' feelings of uncertainty or anxiety in relation to impacts on their property values.

Assuming the mitigation measures outlined in the technical studies are implemented, the mitigated impact is assessed as **low**, given the unlikely likelihood and minor magnitude.

SIA recommendation/s:

No further recommendations are proposed.

6.8. DECISION-MAKING SYSTEMS

This section provides a detailed assessment, unmitigated and mitigated and unenhanced and enhanced, of the matters that significantly impact decision-making systems as a consequence of the Project. The matters assessed include:

- Community unrest regarding consultation.

Table 16 Summary of impacts related to decision-making systems

Matter	Impact / benefit	Affected stakeholders	Duration	Extent	Unmitigated / unenhanced	Mitigated / enhanced
Community unrest relating to consultation	Impact	Residents at Ollier Crescent, Tyne Place, Desley Crescent, Brae Street and Hampton Crescent	Construction and operation	Local	Medium	Medium

6.8.1. Community unrest relating to consultation – impact unmitigated

For many development projects, the community may experience dissatisfaction in relation to consultation. This could be due to a lack of or insufficient consultation, or consultation fatigue.

The engagement summary (Section 5) details the SIAs-specific and generic community engagement activities that have been undertaken for the proposed development over the past 18 months. This included two door knocks, three letterbox drops, an online community information session, and the establishment of a project website. Additional engagement activities were likely also undertaken to inform previous development proposals when the land was under different ownership.

Based on the SIA consultation, some residents appeared to be disengaged with the engagement process, stating that their feedback would not be listened to or addressed as part of the planning and design process. It appeared that some residents were also experiencing consultation fatigue with several residents noting that they had been consulted on the proposed redevelopment of the site multiple times for different types of development.

Based on the above, the unmitigated impact is assessed as **medium**, given a possible likelihood and minor magnitude.

6.8.2. Community unrest regarding consultation – impact mitigated

As no mitigation measures are proposed, the mitigated impact remains as **medium**.

SIA recommendation/s:

The following recommendations are proposed to further mitigate impacts associated with community unrest relating to consultation:

- Prepare an engagement plan prior to construction which identifies the likely impacted stakeholders and the engagement activities that will be undertaken. Engagement should involve clear messaging and communications regarding multiple issues should be consolidated to avoid consultation fatigue.
- Implement a complaints management system prior to construction to provide opportunities for residents and other stakeholders to express concerns. All complaints should be recorded, and appropriate response measures should be detailed and actioned.

6.9. CUMULATIVE SOCIAL IMPACTS

This section provides a detailed assessment, unmitigated and mitigated, of the potential cumulative impacts associated with the Project. The matters assessed include:

- Cumulative impacts relating to construction and traffic.

Table 17 Summary of impacts related to cumulative impacts

Matter	Impact / benefit	Affected stakeholders	Duration	Extent	Unmitigated / unenhanced	Mitigated / enhanced
Cumulative social impacts	Impact	Residents at Hampton Crescent	Construction	Local	Medium	Medium

6.9.1. Cumulative social impacts – impact unmitigated

Cumulative impacts are a result of incremental, sustained and combined effects of human action and natural variations over time and can be both positive and negative (DPE 2022). They can be caused by the compounding effects of a single project or multiple projects in an area, and by the accumulation of effects from past, current and future activities as they arise.

As the exact timing for construction of the proposed development is not yet known and will be influenced by a range of factors, there is a possibility for cumulative social impacts (such as noise and air quality) to occur as result of the construction of the proposed development and ongoing works associated with the upgrade of Prospect Highway, which is located to the east of the site. The Prospect Highway upgrades are expected to be completed in 2024.

The stakeholders most affected by these potential cumulative impacts would be the residents located in Hampton Crescent, as this area interfaces with the site and Prospect Highway.

As discussed in Section 6.6.1, the proposed development will also contribute to a cumulative increase in urban heat, given its proximity to other large industrial areas.

As construction activities associated with the proposed development and may overlap with the Prospect Highway upgrades, and a cumulative increase in urban heat, the unmitigated impact is assessed as **medium**, given its possible likelihood and moderate significance.

6.9.2. Cumulative social impacts – impact mitigated

To minimise the possibility for cumulative social impacts to occur, the noise and air quality mitigation measures and SIA recommendations (outlined in Section 6.6.4 and Section 6.5.4 of this SIA respectively) should be implemented.

As discussed in Section 6.6.2, a range of landscaping measures have been implemented to help reduce the impacts of urban heat.

The incorporation of these mitigation measures is expected to reduce the magnitude of the impact from moderate to minor. However, as the possibility for cumulative social impacts to occur is still relatively uncertain until the construction stage, the likelihood remains possible. The mitigated impact is therefore assessed as **medium**.

SIA recommendation/s

To further mitigate potential cumulative social impacts, the following recommendations are proposed:

- Any future construction management plan should consider cumulative impacts associated with the proposed development and surrounding developments, such as the Prospect Highway upgrade.

7. MITIGATION, ENHANCEMENT AND MANAGEMENT

This section provides a summary of:

- Identified social impacts and benefits
- Corresponding perceived stakeholder risk rankings
- Mitigated technical risk rankings.

To inform the implementation of the proposed mitigation and enhancement strategies, key potential stakeholder and/or partners have been identified. The involvement and participation of these key stakeholders and/or partners in the monitoring and management of social impacts and social benefits will improve the outcomes of the proposed mitigation and management strategies.

Not all potential impacts are the responsibility of the proponent to mitigate or manage. In some cases, their role may be to cooperate or inform the mitigation, provide data and information to future tenants.

A summary of the identified social impacts and benefits, risk ratings and proposed mitigation, enhancement and management strategies is provided in Table 18 overleaf.

Table 18 Summary of proposed mitigation, enhancement and management of social impacts and benefits

Social impact / benefit	Matter	Unmitigated / Unenhanced	Mitigated / Enhanced	Responsibility	Potential partners	Proposed mitigation, enhancement and management	Further SIA recommendations
Accessibility	Traffic impacts relating to congestion	Impact: High	Impact: Low	Logos	TfNSW	The TAIA provides outlines a range of road and traffic signal upgrades for the Great Western Highway, Flushcombe Road, Augusta Street and Prospect Highway. If implemented, the TAIA concludes that the road network can accommodate the existing plus additional traffic generated by the proposed development. The TAIA also outlines several other measures that will help alleviate traffic congestion on the road network, including preparation of a Green Travel Plan to encourage active and public transport usage.	No further recommendations are proposed.
Culture	Impacts on local character and heritage	Impact: High	Impact: Medium	Logos	N/A	The SOHI outlines several mitigation measures and recommendations which should be undertaken prior to demolition and construction works, including creating an archival photographic record of the house at 426 Flushcombe Road, Blacktown and of the local area. The SOHI also outlines protocols should any unexpected historical archaeological relics or potential relics be unearthed during the course of the development.	No further recommendations are proposed.

Social impact / benefit	Matter	Unmitigated / Unenhanced	Mitigated / Enhanced	Responsibility	Potential partners	Proposed mitigation, enhancement and management	Further SIA recommendations
						The VIA outlines several built form design and landscaping mitigation measures to reduce the visual prominence of the site.	
Culture	Potential disturbance to sites of Aboriginal significance	Impact: Medium	Impact: Low	Logos	Registered Aboriginal Parties Local Aboriginal Peoples	The ACHAR outlines several mitigation measures to minimise the potential for disturbance of sites of Aboriginal significance on the site.	No further recommendations are proposed.
	Provision of health and wellbeing benefits to workers	Benefit: Medium	Benefit: High	Logos Future warehouse tenants	N/A	The Architectural Plans and Landscape Plans demonstrate a good provision of on-site worker amenities and spaces to which will support the health and wellbeing of future workers, customers and visitors. This includes indoor lunchrooms and covered outdoor breakout areas which are provided in each warehouse building and three open grass areas which are distributed across the site.	Undertake regular cleaning and maintenance of the outdoor staff breakout spaces and open space areas to ensure they are attractive, inviting and safe.
Health and wellbeing	Impacts related to air quality	Impact: Medium	Impact: Low	Logos	Air quality consultants	The AQIA outlines a range of 'desirable' measures to mitigate potential air quality impacts during construction. The AQIA also recommends that a Construction Air	As the future warehouse tenants and exact operational procedures occurring at the site are not known, consider undertaking additional air quality monitoring when these

Social impact / benefit	Matter	Unmitigated / Unenhanced	Mitigated / Enhanced	Responsibility	Potential partners	Proposed mitigation, enhancement and management	Further SIA recommendations
						Quality Management Plan (CAQMP) is prepared prior to construction.	details are confirmed to ensure there are no unanticipated air quality impacts on surrounding sensitive receivers. Provide regular communication updates to nearby sensitive receivers, particularly the residents north of the site in Prospect, to notify them of any significant air quality impacts during construction.
Surroundings	Exacerbation of urban heat	Impact: Medium	Impact: Low	Logos Future warehouse tenants	N/A	The proposed development has incorporated several mitigation measures to minimise the impacts of urban heat across the site. These include retention of the existing riparian corridors, providing 17% tree canopy cover and tall trees, utilising grass and soft landscaping where pavement or hard landscaping is not required, utilising passive cooling systems and providing shaded outdoor spaces.	During detailed design, seek to implement the solar PV panels indicated on the warehouse building roofs.
Surroundings	Amenity impacts relating to noise	Impact: High	Impact: Medium	Logos Future warehouse tenants	Noise consultants	The NVIA outlines several mitigation measures to minimise noise impacts. This includes installation 3m noise barriers along the perimeter of	Aligned to future approval pathways, undertake required noise assessments where stipulated to ensure activities do not exceed NMLs.

Social impact / benefit	Matter	Unmitigated / Unenhanced	Mitigated / Enhanced	Responsibility	Potential partners	Proposed mitigation, enhancement and management	Further SIA recommendations
						Buildings 3 and 4, Building 1 and Building 5.	Provide regular communication updates to nearby sensitive receivers, particularly the residents north of the site in Prospect, to notify them of any significant noise impacts during construction.
Surroundings	Amenity impacts relating to visual change	Impact: Medium	Impact: Low	Logos	N/A	The VIA outlines several mitigation measures to minimise the change within the visual environment. This includes preserving existing trees and vegetation surrounding the site to shield the built form from visual receptors, creating visual interest within the façade and using colours that limit contrast with surrounding landscapes and applying building setbacks to accommodate new trees with tall height and canopy widths.	No further recommendations are proposed.
Surroundings	Potential exacerbation of flooding	Impact: Medium	Impact: Low	Logos	N/A	During construction, the WCMS outlines several mitigation measures for the Project, including preparation and implementation of a Sediment and Erosion Control Plan which will be in place during construction to ensure the downstream drainage system and receiving waters are protected from sediment laden runoff.	No further recommendations are proposed.

Social impact / benefit	Matter	Unmitigated / Unenhanced	Mitigated / Enhanced	Responsibility	Potential partners	Proposed mitigation, enhancement and management	Further SIA recommendations
						During operation, the WCMS recommends that a stormwater quality treatment system is implemented to mitigate any increase in stormwater pollutant load generated by the proposed development. The WCMS also notes that the inclusion of bio-retention combined with on-Site detention (OSD) basins within the site will help to treat stormwater.	
Livelihoods	Provision of jobs	Benefit: High	Benefit: Very high	Logos Future warehouse tenants	Local	The TAIA indicates that a Green Travel Plan (GTP) will be prepared for the proposed development. The GTP is expected to include several measures to encourage public and active transport usage to the site. Some of these measures include providing employees with public transport and walking and cycling routes and maps, and public transport timetables, providing travel passes for employees and promoting public transport as the first preference for business travel.	Future warehouse tenants should consider developing an employment strategy. The employment strategy should outline the appropriate recruitment process and include strategies to assist with young people disengaged with education or employment. This could include establishing connections with local TAFEs, colleges or youth-focused not for profit organisations. Future warehouse tenants should promote the public transport access to the site in job advertisements. This will help encourage a broader range of people to apply for

Social impact / benefit	Matter	Unmitigated / Unenhanced	Mitigated / Enhanced	Responsibility	Potential partners	Proposed mitigation, enhancement and management	Further SIA recommendations
							roles, particularly people who cannot drive or have access to a car.
Livelihoods	Perceived impact to property values	Impact: Medium	Impact: Low	N/A	N/A	As discussed throughout this SIA report, a range of mitigation measures have been implemented to minimise the potential social, environmental and economic impacts associated with the proposed development. The inclusion of these mitigation measures in the technical studies and commitment by the proponent to follow these mitigation measures may help to reduce residents' feelings of uncertainty or anxiety in relation to impacts on their property values.	No further recommendations are proposed.
Decision-making systems	Community unrest relating to consultation	Impact: Medium	Impact: Medium	Logos	Construction companies	None proposed at this stage.	Prepare an engagement plan prior to construction which identifies the likely impacted stakeholders and the engagement activities that will be undertaken. Engagement should involve clear messaging and communications regarding multiple issues should be consolidated to avoid consultation fatigue.

Social impact / benefit	Matter	Unmitigated / Unenhanced	Mitigated / Enhanced	Responsibility	Potential partners	Proposed mitigation, enhancement and management	Further SIA recommendations
							Implement a complaints management system prior to construction to provide opportunities for residents and other stakeholders to express concerns. All complaints should be recorded, and appropriate response measures should be detailed and actioned.
Cumulative	Cumulative social impacts	Impact: Medium	Impact: Medium	Logos	TfNSW Construction companies	To minimise the possibility for cumulative social impacts to occur (particularly with the upgrade of Prospect Highway), the noise and air quality mitigation measures and SIA recommendations should be implemented. As discussed in Section 6.6.2, a range of landscaping measures have been implemented which will help reduce cumulative urban heat impacts.	Any future construction management plan should consider cumulative impacts associated with the proposed development and surrounding developments, such as the Prospect Highway upgrade.

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 and Blacktown and Prospect suburb (SA2) data.

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

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Blacktown City Council, 2020, Local Strategic Planning Statement.

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NSW Health, 2020, Air pollution: an overview, [https://www.health.nsw.gov.au/environment/air/Pages/air-pollution-overview.aspx#:~:text=How%20does%20air%20pollution%20affect,and%20heart%20\(cardiovascular\)%20di%20seases.](https://www.health.nsw.gov.au/environment/air/Pages/air-pollution-overview.aspx#:~:text=How%20does%20air%20pollution%20affect,and%20heart%20(cardiovascular)%20di%20seases.)

DISCLAIMER

This report is dated 8 September 2023 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 LOGOS (**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.

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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.

APPENDIX A

COMMUNITY FEEDBACK LETTER

COMMUNITY FEEDBACK TO INFORM SOCIAL IMPACT ASSESSMENT FOR AUGUSTA STREET, HUNTINGWOOD WAREHOUSE AND DISTRIBUTION CENTRE

Dear Neighbour

Urbis Pty Ltd (Urbis), on behalf of LOGOS, is preparing a social impact assessment (SIA) to inform a state significant development application (SSDA) for a warehouse and distribution centre at Augusta Street, Blacktown. The SSDA is being prepared by LOGOS, a logistics specialist with operations across 10 countries in Asia Pacific.

We understand you may be aware of the proposed development from previous community consultation undertaken by Urbis' Engagement team on behalf of LOGOS. This included a delivery of an information flyer and doorknock in June 2022 and a project update letter in early May 2023. The flyer previously issued by Urbis' Engagement Team, which contains an overview of the proposed development, is provided overleaf.

To inform of the SIA, Urbis' Community Planning team is seeking community feedback in relation to potential social impacts and benefits associated with the proposed development.

What is a social impact assessment?

A SIA is an independent objective study undertaken to identify and analyse potential negative social impacts and benefits associated with a proposed development. The SIA is being prepared in accordance with the NSW Department of Planning and Environment's (DPE) *Social Impact Assessment Guidelines (2023)* and will be submitted with the SSDA to DPE.

What are social impacts?

Social impacts are the consequences that people (individuals, households, groups, communities, or organisations) experience when a new project brings change. A SIA considers likely changes to the following social elements of value to people's way of life, community, culture, accessibility, health and wellbeing, surroundings, livelihoods, and decision making.

Questions

To inform the SIA, we would welcome your responses to the following questions. Responses will not be attributed to individuals; however overarching themes will be discussed in the report.

- Were you aware of the proposed development before today?
- How long have you been residing in your current home?
- Have you had any previous experiences with LOGOS? If yes, what was your experience?
- Considering the proposed warehouse and distribution centre, how do you think this will impact you and your community?
- What social benefits might be associated with the proposed warehouse and distribution centre?
- What measures could be implemented to mitigate and manage potential negative social impacts and enhance potential social benefits?

We would appreciate your responses to the questions above. You can email your responses to: communityplanningteam@urbis.com.au.

If you prefer to speak to a member of the community planning team, please send us your contact details and we will respond to you to organise a time.

Site location



AUGUSTA STREET, HUNTINGWOOD WAREHOUSE AND DISTRIBUTION CENTRE



*Artistic impression only, subject to planning approval.

LOGOS is preparing a State Significant Development Application (SSDA) for a warehouse and distribution facility at Augusta Street, Blacktown. The SSDA will be submitted to the Department of Planning and Environment (DPE).

The proposed facility is in the Huntingwood Precinct of the Western Sydney Employment Lands. Development in each precinct of the Western Sydney Employment Lands is intended to help create future employment and growth.

ABOUT THE PROJECT

The Augusta Street Warehouse and Distribution Centre masterplan includes:

- Five industrial warehouse units of single and multi-storey configuration
- Office space associated with each unit
- Conservation areas bordering Blacktown Creek
- Vehicle access via Augusta Street and a new proposed connection to the Great Western Highway
- Riparian planting and landscaping within the Conservation areas and along the site boundaries
- Upgrades to the intersection of Flushcombe Road and the Great Western Highway
- Upgrades to Augusta Street and Flushcombe Road
- Car parking.

MANAGING IMPACTS

LOGOS is working to understand the potential impacts of building and operating the facility, and ways to mitigate these impacts. To understand these impacts, LOGOS are preparing detailed traffic, visual impact and community impact assessments. These assessments will form part of the Environmental Impact Statement (EIS).

Road assessments have been carried out to ensure suitability for vehicles entering and exiting the facility. Access to the site will be via Augusta Street and the Great Western Highway.

During construction, care will be taken to minimise noise and traffic impacts. Best practice mitigation measures will be taken, including the use of barriers and screens to contain dust, and maintaining a clean worksite.

LOGOS is committed to keeping the community informed throughout each stage of the planning and construction phases.

