

TECHNICAL REPORT NO 10
SOCIAL IMPACT ASSESSMENT
ELTON CONSULTING

Client

Strategic Economic Solutions

Project

Social impact assessment, Integrated
Recycling Park, Camellia

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Contents

1	Introduction	1
1.1	Background	1
1.2	Purpose of this submission	1
1.3	Assessment process	1
1.4	Identified stakeholders	1
2	The proposal	2
2.1	The site	2
2.2	The proposal	2
3	Project Context	3
3.1	Planning policies	3
3.2	Waste policies	5
4	Community Profile	8
4.1	Demographic characteristics	8
4.2	Community Facilities	10
4.3	Residential areas	12
5	Consultation with stakeholders	13
5.1	Community engagement	13
5.2	Discussions with Parramatta City Council	14
6	Social impact issues and impacts	15
6.1	Overview of social impacts	15
6.2	Project benefits	15
6.3	Potential social impacts	16
6.4	Summary of potential benefits and impacts	20
7	Management of social impacts	21
7.1	Risks to adjacent uses	21
7.2	Traffic impacts	21
7.3	Pedestrian safety	21
7.4	Construction impacts	21
7.5	Community consultation	21
8	Conclusion and recommendations	22
9	References	23

Tables

Table 1: Median weekly individual and household incomes	9
Table 2: Occupancy rates	10

Appendices

Appendix 1 - Demographic Analysis	24
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1 Introduction

1.1 Background

This Social Impact Assessment has been prepared to accompany a Development Application (DA) to be submitted to the NSW Department of Planning, for an Integrated Recycling Park at Camellia, near Parramatta, NSW.

1.2 Purpose of this submission

The report outlines the process undertaken for the study, the socio-economic characteristics of the locality, the social planning and policy background and potential impacts on local residents and businesses and on the wider community. Mitigation and impact management factors are also outlined.

This report will accompany the DA and other associated technical reports for assessment by the Department.

1.3 Assessment process

This assessment has been undertaken by Elton Consulting, social planners with extensive experience in social impact assessment for a range of development projects.

It has been prepared on the basis of information available between July and September 2010. The process has included:

- Analysis of documentation describing the proposal supplied by NECS
- Familiarity with the locality, a site visit and examination of maps and plans
- Consultations with Parramatta City Council planning and social outcomes staff
- Review of Parramatta City Council documents including:
 - Parramatta Twenty25 Strategic Plan
 - Local Environmental Plan (LEP) 2001
 - Sydney Regional Environmental Plan No. 28 – Parramatta (SREP)
- Australian Bureau of Statistics census data for 2006 and summaries available on Council's website www.parracity.nsw.gov.au
- Desktop research
- Review of findings of the community engagement process, undertaken by Twyford Consulting.
- Review of technical consultant reports prepared in support of the proposed development.

1.4 Identified stakeholders

The redevelopment could be expected to impact on the following stakeholders or stakeholder groups:

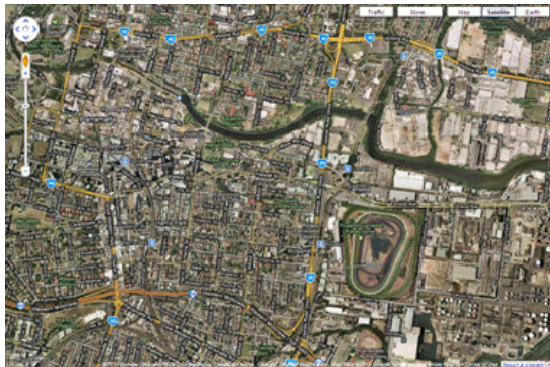
- Residents of the neighbouring suburbs of Harris Park and Rosehill
- People who work, attend school or childcare, operate businesses and/or visit the immediate vicinity of the site
- Commuters using Camellia railway station and Railcorp
- Residents and businesses in the wider Parramatta City LGA and the Sydney metropolitan area more generally
- Businesses and local Councils, who must manage and dispose of industrial, commercial and municipal waste
- Competing waste management facility operators
- Future employees.

The nature of impacts on these groups is considered in reference to the social issues identified later in this report.

2 The proposal

2.1 The site

The Integrated Recycling Park is proposed for a site within a large industrial zone in Camellia, on a site located between the Parramatta River, Camellia railway station and Grand Avenue.



The site is surrounded by a range of industrial and commercial uses, consistent with its history and zoning. To the east are large industrial/commercial warehouses. To the south is the Tilrox Building and Grand Avenue. Grand Avenue separates the Camellia industrial area from the large area of open space comprising Rosehill Gardens Racecourse and the Parramatta City Raceway precincts.

Across the Parramatta River to the north is the Rydalmere Industrial Area. Further to the north west is the Parramatta campus of the University of Western Sydney. Across the Carlingford Railway Line to the west lies another large commercial building housing a recreational use, several other undeveloped sites, and James Ruse Drive, a major arterial road.

The site is located within a Regional Enterprise Zone within the Camellia Precinct of the Parramatta Primary Centre, under the *Sydney Regional Environmental Plan (SREP) No. 28 – Parramatta (Amendment No. 7)*.

2.2 The proposal

The proposed development comprises two Alternative Waste Treatment (AWT) Plants:

- A Commercial and Industrial Resource Recovery Facility (CIRRF), processing up to 100,000 tonnes pa collected from small businesses across Sydney CBD and Parramatta

- A Source Separated Organic Resource Recovery Facility (SSORRF), capable of receiving and composting up to 50,000 tonnes pa of mainly green and food wastes collected through kerbside recycling schemes operated by groups of Councils such as the Inner city group.

These plants aim to maximise resource recovery for commercial purposes and at the same time minimise landfill disposal requirements, in support of NSW and Federal government policies. The plants would be fully contained within two adjacent industrial buildings.

Waste streams will be delivered to the site by waste collection contractors, and sourced from within the greater Sydney metropolitan area.

The site would operate 24 hours per day, seven days per week throughout the year.

Putrescible waste entering the 'wet' stream would undergo biological stabilisation in a static tunnel composting process in accordance with EPA/DEC Guidelines. Raw compost would be taken by truck to licensed composting facilities in southern and western Sydney for compost refinement, marketing and sale.

Materials with a high recycling content would enter the 'dry' stream, where marketable recycling materials (paper, cardboard plastics, metal and timber) would be recovered and sold in bales to secondary processors according to their specifications.

All non-putrescible waste which cannot be reused will enter a 'bulk nuisance' waste stream and sent to a licensed Class II landfill in western Sydney for disposal.

3 Project Context

The proposed development will respond to the issues and policy context outlined below.

3.1 Planning policies

The City of Parramatta does not have specific guidelines or policies for assessing social impacts, although it provides references for a range of resources and approaches which are used. This section outlines other policies and plans which frame the context for the analysis of social impacts of the proposed development.

3.1.1 The Metropolitan Strategy

The NSW Government's Metropolitan Strategy provides a framework for the future development of Sydney. It identifies employment and housing growth targets for sub-regions within Sydney to accommodate anticipated population growth to 2031.

Economic, social and environmental sustainability are the guiding principles for the Sydney Metropolitan Strategy. The Strategy includes the following aim which is relevant to achieving the sustainability and employment objectives for the Camellia area:

- Strengthening Economic Competitiveness

Key objectives with regard to Strengthening Economic Competitiveness include to:

- Increase the number of jobs in Western Sydney by 237,000 (close to half the new jobs in Sydney) with an emphasis on more skilled jobs and stronger links to the global economy
- Plan for sufficient zoned land and infrastructure to achieve employment capacity targets in employment lands
- Utilise local assets to encourage learning and innovation
- Embed skills development in major redevelopment projects
- Increase integration of employment and housing markets
- Encourage emerging businesses.

3.1.2 Sydney Regional Environmental Plan (SREP) 28

This SREP applies to the land known as the Parramatta Primary Centre, which is predominantly within the City of Parramatta and partly within the City of Holroyd. It creates eight Precincts, including Camellia Precinct, and establishes regional planning aims for the entire Parramatta Primary Centre, and aims for development and detailed development controls for each Precinct.

The aims of this SREP for the Camellia Precinct are:

- a) to protect and support the integrity of the Camellia Precinct as one of Sydney's significant industrial hubs
- b) to maintain and improve existing access to major public transport links outside the area
- c) to promote industrial development in the Camellia Precinct that demonstrates innovation and environmental management best practice
- d) to maintain long-term opportunities for future investment in eco-industrial development in the Camellia Precinct
- e) to promote the development of mutually supportive relationships between industries including processes, practices, products, energy use and waste
- f) to ensure that development along the foreshore is of a scale and character in keeping with its foreshore location and that the unique visual and ecological qualities of the waterways and foreshore are protected and enhanced
- g) to seek opportunities to provide public access to the foreshore at appropriate locations and improve the connectivity of the foreshore open space network,
- h) to maintain existing racecourse uses and facilitate expansion of the existing racecourse and other uses that are ancillary or associated with the racing industry in the Camellia Precinct,
- i) to develop a mixed use centre of retail, commercial, transport and community services at the railway station node serving the Camellia Precinct,
- j) to encourage industry that can capitalise on the Camellia Precinct's accessibility, particularly the use of the rail freight line,
- k) to achieve environmental management best practice that protects and promotes the natural assets of Camellia,
- l) to improve environmental performance that minimises energy and resource use as well as off-site air quality, noise, odour, dust, water, soil and contamination impacts,
- m) to protect and enhance local and regional biodiversity, particularly maximising the extent and integrity of aquatic and natural land areas along the Parramatta River, Duck

River, Duck Creek and A'Becketts Creek corridors.

Under the SREP 28, the site of the proposed development is zoned primarily for Regional Enterprise. A narrow section of the site bordering the Parramatta River is zoned for Environmental Protection. The site boundary to the west is delineated by the suburban railway line, with Camellia Railway Station located at the site's south west corner. A disused rail spur forms the site's southern boundary.

The Regional Enterprise zone covers the great majority of the Camellia Precinct between the Parramatta River and the Duck River. However, immediately adjacent to the proposed development site, to the west and south west of the railway lines, is an area zoned as Business and Transport Centre. This includes a triangular shaped commercial development, known as the Tilrox Building, between the disused rail spur and the northern side of Grand Avenue, immediately east of Camellia Station. The Tilrox Building contains numerous tenants, including the Explore and Develop child care centre, an Aldi store, a training academy, a call centre for the Transfield engineering company, and offices for the Tilrox development company.

The Regional Enterprise Zone is suitable for a variety of industrial and heavy industrial activities serving the Greater Metropolitan Area of Sydney and beyond.

The objectives of the Regional Enterprise zone are:

- a) to achieve a prosperous and efficient regional eco-industrial estate that continues to capitalise on Camellia's strategic location and accessibility,
- b) to allow a wide range of industrial and heavy industrial uses in Camellia serving the Greater Metropolitan Area of Sydney and beyond,
- c) to ensure that development is carried out in a manner that does not detract from the amenity enjoyed by residents in neighbouring localities, the conservation of identified views, the commercial viability of the Parramatta City Centre or the efficient operation of the road system,
- d) to ensure that development applies current environmental management best practice,
- e) to maintain long-term opportunities for the future investment in development of Camellia as an eco-industrial precinct,
- f) to ensure that the scale, design and materials of construction, and the nature of development, contribute positively to the visual quality of the locality,
- g) to allow for and improve public access along the waterways, where natural values will not be diminished,

- h) in the case of contaminated land that is currently not suitable for public access, to ensure that opportunities are not lost for future potential foreshore access,
- i) to comply with the controls for Special Areas as set out in this Part.

The aims of SREP 28 and the objectives for the Regional Enterprise Zone support regional level eco-industrial uses and best-practice environmental management, such as that proposed for this site.

However, under Section 75 (R) of the EP&A Act, certain planning instruments do not apply to projects approved for assessment under Part 3A.

3.1.3 Draft Parramatta LEP and DCP

Parramatta City Council is well advanced in the preparation of its new Draft Local Environmental Plan (LEP). Draft planning controls within the draft LEP must be considered within the Environmental Assessment. Its aims include the need to 'encourage a range of development', including employment and 'to retain the predominant role of Parramatta's industrial areas'.

Under the draft LEP, the site is zoned Heavy Industrial. The objectives of this zone are to:

- To provide suitable areas for those industries that need to be separated from other land uses
- To encourage employment opportunities
- To minimise any adverse effect of heavy industrial on other land uses
- To allow a wide range of industrial and heavy industrial uses serving the greater Metropolitan Area of Sydney and beyond
- For land within this zone that is contaminated and is currently not suitable for public access to ensure that opportunities are not lost for future potential foreshore access.

Under the zoning waste storage, processing and recycling facilities are permissible with consent.

The purpose of the draft Development Control Plan (DCP) is to supplement the draft Parramatta LEP and provide more detailed provisions to guide development.

Under the draft DCP, the site is located within the Camellia and Rydalmere Strategic Precinct. Camellia is identified as a significant industrial hub. New industrial developments will need to comply with stringent environmental controls and operate sustainably.

The draft DCP sets out overall precinct objectives. Of particular relevance is the need for the proposed facility to minimise energy and resource use and reduce impacts to off-site air quality or disturbance by noise, odour, dust, water, soil and contamination.

Parramatta Twenty25

This Strategic Plan, developed in consultation with Parramatta's diverse community, aims to guide the city's growth over the next 20 years. The concept of sustainability underpins the strategy and is a key challenge to be managed. Of seven 'Destinations', or objectives, two are particularly relevant to this project:

Strategy

Action

Destination 3 - Businesses that are dynamic, prosperous and socially responsible

Encourage ethical businesses which act responsibly towards the community and natural environment

- minimising the use of water and mineral resources and supporting the use and manufacture of environmentally friendly produce and materials eg; non-toxic, reusable, recycled content, low waste

Destination 4 - Neighbourhoods that are liveable and distinctive

Reduce the consumption of non-renewable and scarce resources

- encouraging individuals and communities to reduce consumption, increase reuse and recycling, and minimise the amount of waste produced
- minimising the environmental impacts of waste disposal and seeking alternatives to landfill

Meeting sustainability objectives, such as those expressed in the Parramatta Twenty25 strategic plan, is dependent on facilities, such as the proposed development, to recycle a wide range of wastes. The proposal represents an innovative means of achieving greater levels of sustainability for Parramatta and the wider Sydney metropolitan area.

3.2 Waste policies

National Waste Policy

The National Waste Policy provides a broad context and direction for waste management in Australia over the next ten years.

The Policy, finalised in November 2009, updates and integrates Australia's policy and regulatory framework by building on existing arrangements. It provides a nationally agreed direction and is to be implemented by individual jurisdictions and through

collective action by the Commonwealth and State and Territory governments. The policy encompasses wastes, including hazardous wastes and substances, in the municipal, commercial and industrial, construction and demolition waste streams and covers liquid, gaseous and solid wastes.

The aims of the National Waste Policy are to:

- Avoid the generation of waste, reduce the amount of waste (including hazardous waste) for disposal
- Manage waste as a resource
- Ensure that waste treatment, disposal, recovery and re-use is undertaken in a safe, scientific and environmentally sound manner
- Contribute to the reduction in greenhouse gas emissions, energy conservation and production, water efficiency and the productivity of the land.

The policy sets directions in six key areas and identifies 16 strategies across these areas. Of the key policy areas, the four most relevant to the proposed facility include:

1. **Taking responsibility** - Shared responsibility for reducing the environmental, health and safety footprint of products and materials across the manufacture-supply-consumption chain and at end-of-life.
2. **Improving the market** - Efficient and effective Australian markets operate for waste and recovered resources, with local technology and innovation being sought after internationally.
3. **Pursuing sustainability** - Less waste and improved use of waste to achieve broader environmental, social and economic benefits.
4. **Reducing hazard and risk** - Reduction of potentially hazardous content of wastes with consistent, safe and accountable waste recovery, handling and disposal.

Of the key priority strategies, the most relevant are:

- **Strategy 5** - National principles, specifications, best practice guidelines and standards to remove impediments to effective markets for potential wastes.
- **Strategy 6** - Access to knowledge and expertise in sustainable procurement and business practices.
- **Strategy 7** - Continued government focus to reduce the amount of biodegradable material sent to landfill.
- **Strategy 10** - Improvements in waste avoidance and re-use of materials in the commercial and industrial waste stream.

The proposed development would directly support the National Waste Policy and address growing demand for the treatment and processing of organic material by:

- Providing and supporting the development of markets for potential wastes
- Providing access to knowledge and expertise
- Reducing the amount of biodegradable material in landfill
- Providing a source for the re-use of recycled commercial and industrial waste.

NSW Government Sustainability Policy

This policy, produced by the Department of Environment and Climate Change (DECC), outlines principles through which the NSW Government will become more sustainable in its water and energy use, greenhouse gas emissions, waste and fleet management and purchasing, with the aim of becoming carbon neutral by 2020.

The Policy incorporates the existing Waste Reduction and Purchasing Policy.

Targets for waste and recycling include:

- A minimum of 85% of copy paper to contain recycled component by 2014
- Recycled content options to be included in publication quotes from 2008/09.

Under the policy, all government agencies and state-owned corporations must implement a Waste Reduction and Purchasing Plan (WRAPP) to reduce wastes of paper products, office equipment, vegetation and construction and demolition waste. Regular reporting requirements are specified.

This policy supports a market for recycled product and requires government agencies to consider waste implications of their purchasing decisions. The proposed development would assist in the production of products using recycled waste, and would also accept waste from offices for recycling, thus reducing the waste stream going to landfill.

NSW Waste Avoidance and Resource Recovery Strategy (WARR)

The WARR, originally adopted in 2003 and reviewed in 2007, is the over-arching waste management Strategy in NSW. The WARR draws on national and international best practice and experience, to set out government priorities for reducing waste and increase recycling rates. The 2007 WARR confirms priorities and target result areas that were identified in the 2003 Strategy. These are to:

1. Prevent and avoid waste
2. Increase the recovery and use of secondary materials
3. Reduce toxicity in products and materials
4. Reduce litter and illegal dumping.

The 2014 targets are also retained in the 2007 Strategy. These are to:

- Increase recycling of municipal waste from baseline 26% to 66% in 2014
- Increase recycling of commercial and industrial waste from baseline 28% to 63% in 2014.

Performance indicators have been developed to monitor progress in reaching these targets and are reported annually.

The *Waste Avoidance and Resource Recovery Report* 2008 identifies some future waste challenges related to:

1. Minimising commercial and industrial waste (food, pallets and cardboard)
2. Waste avoidance and sustainable consumption
3. Helping household recycle more through existing systems.

The proposed development would assist NSW Councils in meeting these State Government targets and challenges by providing the opportunity for municipal authorities and commercial and industrial businesses to recycle waste and reuse materials in a sustainable way.

Streamline Sustainable Business Program

Parramatta City Council supports a number of programs "to encourage sustainable business practice and to enable businesses to access affordable, practical initiatives which will provide economic benefits, enhance reputation and promote our city as a Sustainable City of the future". Programs are tailored to a range of company sizes and activities, including manufacturing enterprises.

Following advice from the Institute for Sustainable Futures in 2009, Parramatta and Auburn City Councils have developed a joint initiative which aims to empower local businesses to become environmentally and socially responsible. Businesses in Camellia, Rosehill, Clyde, Granville, Rydalmere, Silverwater, Auburn and Lidcombe, within the Duck River Catchment, have been invited to join the Streamline Sustainable Business Program. Those participating will receive benefits including a free electricity walkthrough assessment, a tailored action plan and the opportunity to apply for a rebate of up to \$5000 for energy efficiency improvements.

This program shows the commitment of Parramatta City Council to encouraging environmentally responsible industries. It further supports the objectives of the Regional Enterprise Zone and of the Camellia and Rydalmere Strategic Precinct set out above.

Family and Household types

- Family households - Of 88 occupied private dwellings, 64% were family households, 26% were lone person households and 6% were group households. Although families have increased as a proportion of households since 2001, the actual number of families has remained stable. This is explained by a large (30%) decline in the number of dwellings (from 125 to 88). By contrast, Harris Park has a smaller proportion of family households (55%) than both Parramatta LGA and Sydney (67-68%).
- Relatively more families with children – Families living in the CCD are more likely to have children (55%) than those in Harris Park, Parramatta or Sydney (43-49%). There are also relatively fewer

single parent families (12%) than the comparison areas (16-17%).

4.1.2 Economic characteristics

Income levels

- Moderate income levels - The table below shows that individual incomes have remained unchanged for residents of the local area between 2001 and 2006 but household incomes have increased substantially. This would indicate an increase in working adults within households. Individual and household incomes are higher on average than for Harris Park, but consistent with Sydney SD.

Table 1: Median weekly individual and household incomes

	CCD 1331310	Harris Park suburb*	Parramatta LGA	Sydney Statistical Division
2006				
Median individual income (\$/weekly)	\$570	\$404	\$443	\$518
Median household income (\$/weekly)	\$1,149	\$886	\$1,043	\$1,154
2001				
Median individual income (\$/weekly)	\$500-\$599	\$400-\$499	\$300-\$399	\$400-\$499
Median household income (\$/weekly)	\$600-\$699	\$800-\$999	\$800-\$999	\$800-\$999

Occupation and industry of employment

- A range of occupations - The most common occupations for local residents are Community and Personal Service Workers (14%), Machinery Operators and Drivers (14%), Professionals (14%), Technicians and Trades Workers (13%) and Managers (13%). The most common industries residents are employed in are Horse and Dog Racing (7%), Supermarket and Grocery Stores (6%) and School Education (5%). The distribution of occupations and industries differs from that of Harris Park, where the most common occupations are Professionals (20%), Clerical and Administrative Workers (16%), Labourers (13%), Technicians and Trades Workers (13%) and the most common industry being Cafes, Restaurants and Takeaway Food Services (6%).
- This demonstrates a strong reliance on the local economy with many residents employed in local facilities such as the racing industry.

part-time positions (27%) than for comparable areas.

4.1.3 Housing

Housing within the CCD is located in an older, established area to the west of James Ruse Drive.

Dwelling mix

- Primarily detached dwellings - Of 88 occupied private dwellings, almost 90% were detached houses and 7% were apartments. This is a very different dwelling mix than that found in Harris Park, where only 18% of dwellings are detached.

Housing Tenure

- Relatively high levels of household ownership – Almost one third of dwellings are fully owned in CCD 1331310, which is a higher rate of ownership than all other comparison areas. However, only a relatively small proportion of dwellings (17%) are in the process of being purchased. Rental rates are consistent with Sydney averages. The large proportion of dwellings classified as 'Rented other/not stated' includes some dwellings being rented from a relative or other person, and small number rented from 'Employer-government (such as Defence Housing Australia) or other private employer. Housing tenure in this local area is very

different to Harris Park, where more than 40% of dwellings are rented in the private market and only 14% are fully owned. Across Parramatta and Sydney, the typical tenure pattern is equal proportions of dwellings that are fully owned and being purchased (around 28% to 31%) and around 20% to 23% rented privately.

Household size

- Relatively large households - The average household size in CCD 1331310 is 2.8, which is slightly higher than that the Parramatta and Sydney averages of 2.7, but significantly higher than the Harris Park average of 2.5 persons per household.
- Persons per bedroom are consistent with the Parramatta average of 1.2, but lower than the Harris Park average of 1.4.

Table 2: Occupancy rates

	CCD	Harris Park*	Parra-matta LGA	Sydney SD
2006				
Average household size	2.8	2.5	2.7	2.7
Av. no. persons / bedroom	1.2	1.4	1.2	1.1
Median rent (\$/weekly)	210	200	227	250
Median housing loan repayment (\$/monthly)	1,300	1,400	1,733	1,800

Rents and housing loan repayments

- Moderate rents and higher relatively low housing loan repayments – CCD 1331310 shows median rents of \$210 per week, which is relatively low compared with Parramatta and Sydney as a whole. Rents in the CCD are slightly above those in Harris Park. This could reflect different housing types across these areas.
- By contrast, housing loan repayments in the CCD are the lowest of all comparison areas. This may reflect older housing stock.

4.2 Community Facilities

The suburbs of Camellia, Harris Park, Parramatta and Rydalmere (to the north) contain many important community facilities which serve local residents and the wider region. The following section outlines the range of community facilities and services accessible to the site. Some of these facilities may be available for use by future employees of the site, while others may be impacted by its construction or operation.

The most relevant facilities are shown on the attached map.

4.2.1 Transport services

The site is adjacent to Camellia station, on CityRail's Carlingford train line. Most services on this line operate as a Clyde-Carlingford shuttle. One service in the morning peak hour continues to Central; another service in the very early morning operates Lidcombe-Carlingford. For all other trains, a change of trains is needed at Clyde station. On race days at Rosehill racecourse, additional services operate to the Sandown line platform at Rosehill station.

Proposals for the Chatswood to Parramatta Rail Link have included plans for Camellia station to be replaced or relocated.

There are no bus services along James Ruse Drive to or from Parramatta CBD.

4.2.2 Schools

The site is located approximately 800m from Rosehill Public School, across James Ruse Drive to the west. Rosehill Infants' School is part of this school.

Within Harris Park, there are another three schools, including St Oliver's School, The Australian International Performing High School and Our Lady of Lebanon College. These are located at a distance of about one kilometre or more from the proposed development site.

4.2.3 Child care

There are numerous child care centres within a one kilometre radius of the site. The closest child care centre, Explore and Develop, is located immediately adjacent to the site, within the Tilrox Building, at 1c Grand Avenue. Rosehill Child Care is located about 400 metres west of the site, at 103 Hassall Street, at the intersection of Arthur Street.

Many others are located in Harris Park, between James Ruse Drive and the Parramatta CBD. These include:

- Norton's on Virginia Children's Early Learning
- Little Angels' Kindergarten
- Kindy Patch childcare centre
- Rainbow Village childcare
- Little Scholars' childcare
- SDN Children's Services childcare

EDUCATION
A1 Rosehill Public School
A2 Our Lady of Lebanon College
A3 Australian International Performing Arts High School and Conservatorium of Music
A4 St Oliver's School
A5 University of Western Sydney, Parramatta campus

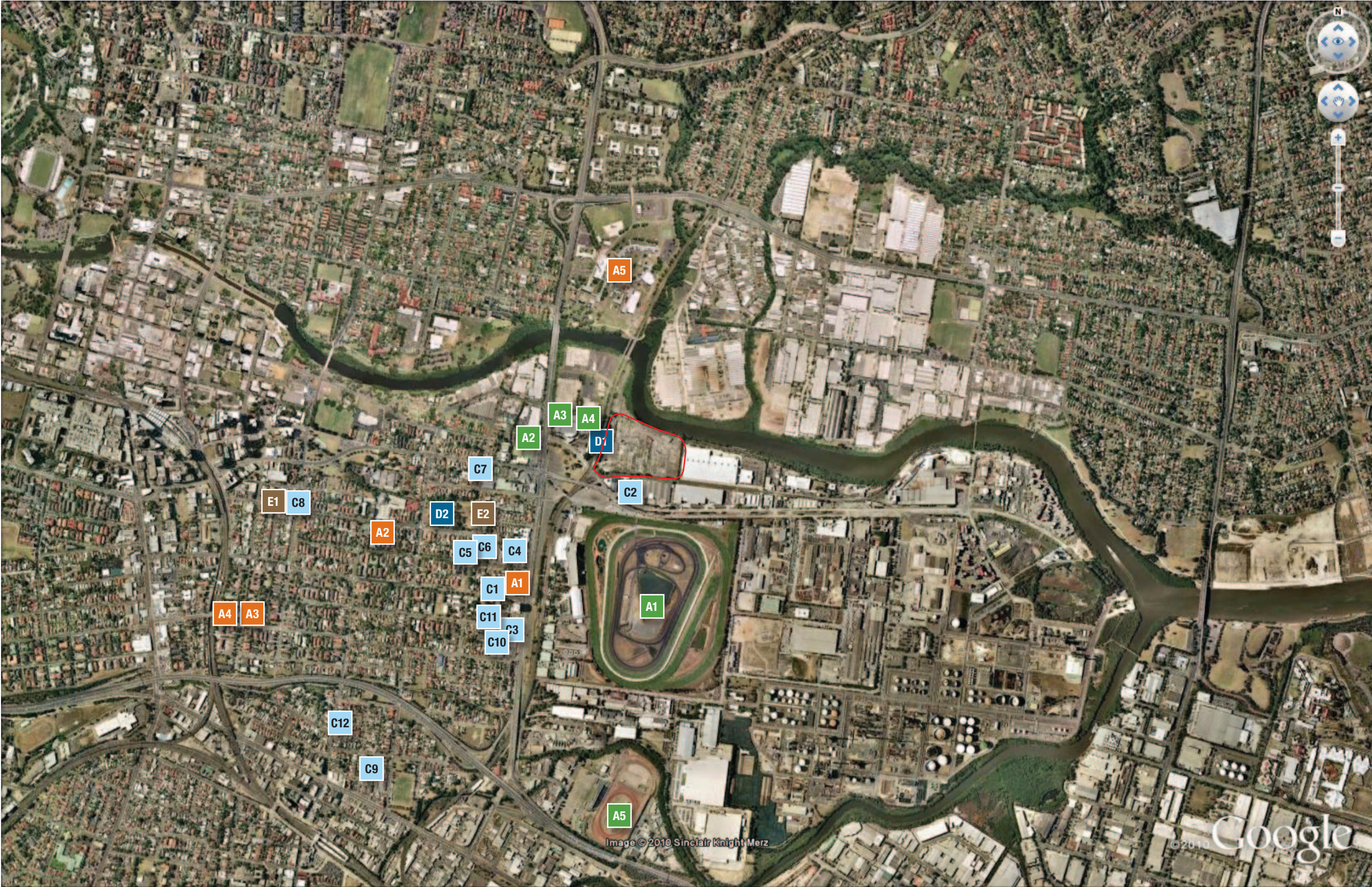
RECREATIONAL AND LEISURE
B1 Rosehill Gardens Racecourse
B2 Rosehill Bowling Club
B3 Code Red Laser
B4 Clown Town Indoor Activity Centre
B5 Parramatta Raceway

CHILDCARE
C1 Rosehill Before and After School Care
C2 Explore and Develop Childcare Centre
C3 Globee Children's Early Learning Centre
C4 Little Angels Kindergarten
C5 Rainbow Village Childcare Centre
C6 Little Scholars
C7 Rosehill Childcare Centre
C8 Miss Helena's Place
C9 Alfred Street Childcare Centre
C10 Norton's on Virginia Children's Early Learning
C11 Kindy Patch Childcare Centre
C12 Twinklestar Childcare Centre

HISTORIC AND HERITAGE
D1 Historic grave site
D2 Elizabeth Farm

COMMUNITY SERVICES
E1 Multi-cultural Disability Advocacy Association of NSW
E2 Grow NSW

 Proposed Development Site



Location of Community Facilities

- Miss Helena's Place childcare
- Globee Children's Early Learning Centre, 2-4 Virginia Street, Rosehill
- Rainbow Village childcare, 52 Weston Street, Harris Park

4.2.4 University

The University of Western Sydney, Parramatta campus is located north of the site across the Parramatta River. Enrolments at this campus have been growing steadily and its 13,000 students make up more than one third of all students attending UWS. Courses offered include nursing, business and law.

4.2.5 Aged care

Two aged care facilities are located in the vicinity of the Camellia site:

- Our Lady of Lebanon Hostel for Aged Persons, Alfred Street, Parramatta, houses around 30 residents
- Kaloola Nursing Home, Good Street, Rosehill.

4.2.6 Medical facilities

There is only one medical facility in the vicinity of the site. Rosehill Surgery is located opposite the site, at 125 Arthur Street, Parramatta.

Other medical centres and hospitals are located at Harris Park, Parramatta, Auburn and Westmead, many kilometres from the site.

4.2.7 Cultural facilities

The site is located near a number of significant cultural and heritage sites and facilities, as the area played an important role in the early settlement and governance of Sydney. Three historic cottages are located within 500 metres of the proposed site:

- Elizabeth Farm and Elizabeth Farm Reserve
- Hambledon Cottage
- Experiment Farm Cottage.

A historic grave is located on the site itself, but is outside the area to be impacted by construction.

4.2.8 Recreational and open space

The local area is home to several important recreational areas, with the largest and best-known being Rosehill Gardens Racecourse. Others in the vicinity of the site include:

- Rosehill Bowling Club
- Parramatta Granville Sportsground including Granville Showground and Parramatta City Raceway
- Code Red Laser Tag
- Parramatta Workers' Club.

Areas of open space nearby include:

- James Ruse Reserve
- Robin Thomas Reserve
- Ranglihouse Reserve.

Both the Racecourse and the Raceway are regional level facilities which attract large crowds, mainly on weekends. Road access to the Racecourse is via Grand Parade, off James Ruse Drive.

4.3 Residential areas

Although the proposed development site is located within an area of heavy industry, there are several residential dwellings located nearby.

The nearest residential dwellings to the proposed site are located at a distance of approximately 400 metres:

- Directly to the west, along Arthur Street, between Grand Avenue North and Hassall Street and further south to Oak Street
- South west along Oak Street, between Arthur Street and James Ruse Drive
- South west along James Ruse Drive between Oak Street and Hope Street
- North west, along Thomas Street.

5 Consultation with stakeholders

5.1 Community engagement

5.1.1 Consultations with local stakeholders

Consultation meetings

Stakeholder engagement has been undertaken through the project development period by Twyford Consulting. Its purpose has been to inform key stakeholders about the proposed development, its purpose, scale, technology and expected impacts.

Stakeholders likely to be impacted by this proposed development include people living, working and visiting the local area, as well as residents, businesses and government agencies across Sydney. At a local level, stakeholders would include:

- Owners, employees and people visiting industrial and commercial properties near the site, including those using the Tilrox Building, near the site's entrance, or accessing the area via Grand Avenue
- Residents of nearby properties in Rosehill, Harris Park and Parramatta
- Commuters using the Camellia railway station
- People viewing the site from the north, including from Parramatta River and the University of Western Sydney, Parramatta campus

In addition, by directly addressing a range of strategic policy objectives in relation to waste management and reduction, and employment creation, the proposal will have indirect social benefits for stakeholders such as residents, businesses, local and state government agencies and hence the wider Sydney metropolitan community.

Consultation has involved identification of key local stakeholders, including adjacent businesses and land owners and then a series of discussions and meetings. This included meetings on:

- 29 April, 2010
- 4 August, 2010
- 7 September, 2010.

All meetings were facilitated by Twyford Consulting and attended by representatives of the proponent and the study team. Stakeholders who attended the

meetings or expressed interest in the project included:

- Child care centre owners
- Tilrox building owner
- Café Grand
- A local resident

Each consultation meeting commenced with a REMONDIS representative providing an overview of the proposed development. Consultant studies' findings were presented and explained to attendees. Attendees raised many questions regarding the development, its operation and expected impacts. These are summarised in the following table:

Issue	Comments
Site contamination	<ul style="list-style-type: none"> • Extent of contamination of the site • Disturbance of contaminants during excavation and potential impacts
Environmental impact (air quality and emissions)	<ul style="list-style-type: none"> • Concerns and questions about 'smells' • Health impacts • Requirements for testing and monitoring
Visual impact	<ul style="list-style-type: none"> • Proposed building bulk • Impacts on views, reflection and glare • Extent of landscaping
Noise	<ul style="list-style-type: none"> • Questions about construction noise • Noise generated from the development during its operation • Noise of traffic accessing the development
Flooding	<ul style="list-style-type: none"> • Flood status of the site • Likely impacts of site flooding
Traffic	<ul style="list-style-type: none"> • Expected increased traffic and potential for traffic jams • Types of vehicles and noise • Impact on parking • Potential for a backup route should road blockages occur
Socio-economic impacts	<ul style="list-style-type: none"> • Concerns regarding the impact of the development on local business (reducing the amenity of the area as a place to work)

- Community health and safety
- Impacts of additional heavy industry and traffic in the area

Key concerns raised in relation to the child care centre included:

- The potential for adverse health and safety impacts of the development on children and parents of their centre
- The impact of development on the commercial viability of their centre and other businesses in the Tilrox building
- The impact of the development on already heavy local traffic.

There were also concerns raised in relation to the means of communicating information about the project to the child care centre's parents. It was agreed that REMONDIS will work with the community to develop communication material, including a Newsletter, to inform the parents and the broader community about the development. The Interim Community Engagement Report notes that the child care centre owner has since decided to cease participating in discussions and meetings about the project.

Information Sheet

Information and concerns articulated during consultations with the local stakeholders enabled a series of key issues and answers to frequently asked questions to be developed.

This material was used to prepare an Information Sheet, which was distributed to neighbouring businesses and made available on the REMONDIS website. There is no information in the Interim Community Engagement Report about feedback from the Information Sheet. However, it is understood the process of community engagement will continue over coming months.

5.2 Discussions with Parramatta City Council

In preparation of this Social Impact Assessment, a discussion was held with a member of Parramatta City Council's Social Outcomes team in relation to potential social impacts and concerns associated with this project.

Key issues raised in the discussion included:

- Health impacts for employees
- Accessibility to the site, parking for employees, and the availability of public transport, in what is already a congested area

- Potential impacts on local schools and child care centres in the Rose Hill area. Council noted the presence of two local schools (Rose Hill Primary School and Our Lady of Lebanon), two child care centres and a community garden in Jordan Street, Rose Hill.

- Many residents in Rose Hill were said to utilise community services provided in Harris Park.

- Potential impacts of this proposal on the University of Western Sydney

- Potential impacts on a recently announced plan by Parramatta City Council to upgrade of the Rydalmere Industrial Precinct, immediately to the north of the site, across the Parramatta River. Council minutes dated 7 December 2010 note that Council will undertake work, including strategic and planning studies, to identify the economic future of Rydalmere Industrial Estate.

The implications of this advice is described in the following section which outlines potential social issues and impacts.

6 Social impact issues and impacts

Discussions with our client, Parramatta Council and a review of plans, other relevant project documentation and outcomes of the community consultation process, have highlighted a number of key social issues relevant to the redevelopment of this area.

6.1 Overview of social impacts

The key social impacts arising from this proposal can be conceptualised as being broadly divided into two categories:

- Those affecting stakeholders and activities occurring in the immediate area of the site.
- Those affecting stakeholders across a wider area including Parramatta and the Sydney Metropolitan area.

The nature of social impacts arising from the proposal are likely to be quite different for each of these two groups. Local stakeholders have the potential to experience directly a range of mainly adverse social impacts. At the same time, significant benefits are likely to occur across the wider community, business and industrial operators, and government agencies operating across Sydney.

Overall, benefits of the proposal are considered to be:

- Contribution towards an increased capacity for best-practice municipal and commercial waste management and recycling
- Direct support for Federal and NSW State sustainability, waste management and recycling objectives and for local government land use and planning policies
- Productive use of a strategically located industrial site
- Support for existing markets for organic and recyclable waste, and for products made from the recycled materials; and fostering of new markets
- Direct and indirect employment opportunities.

However, the proposal also raises a number of potential social impact issues which may be of

concern to the local community or others in the wider area. These include:

- Impacts on existing commercial activities (including sensitive uses), adjacent to this major new industrial facility
- Additional heavy vehicle traffic has the potential for worsen existing traffic congestion, contribute to traffic noise, and conflicts with vehicles and pedestrians in the immediate locality
- Other potential environmental impacts including operational noise and odours impacts
- Potential for contamination
- Access and parking impacts for adjacent property users, including Camellia Station
- Construction impacts

These issues are considered in more detail below.

6.2 Project benefits

6.2.1 Direct contribution waste management and recycling policies

As outlined in Section 3.2, a number of major policies at the NSW state and Federal government encourage more sustainable waste management practices including the processing of organic waste, greater use of recycled materials and establishment of markets for waste products across all sectors of government and the economy. This will result in benefits such as reduced waste going to landfill and greater levels of recycling.

The proposed development therefore is consistent with many of the objectives and priorities contained in the National Waste Policy, the NSW Government Sustainability Policy and the NSW Waste Avoidance and Resource Recovery Strategy. It is also consistent with Parramatta City Council zoning and objectives for uses of the site.

6.2.2 New markets for waste

The proposal would provide a new market in Sydney for municipal organic waste, as well as another outlet for the recycling of commercial and industrial recyclables.

Established markets for recycled materials have been in operation in Sydney for around a decade, such as the large waste facilities at Eastern Creek and Kemps Creek, in Sydney's west. This proposal would provide another market for recycled products, including recycled paper for manufacturers such as AMCOR and Visy. In addition, the process would provide

recycled steel, aluminium and plastic material for other industrial customers.

At present, there are fewer local markets for municipal green waste. This proposal would support the establishment of new markets for these composted materials.

6.2.3 Employment opportunities

It is estimated that the proposed development would create approximately 60 full-time jobs once operational. In addition, another 147 jobs would be created directly in construction, together with another 126 jobs indirectly through the supply of materials and services to the project and across other sectors of the economy.

Jobs would range in skill level and occupational categories. Positions are likely to include management, engineering and process management, equipment servicing, environmental management, drivers and machine operators, administration and casual sorters.

6.3 Potential social impacts

There is the potential for the development to create a number of adverse effects on stakeholders working in, or visiting, the area near the site. The extent to which these impacts are likely to occur is described below.

6.3.1 Impacts on adjacent activities and tenants

Although located in an area which has historically been devoted to heavy industry and which remains appropriately zoned for this use, the proposal has the potential to impact, directly and indirectly, on several adjacent uses. The main potential impacts would be to the tenants of surrounding properties, including the Tilrox Building and commuters accessing the railway station. Other businesses using Grand Avenue on a regular basis would also experience some impacts from the development.

The Tilrox Building is a commercial development adjacent to the southern boundary of the site. Tenants include the Café Grand, Explore and Develop child care centre, a training academy, a call centre for the Transfield engineering company, Invocare, and offices for the Tilrox development company. An Aldi store and car park is located adjacent to the building.

During community consultations, issues and concerns were expressed about the potential for impacts from the site, such as odour, contamination and noise, to disrupt existing activities. There was also concern about whether the proposed operation would create hazards or risks to workers at this

property and whether heavy vehicles would create a safety risk for pedestrians and other drivers.

One of the greatest concerns expressed throughout the consultations was the proximity of the proposed development to the child care centre, with the potential for noise disturbance, health and safety impacts for child care workers and the children, and ultimately on its ongoing operational viability. Potential safety issues arising from conflicts with heavy vehicles and pedestrians or other drivers and the impacts of additional traffic were also raised in discussions.

Finally, the concerns raised by participants in the consultation process demonstrate a level of uncertainty about the process planned for the site and its potential risks. The project team has been careful to address each of the concerns and respond with accurate and plain English explanations of the project:

Odour – the process will be fully enclosed in order to minimise exhaust air discharges, including odours from the plant. This offers the highest level of emission control. In addition, the main emission source, the biofilter, would be sited at a distance from neighbouring properties. Modelling results demonstrate that “with the full enclosed biofilter design, the proposed project will comply with DECCW odour criterion at all locations” (PAE Holmes, September 2010).

Wastewater runoff - Wastewater leachate is recycled into the composting process, thus avoiding disposal and/or treatment of wastewater.

Operational noise - Noise levels from operations have also been investigated and found to meet with design goals for neighbouring properties.

Contamination – The Contamination Report (Consulting Earth Scientists, 9 September 2010), describes the site's industrial history, extensive contamination, remediation undertaken to date and regulations to prevent disturbance to the concrete cap and contaminated material. It notes that a number of properties on Grand Avenue are subject to regulation due to contamination issues.

Following remediation and capping, management measures to protect the environment and human health currently include:

- Signage
- Regular inspections of the surface cap
- Regular groundwater monitoring confirms no significant levels of contaminants were migrating from the site

Considering the proposed development would be constructed on a raised platform above the existing seal, the Contamination study considers implementation of existing management procedures are adequate to minimise “exposure of site occupants and the environment to the identified contamination during construction of the proposed facility. With the exception of the repair of underground services (where required), there is unlikely to be the need to excavate into and expose the underlying contaminated materials during operation of the facility.” (p. 34).

Community health – these issues relate to both potential impacts from existing contamination and from potential emissions from the waste processes proposed. Potential contamination impacts have been discussed above, and found to be unlikely to occur due to existing management measures. Impacts from processes to be carried out at the site have been examined in the air quality and other technical reports. The process has been designed to avoid impacts extending beyond site boundaries. The potential for odour exposure to tenants of adjacent sites will therefore be minimal. Procedures will be developed, in consultation with local stakeholders, to monitor operations and report concerns, should they arise.

These concerns and potentially conflicting uses are important considerations in assessing both the real and the perceived impacts from the proposal. As a result, environmental analyses have been undertaken and the process carefully designed to ensure impacts are limited, as far as possible, to within the buildings or the site boundaries. The facility would be designed to limit risks of environmental impacts such as noise and odour extending beyond the buildings. Risk analyses undertaken show the proposed activity would not impact on adjacent properties.

Nevertheless, there may remain ongoing concerns about real or perceived impacts to aspects such as health and safety, business viability, traffic congestion or other factors.

The issue of conflicts with nearby land uses is also relevant to the future activities planning to locate on nearby sites. It is understood, for example, that an application was recently made to Parramatta City Council for a rezoning, to allow use of an adjacent site for a large wholesale outlet.

There may also be pressures for land opposite the site on the northern side of the Parramatta River in Rydalmere to be used for other uses. Discussions with Parramatta City Council highlighted the proposal to investigate upgrading the Rydalmere Industrial Area, a site directly opposite the proposed development site. Further information about this proposed upgrade was obtained from the Parra Matters website

www.parramattas.blogspot.com/2010/ which states that:

“Parramatta City Council will fund a \$20,000 market feasibility study of the Brodie Street precinct, in the Rydalmere Industrial Estate, and discuss with the University of Western Sydney the possibility of a formal partnership to establish a centre of excellence in the study of innovation and sustainability, based in the precinct. These are among the activities designed to enable the estate to be transformed into “a technology and knowledge centre for hi-tech, emerging technologies and knowledge-based business leveraging off closer relationships with UWS”. (Parra Mattas Tuesday, 27 July 2010).

Transformation of this area was envisaged to possibly include a “mixed use development” type approach, in order to combine residential with any new type of industry.

It should be noted that a proposal for mixed use in this area would have the potential to directly impact on, or be impacted by, activities at this proposed development site for the Integrated Waste Recovery Facility. The longer term compatibility of future uses with this large scale development will need to be carefully considered.

6.3.2 Traffic impacts

Traffic levels were discussed at the community consultation sessions, and were analysed in detail in the Traffic Impact Assessment (Traffix, 7 September 2010). Traffic concerns were also raised by tenants of the Tilrox building.

Operations at the site are expected to generate approximately 288 vehicle movements per day in total, with 70 vehicle movements per hour being generated during the peak (Traffix, 7 September 2010).. Of these, three would be around 184 truck movements per 24 hour day (REMONDIS, July 2010). The Commercial and Industrial Resource Recovery facility would generate 65 movements per day, with the peak being between 8am to 4pm. The Source Separated Organic Resource Recovery facility would generate 27 truck movements to and from the site each day between the hours of 6am and 4pm. There would be two peak periods for truck movements between 7-9am and 2-4pm. The maximum predicted truck movements for Shift 1 would be 18 trucks and for Shift 2 would be 22 trucks.

Periods of peak movement at the site are not expected to correspond with peak times across the wider road network. Typical evening peak period movements associated with the proposed development would be 12 truck movements. Night shift would generate a maximum of 6 movements per hour.

Staff access to and from the site will add another 48 vehicles per hour during the peak, which is expected to occur between 1.30 -2.30pm, at shift change-over time. This is outside the typical peak hour for traffic in the area. Staff parking is provided on-site, with provision for 44 vehicles.

Vehicles would include garbage trucks, rigid and articulated vehicles, ranging from 8.8 metres to 12.5 metres with trailers.

Grand Avenue is designed to a standard suitable for heavy vehicle movements. The intersection with James Ruse Drive is signalised and there is good visibility. However, several comments were made in consultations that the trucks would add to the already heavy levels of congestion during peak periods. The Traffic impact assessment noted that that there are currently long delays at this intersection during peak periods. The addition of 5 vehicles per hour as a result of this development was found to result in ‘minimal change to the performance of this intersection during the on-street morning peak and site related peak traffic periods’ (Traffix, September 2010, p. 13).

Trucks could also contribute to noise levels for surrounding uses.

There is also the potential for cumulative impacts from heavy vehicle traffic during construction of a recently announced major upgrade to the Rosehill Racecourse, following the merger of the Australian Jockey Club and the Sydney Turf Club (www.parramattas.blogspot.com/2010/, Friday 23 July 2010).

6.3.3 Impacts in and around Camellia Station

Camellia Station is accessed by commuters via an at grade entrance from parking areas off Grand Avenue North, adjacent to the entrance to the proposed facility.



View of at grade entrance to Camellia Station with Grand Avenue North and development site entrance at rear

The area near the entrance to the development site provides some limited and informal commuter parking and parking for visitors to the precinct. A level crossing of Grand Avenue North provides rail access to the Sandown Freight Branch Line, which runs alongside the site's southern boundary. Vehicular access from Grand Avenue to the proposed site requires crossing the branch railway line and the car parking areas. Although the freight line is currently used only once per day by Railcorp, in the recent past it has catered for up to 30 rail movements per day, servicing local industries.



Level crossing of Grand Avenue North and site approach, with Tilrox Building in background

Approximately 80 commuters use Camellia Station on a daily basis (Railcorp, 25 November 2010). In addition, Railcorp estimates that around 200 pedestrian movements per day occur in this parking and level crossing area.



View of parking near site entrance, Grand Avenue North



Parking adjacent to Camellia Station, adjacent to site entrance

The development proposal raises the potential for a range of conflicts to occur in this area: between pedestrians and vehicles, between vehicles entering and leaving the site and commuter or visitor vehicles and between trains and vehicles or pedestrians.

In response to these potential safety issues which this proposal may create, Railcorp undertook a Risk Assessment (25 November 2010). The analysis identified the following significant features relating to the site:

- Slow road and rail traffic speeds
- Relatively clear sighting and visibility
- Restricted space for vehicle movements in the western commuter car park
- Lack of designation of motorist routes, parking adjacent to the rail corridor and pedestrian pathways
- Degraded current conditions of signage, lighting and line marking.

It concluded that while the level crossing does not require flashing lights and warning bells, there was a need for:

- Upgrades to road and pavement surfaces
- Improved designation and delineation of pedestrian pathways to separate them from vehicles
- Improvements to line marking, signage and lighting
- Induction and training of truck drivers on site conditions
- Clearing of vegetation and parking restrictions on the eastern side of the crossing to improve visibility.

It states that a "review is currently being undertaken by Parramatta City Council and Railcorp regarding a draft Interface Agreement for on-going management of the site" (p. 2).

The proposal also raises the possibility that parking spaces in this area could be used by workers at the site, thus limiting those available to regular users. The proposal includes provision of 44 parking bays within the site, to overcome the need for staff to park in this area.

At a more strategic level, the future of Camellia Station is likely to be affected if the Parramatta to Epping Rail Link proceeds. Earlier plans have included a proposal for a new station at Rosehill / Camellia.

6.3.4 Property market effects

One suggestion raised during community consultations was that the introduction of the proposed development could adversely impact on property values in nearby areas.

As the site is located within a large heavy industrial area, and will have little or no impact on activities outside its boundaries, there is unlikely to be any impact on the value of properties in the general area. It is possible that there could be an impact on the value of the commercial property adjacent to the site. However, it is equally possible that this new use could generate income for the building owner through new customers for the café, supermarket and other tenants.

The presence of this large industrial area would already be factored into housing prices in the vicinity. In addition, the proposed site is considered too distant from residential properties for the proposal to have any direct effect on residential property values.

6.3.5 Construction Impacts

Noise, dust and construction traffic would occur over the demolition and development period and are likely to cause temporary inconvenience for residents on adjacent sites. Construction is likely to be undertaken in three stages over 15 months, with commencement and completion dates subject to Council consent, but expected to take place from mid 2011 to late 2012.

Construction traffic movements are estimated in the Traffic impact assessment. During Stage 1, over a period of 6-8 weeks, up to 20 truck movements could be generated over a 10 day period. Stage 2 of the Construction period could generate the greatest numbers of truck movements (40 movements per day) over a 2-3 month period. Construction of the plant itself could generate around 20 truck movements per day over 9-12 months, and another 25-30 movements associated with staff vehicles.

Standard construction environmental management practices and consultation with neighbours about the timing and extent of inconvenience are general measures used to mitigate construction impacts.

A construction plan of management should be established for the duration of the demolition and construction phases.

6.4 Summary of potential benefits and impacts

In summary, the proposal is likely to provide a range of benefits for businesses, residents and government across Sydney:

- Support for commercial and municipal recycling and waste management
- Consistency with planning and sustainability policies across all levels of government
- Support for markets for waste and recycled waste products
- Direct and indirect employment benefits

Potential social impacts would accrue mainly to local tenants, commuters and visitors to the immediate area:

- Concerns about risks to amenity and community health from operation of the processes such as odours, noise, traffic, contamination
- Additional traffic delays due to heavy vehicles and staff accessing the site
- Potential for pedestrian, vehicle and train conflicts in Grand Avenue North
- Construction impacts.

In order to address the social impacts identified, a number of specific actions should be incorporated into the development. These are outlined in the following chapter.

7 Management of social impacts

In order to address the potentially adverse social impacts identified in Section 6, it is considered a number of specific actions should be considered.

7.1 Risks to adjacent uses

The previous section discusses a number of concerns raised by tenants of nearby properties during consultations about the proposed development. The proponent has been careful to address each of these concerns in planning for this project, through specialty studies, use of best practice technology and a range of risk management and safety measures which have been designed to ensure that impacts from operations do not extend beyond the boundaries of the site.

There may nevertheless remain concerns that risk of impacts from could adversely impact on business viability or present harm to others.

These concerns could be managed through the establishment of an on-going liaison group (see Section 7.5). In addition, procedures should be developed to monitor odour and other impacts, and establish reporting channels in the event of emissions occurring.

The potential for off-site impacts will also need to be considered by Parramatta City Council, in planning for the future uses of the Rydalmere Industrial Area.

7.2 Traffic impacts

Traffic studies indicate the proposed development would slightly increase the numbers of heavy vehicles using this heavily congested area during peak periods. This will have cumulative impacts for employees and other business operators in the vicinity, who currently experience delays during peak times.

It is understood the RTA is currently examining traffic levels for the area. The proposed development should be taken into consideration in this planning work.

7.3 Pedestrian safety

As discussed in Section 6, Railcorp and Parramatta City Council are implementing a range of safety measures to minimise risks of pedestrian / vehicle

and train conflicts. These include signage and markings near the site entrance. Employees at the proposed development should be required to park within the site, rather than use parking bays near Camellia Station.

Drivers will require specific training about safety when accessing the site. This training should be developed in consultation with Railcorp and Parramatta City Council.

7.4 Construction impacts

Construction over a 15 month period will cause temporary inconvenience for local residents, including noise disturbance, truck movements, dust and vibrations. Standard construction environmental management practices, consultation with neighbours about the timing and extent of inconvenience and a 'hotline' to answer questions and report concerns are general measures used to mitigate construction impacts.

7.5 Community consultation

The success of a new development can be encouraged through fostering positive and open relationships with its local community, including affected neighbours. Consultation is important for developing confidence and trust and in facilitating the integration of a development into the surrounding area.

Opportunities to involve and inform local stakeholders have been underway since the early planning stages of this proposal. On-going consultation through the establishment of a liaison group to encourage open dialogue is likely to result in improved outcomes for the local community.

8 Conclusion and recommendations

Based upon demographic analysis, strategic planning documents and consultation undertaken with Parramatta City Council, this study has examined a variety of social factors associated with the proposed construction and operation of an integrated recycling park at Camellia.

The development is expected to generate a number of positive benefits for the local community and wider inner west area. These include:

- Support for commercial and municipal recycling and waste management
- Consistency with planning and sustainability policies across all levels of government
- Support for markets for waste and recycled waste products
- Direct and indirect employment benefits
- Key social issues that may adversely impact on the surrounding area include:
 - Concerns about risks from operation of the processes such as odours, noise, traffic, contamination
- Additional traffic delays due to heavy vehicles and staff accessing the site
- Potential for pedestrian, vehicle and train conflicts in Grand Avenue North
- Construction impacts.

It is considered that there are several measures which would assist in minimising potentially adverse impacts identified for local tenants, visitors and commuters.

It is recommended that:

- An on-going community liaison group be established to:
 - encourage open dialogue with potentially affected local stakeholders
 - provide a channel through which concerns can be voiced directly
 - facilitate the integration and acceptance of this development into the local area.

- Procedures should be developed to monitor and report on odour and other impacts, in the event of emissions occurring
- Traffic generated by this development be considered in any studies undertaken by the RTA for this industrial area
- Employees of the site be required to park on-site
- Drivers of heavy vehicles and others accessing the site be trained or receive specific briefings to avoid conflicts with pedestrians, other drivers and rail carriages
- The Construction Management Plan for the project note the potential risks of social impact identified in this report and include a consultation plan and company contact details, so that local concerns can be raised if necessary.

9 References

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REMONDIS and AP Business Technology Consultancy, July 2010. *Design Report.*

REMONDIS, 25 November, 2010. *Risk Assessment – Impact of Recycling Operations at Grand Avenue on Camellia Level Crossing and Environs.*

Traffix, 7 September 2010. *Traffic impact assessment, Proposed integrated recycling park, Grand Avenue, Camellia.*

Twyfords, December 2010. *Proposed Camellia Integrated Recycling Facility, Interim Community Engagement Report.*

Appendix 1 – Demographic Analysis

Person Characteristics

	CCD 1331310	Harris Park suburb*	Parramatta City LGA	Sydney Statistical Division
2006				
Total persons	271	6,853	148,323	4,119,190
Male	54.8%	53.9%	50.1%	49.3%
Female	45.2%	46.1%	49.9%	50.7%
Indigenous persons	0.0%	0.5%	0.8%	1.1%
Born overseas	35.2%	57.8%	40.3%	31.7%
Language other than English spoken at home	47.0%	70.8%	51.2%	36.0%
2001				
Total persons	300	7,211	144,490	3,948,015
Male	52.3%	52.3%	49.8%	49.2%
Female	47.7%	47.7%	50.2%	50.8%
Indigenous persons	2.0%	0.0%	0.8%	1.0%
Born overseas	28.3%	52.2%	36.4%	31.2%
Language other than English spoken at home	37.3%	65.9%	38.3%	33.5%

* Note: In 2006, the suburbs of Rosehill and Harris Park were amalgamated to form Harris Park. 2001 data amalgamates data for these two suburbs. In 2006, Rosehill CCD is the same area as Rosehill suburb.

Household Type

	CCD 1331310	Harris Park suburb*	Parramatta City LGA	Sydney Statistical Division
2006				
Family household	63.6%	55.1%	66.7%	68.1%
Lone person household	26.1%	27.9%	23.2%	21.6%
Group household	5.7%	7.6%	4.1%	3.9%
2001				
Family household	44.8%	58.7%	71.9%	69.6%
Lone person household	16.0%	24.1%	24.0%	21.3%
Group household	3.2%	6.33%	4.1%	4.1%

Family Composition

	CCD 1331310	Harris Park suburb*	Parramatta City LGA	Sydney Statistical Division
2006				
Couple families with children	55.2%	43.3%	49.2%	49.3%
Couple families without children	24.1%	35.5%	32.1%	33.2%
One parent families	12.1%	17.3%	16.2%	15.6%
Other families	8.6%	3.9%	2.5%	1.9%
2001				
Couple families with children	63.8%	48.5%	50.6%	50.5%
Couple families without children	24.1%	29.7%	30.7%	32.4%
One parent families	12.1%	19.4%	16.2%	15.0%
Other families	0.0%	2.4%	2.4%	2.1%

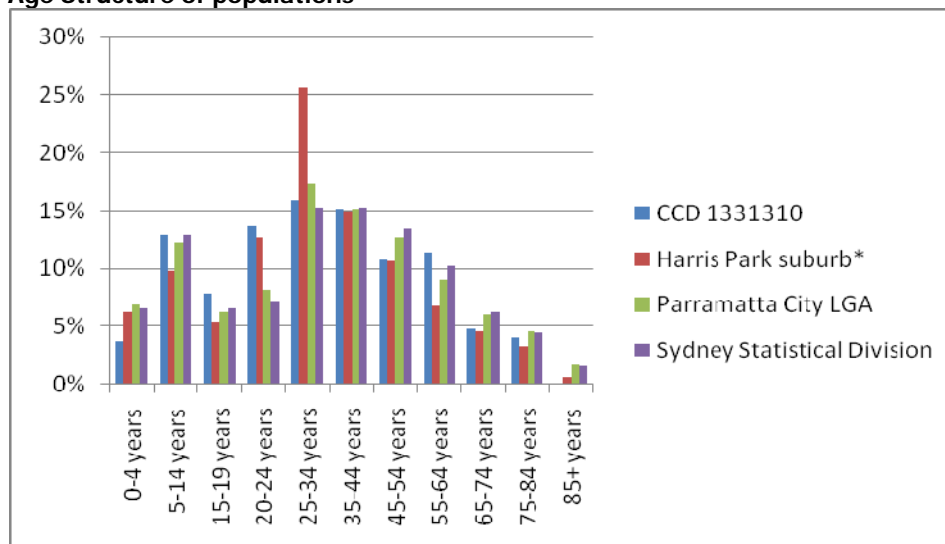
Age Distribution

	CCD 1331310	Harris Park suburb*	Parramatta City LGA	Sydney Statistical Division
0-4 years	3.7%	6.3%	6.9%	6.6%
5-14 years	13.0%	9.8%	12.2%	13.0%
15-19 years	7.8%	5.4%	6.3%	6.6%
20-24 years	13.7%	12.6%	8.1%	7.2%
25-34 years	15.9%	25.6%	17.3%	15.3%
35-44 years	15.1%	14.9%	15.2%	15.3%
45-54 years	10.7%	10.6%	12.6%	13.5%
55-64 years	11.4%	6.8%	9.1%	10.2%
65-74 years	4.8%	4.6%	6.0%	6.2%
75-84 years	4.1%	3.2%	4.6%	4.5%
85 years and over	0.0%	0.6%	1.7%	1.6%
Total persons	271	6,853	148,324	4,119,190

Median Ages

	CCD 1331310	Harris Park suburb*	Parramatta City LGA	Sydney Statistical Division
Median age 2006	30	30	34	35
Median age 2001	35	33	34	34

Age Structure of populations



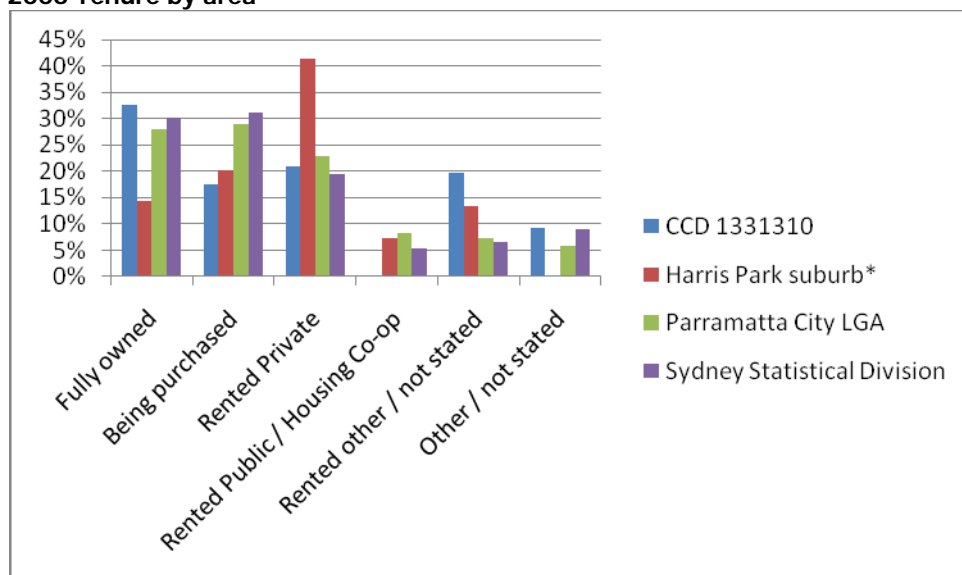
Dwelling Structure

	CCD 1331310	Harris Park suburb*	Parramatta City LGA	Sydney Statistical Division
2006				
Occupied private dwellings	91.7%	89.7%	93.0%	93%
Separate house	88.6%	18.1%	56.2%	62%
Semi-detached/terrace/town-house	6.8%	8.0%	12.4%	12%
Flat/unit/apartment	4.5%	73.1%	30.7%	26%
Other/not stated	0.0%	0.8%	0.7%	1%
2001*				
Occupied private dwellings	91.9%	92.3%	94.0%	93.0%
Separate house	60.0%	21.7%	61.2%	63.1%
Semi-detached/terrace/town-house	4.0%	4.9%	10.7%	11.3%
Flat/unit/apartment	4.0%	63.4%	26.8%	23.9%
Other/not stated	32.0%	2.3%	1.4%	1.7%

Tenure Type

	CCD 1331310	Harris Park suburb*	Parramatta City LGA	Sydney Statistical Division
2006				
Fully owned	32.6%	14.3%	27.9%	30.1%
Being purchased	17.4%	20.2%	28.9%	31.1%
Rented Private	20.9%	41.3%	22.9%	19.4%
Rented Public / Housing Co-op	0.0%	7.2%	8.3%	5.4%
Rented other / not stated	19.8%	13.4%	7.2%	6.5%
Other / not stated	9.3%	3.2%	5.8%	9.1%
2001				
Fully owned	33.9%	18.4%	36.3%	39.0%
Being purchased	7.3%	12.2%	19.5%	23.7%
Rented Other	39.5%	49.9%	25.0%	23.6%
Rented Public / Housing Co-op	0.0%	6.4%	8.9%	5.1%
Rented not stated	0.0%	0.6%	0.4%	0.3%
Other / not stated	19.4%	12.5%	9.1%	8.4%

2006 Tenure by area



Dwelling characteristics – Occupied Private Dwellings

	CCD 1331310	Harris Park suburb*	Parramatta City LGA	Sydney Statistical Division
2006				
Median rent (\$/weekly)	210	200	227	250
Median housing loan repayment (\$/monthly)	1,300	1,400	1,733	1,800
Average household size	2.8	2.5	2.7	2.7
Average number of persons per bedroom	1.2	1.4	1.2	1.1

Landlord Type - Rented Occupied Private Dwellings

	CCD 1331310	Harris Park suburb*	Parramatta City LGA	Sydney Statistical Division
2006				
Real Estate Agent	50.0%	67.1%	59.7%	61.9%
State/Territory housing authority	0.0%	11.3%	21.3%	15.3%
Other landlord type	47.2%	20.1%	17.0%	20.7%
Landlord type not stated	8.3%	1.4%	2.0%	2.2%
2001				
Real Estate Agent	22.4%	61.7%	51.8%	54.7%
State/Territory housing authority	0.0%	11.1%	26.0%	17.5%
Other landlord type	75.5%	25.5%	21.0%	26.7%
Landlord type not stated	6.1%	1.6%	1.2%	1.2%

Median Individual and Weekly Income

	CCD 1331310	Harris Park suburb*	Parramatta City LGA	Sydney Statistical Division
Median individual income (\$/weekly)	\$570	\$404	\$443	\$518
Median household income (\$/weekly)	\$1,149	\$886	\$1,043	\$1,154
2001				
Median individual income (\$/weekly)	\$500-\$599	\$400-\$499	\$300-\$399	\$400-\$499
Median household income (\$/weekly)	\$600-\$699	\$800-\$999	\$800-\$999	\$800-\$999

Employment

	CCD 1331310	Harris Park suburb*	Parramatta City LGA	Sydney Statistical Division
2006				
Total labour force (persons aged 15 years+)	143	3,411	68,959	2,010,009
Employed full time	63.6%	59.3%	62.9%	63.1%
Employed part time	26.6%	25.6%	24.3%	25.7%
Unemployed	2.1%	9.1%	6.7%	5.3%
Not in the labour force (persons aged 15 years+)	64	1,731	41,742	1,052,818
Employed away from work / Not stated	7.7%	6.1%	6.1%	6.0%