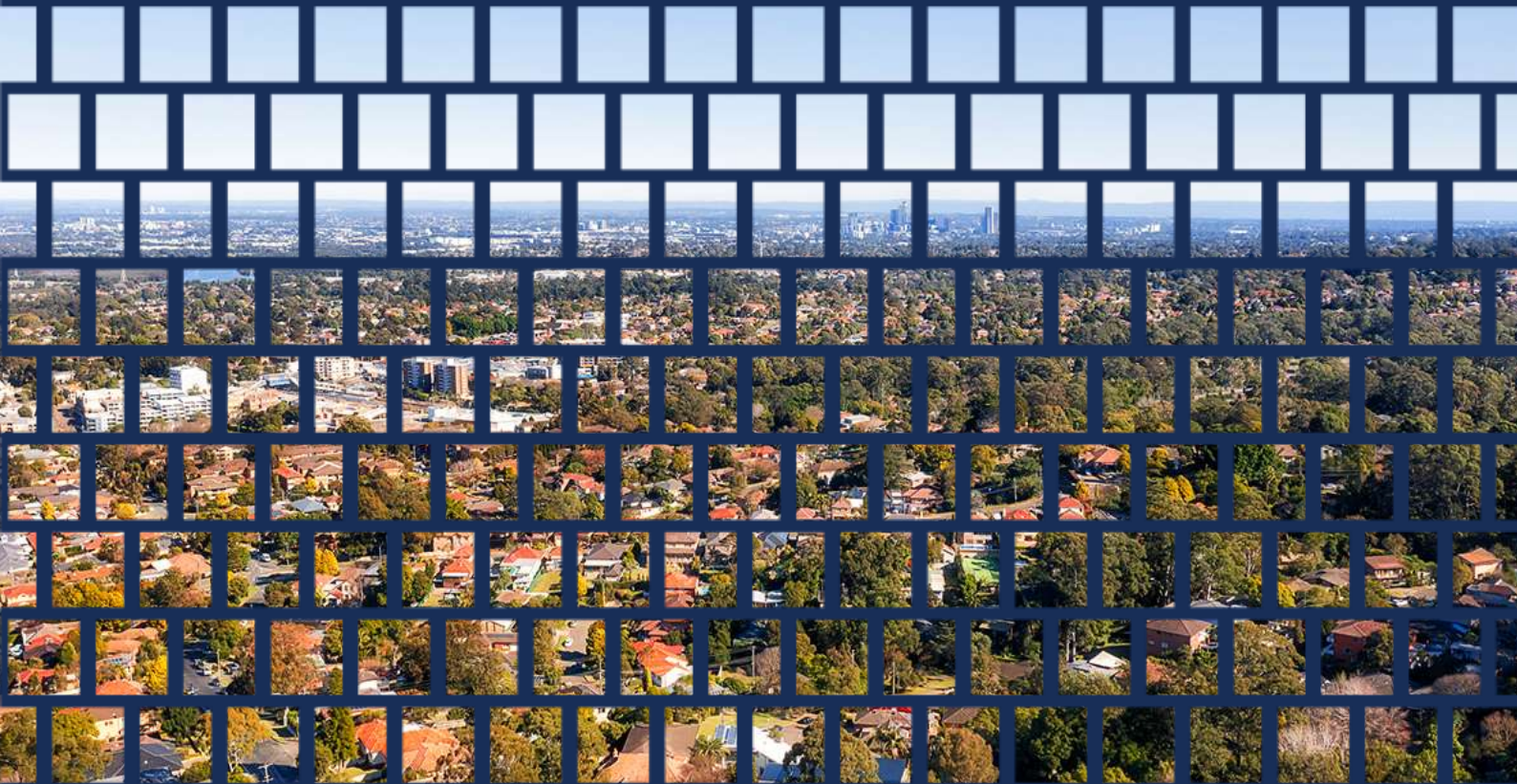


32 Perc Griffith Way Orange Social Impact Assessment



Prepared for:

NSW Greyhound Breeders, Owners & Traders' Association

1 December 2025

HillPDA
CONSULTING

Acknowledgment of Country

HillPDA acknowledges the Traditional Custodians of Country throughout Australia and their continuing connection to land, waters, culture, and community.

We acknowledge the Gadigal people of the Eora Nation and Wurundjeri Woi-wurrung and Bunurong / Boon Wurrung peoples of the Kulin Nation, the traditional owners of the land on which this report is prepared, and we show our respect for elders' past and present.

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INTRODUCTION

1.0 INTRODUCTION

HillPDA has been engaged by the NSW Greyhound Breeders, Owners & Trainers Association (GBOTA) (the proponent) to prepare a Social Impact Assessment (SIA) for the demolition of on-site features and construction of a greyhound racing track and associated facilities (the proposal) in the Orange Local Government Area (LGA).

The proposed development application (DA) is to be submitted to Orange City Council. Orange City Council has advised that an SIA must accompany the DA, which will be assessed by the Western Regional Planning Panel. As there are no locally specific SIA requirements, this SIA has been prepared based on the NSW Department of Planning, Housing and Infrastructure (DPHI) *Social Impact Assessment Guideline for State significant projects* (SIA Guideline), with the exception of the engagement component required for larger-scale (state-significant) development.

Social impact assessments concern impacts on human communities. It is noted that impacts on non-human life are not in the scope of this SIA.

1.1 The site

The proposal applies to land at 32 Perc Griffith Way, Orange, legally known as lot 500/DP1254834 (the site). The site is illustrated in Figure 1.

Figure 1: The site



Imagery: Google

At present, the site contains a defunct horse harness racing track, ancillary structures, driveways and vegetation. It is bordered to the west by Perc Griffith Way, on the other side of which is an industrial subdivision; to the north by open farmland; to the east by Orange Kart Club racecourse and farmland; and to the south by a lot that separates the site from the Mitchell Highway. Further detail is outlined in Section 1.2 of this report.

Figure 2 shows the site, photographed from its north-western corner, as of October 2025.

Figure 2: The site, viewed from north-west, October 2025



Source: HillPDA

The site comprises approximately 161,188 square metres and is zoned RE2 Private Recreation under the Orange Local Environmental Plan 2011 (Orange LEP). Access to the site is via Perc Griffith Way, which intersects with the Mitchell Highway near the site's south-western corner.

1.2 Site context and significance

The site is located in south-eastern Orange on land of the Wiradjuri people. It is located near Aboriginal sites including scar trees and camp sites. European settlement in Orange began in the 1820s.¹ Orange subsequently developed as a regional service centre, particularly with the discovery of gold and arrival of rail in the mid-to-late-19th century, eventually becoming a city in 1946.²

The site is adjacent to the Mitchell Highway on the approach into Orange from the south-east. It contains a defunct horse harness racing track (or 'trotting track'), previously known as Highlands Paceway. In 2017, the horse racing club operating on the track relocated to another venue in Orange.

The site is zoned RE2 Private Recreation, bordered immediately by RE2-zoned land to the north, east and south (beyond which land is generally zoned C3 Environmental Management). Nearby land uses west of the site are generally zoned E3 Productivity Support. There is some R1 General Residential land south of the site, on the other side of the Mitchell Highway, which is expected to be developed (see section 3.4).

Immediately to the east of the site is Orange Kart Club, which has hosted kart racing since the 1960s, and shares an access point to Perc Griffith Way with the site. On the opposite side of Perc Griffith Way is Orange Aboriginal Medical Service, which provides a range of medical services to communities in Orange and the surrounding region.

E3-zoned land west of the site contains a variety of businesses and services, including large-scale retail and wholesalers, medical services and light industrial uses. Land further to the west is predominantly residential.

¹ NTS Corp, Orange Aboriginal Heritage Report

² Orange Regional Museum, A Short History of Orange

The site is located approximately 2.5 kilometres (or a roughly 5-minute drive) from Orange CBD and its Railway Station, which connects via Stuart Town to Dubbo in the north-west, and via Millthorpe to Bathurst, Lithgow and Sydney in the south-east.

1.3 The proposal

The proposal involves the demolition of on-site structures, conversion of the on-site track to a greyhound racing track and soccer field, and construction of associated facilities. This includes the following:

- Reconfiguration of the existing harness racing track to convert it to a greyhound racing track with support elements including railing, track lighting, and results display board
- Construction of a soccer field in the central section of the greyhound racing track
- Construction of a clubhouse including:
 - Lounge/function room
 - Kitchen and bar facilities and associated cool room and dry store
 - Office and tote room
 - Male, female and unisex accessible toilets
 - External viewing platform
 - Steward, photo finish, camera and call spaces on first floor.
- Raceday kennels building comprising:
 - 112 kennels (14 stalls of 8 greyhounds per race)
 - Swab kennels
 - Holding kennels
 - Marshalling and weighing room
 - Steward office, vet office, swab room, laundry and accessible WC.
- Machinery shed with lunchroom and accessible WC
- New sealed driveway and 123-space carpark
- Separate dedicated car and trailer parking area.

A site plan is provided in Figure 3.

Figure 3: Site plan



Source: Heath Consulting Engineers and McKinnon Design via Peter Basha Planning & Development

The proposal would provide the only greyhound racing facility in the Central West region, with the Bathurst Greyhound Track having been destroyed by floods in 2022. It would be operated by the GBOTA, hosting the following events:

- Weekly race days from 3pm to 6:30pm. It is assumed that these would occur on weekday evenings, and involve 30-35 trainers, 20 ground staff, and 120 patrons. Each year, two of these race days would co-occur with a club meeting, which would last until 9:30pm
- Weekly greyhound trial sessions with 15-30 attendees
- Ancillary functions on up to a weekly basis (usually on weekends) with 150 attendees, lasting until midnight at the latest.

Public access is expected for the track and soccer field, outside of greyhound racing events. It is assumed that sports events would occur on the soccer field on an at-least weekly basis.

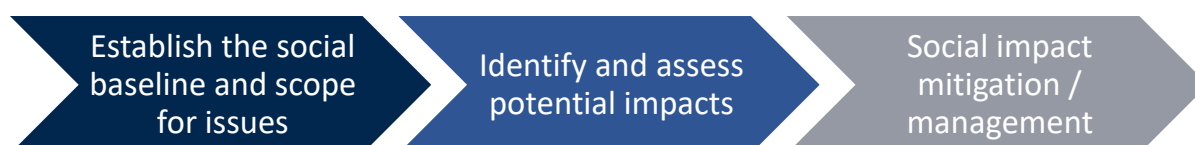
METHOD

2.0 METHOD

The approach to conducting this SIA reflects current industry best practice, including the DPHI *Social Impact Assessment Guideline* (SIA Guideline).

The SIA aims to scope, assess and enhance/mitigate potential positive/negative impacts that people may experience due to the proposed development. The method for this SIA is divided into three phases, as shown in Figure 4.

Figure 4: SIA process



Source: HillPDA; DPHI

Social impact assessments concern impacts on human communities. Assessing impacts on non-human life is not in the scope of an SIA.

2.1 Defining social impacts

A social impact can be defined as the net effect of an activity on a community of people and the wellbeing of individuals and families. Social impacts may occur across a range of aspects of individuals' and communities' lives, as shown in Figure 5.

Figure 5: Types of social impact

<i>way of life</i>	how people live, how they get around, how they work, how they play, and how they interact on a daily basis
<i>community</i>	composition, character, cohesion, function, and sense of place
<i>access</i>	how people access and use infrastructure, services and facilities, whether provided by local, state, or federal governments, or by for-profit or not-for-profit organisations or groups
<i>culture</i>	both Aboriginal and non-Aboriginal culture, including shared beliefs, customs, values, and stories, and connections to country, land, waterways, places, and buildings
<i>health and wellbeing</i>	physical and mental health, especially for those who are highly vulnerable to social exclusion or substantial change, plus wellbeing of individuals and communities
<i>surroundings</i>	access to, and use of, services that ecosystems provide, public safety and security, access to and use of the natural and built environment, and its aesthetic value and amenity
<i>livelihoods</i>	people's capacity to sustain themselves, whether they experience personal breach or disadvantage, and the distributive equity of impacts and benefits
<i>decision-making systems</i>	whether people experience procedural fairness; can make informed decisions; have power to influence decisions; and can access complaint, remedy and grievance mechanisms

Source: Adapted from DPHI 2025

2.2 Scoping

Social impacts arising from a development may be positive, negative and/or cumulative. Table 1 presents the type of impact scoping that is undertaken for the project. The table identifies the framework for the key areas of impacts that may result from the proposal.

Table 1: Types of social impacts

Type of impact	Broad scoping of issues
Negative social impacts	<p>Negative social impacts result from changes to the physical or social fabric that make it worse (in any of the impact categories) than before the project took place. These may include:</p> <ul style="list-style-type: none"> ● Increased dust or noise levels affecting health ● Decreased amenity during construction ● Alterations to community character through land use changes.
Positive social impacts	<p>Positive social impacts result from changes to the physical or social fabric that make it better (in any of the impact categories) than before the project took place. These may include:</p> <ul style="list-style-type: none"> ● Improved livelihoods due to increased access to jobs in the local area ● Improved amenity through provision of open space ● Stronger sense of community through provision of community space and social interaction
Cumulative social impacts	<p>Cumulative social impacts result from changes to the physical or social fabric that occur from multiple projects or activities that need similar resources or affect similar impact categories. These may include:</p> <ul style="list-style-type: none"> ● Increased traffic level from construction vehicles for multiple projects in one area ● A shortage of workers in an area due to multiple similar projects ● Health impacts from persistent noise or dust levels due to ongoing construction projects.

Source: DPHI

2.3 Evidence base

In order to assess social impacts on people accurately, an SIA must provide an accurate assessment of the social baseline of people in the project surrounds. This means that the existing surrounds of the proposal must be considered through the collection of data to establish benchmarks against which the impacts of the proposal can be assessed.

To establish this social baseline, HillPDA has conducted a review of the available information provided by the proponent, as well as research conducted with a high degree of impartiality using trusted, industry-standard sources to inform our understanding of relevant demographic and social trends.

The evidence base for this SIA includes data from sources including (but not limited to):

- Australian Bureau of Statistics
- NSW Bureau of Crime Statistics and Research
- NSW Department of Planning, Housing and Infrastructure
- Relevant information provided by the proponent.

Although the SIA Guideline recommends drawing on stakeholder engagement for an SIA's evidence base, such engagement has not been undertaken for the proposal. It is understood that community feedback will be provided during a public exhibition period, informing subsequent changes to the proposal.

2.4 Predicting, analysing and evaluating impacts

The impact assessment framework presented in this report identifies and evaluates changes to the social baseline due to the proposal. This includes the assessment of positive, negative and cumulative impacts on people, as outlined in section 2.1.

Changes can be tangible or intangible, qualitative or quantitative, direct or indirect and subjectively experienced. The likelihood of social impacts arising from each matter is assessed as part of the scoping process. Matters identified for potential social impacts are then assessed.

Professional judgement and experience are applied on a case-by-case basis to identify the significance of impacts. The likelihood of a potential impact is a primary element of considering each social impact and its risk rating.

The criteria used to determine the likelihood of any potential impact are described in Table 2.

Table 2: Likelihood of impact

Likelihood	Description
Almost certain	Definite or almost definitely expected
Likely	High probability
Possible	Medium probability
Unlikely	Low probability
Very unlikely	Improbable or remote possibility

Source: Adapted from DPHI

The magnitude of a potential impact is a key consideration to determine a risk rating. In determining the magnitude of a potential impact, there are five key characteristics that must be considered. These are shown below in Table 3.

Table 3: Dimensions of social impacts

Dimensions	Details needed to enable assessment
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?
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.
Intensity or scale	What is the likely scale or degree of change? (e.g. mild, moderate, severe)
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: Adapted from DPHI

Table 4 below identifies the overall magnitude level of impact rating.

Table 4: Magnitude of impact

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 locality.

Source: Adapted from DPHI

Potential impacts identified in the scoping process are analysed based on the nature of the impact and its predicted severity, and the impact is assigned a level of significance in line with Table 5.

Table 5: Social impact significance matrix

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

Source: Adapted from DPHI

2.5 Social impact management

Where impacts are identified, the SIA framework provides mitigation and/or enhancement measures. For potential negative impacts, measures are identified to avoid or minimise impacts by amending the project or its delivery. For potential positive social impacts, the SIA identifies measures to enhance the benefit of that impact. Social impact management is an ongoing process.

SOCIAL LOCALITY

3.0 SOCIAL LOCALITY

The social impacts of a development can be scoped with regard to the ‘social locality’, which refers to a surrounding area in proportion to the project and its potential impacts.

3.1 Study areas

To aid social impact analysis, a primary study area has been identified as the Orange LGA, which encapsulates Orange and nearby suburbs/localities of Spring Creek, Lucknow, Huntley and Shadforth. The site is located near the centre of the study area, but just south-east of its main population base, as illustrated in Figure 6.

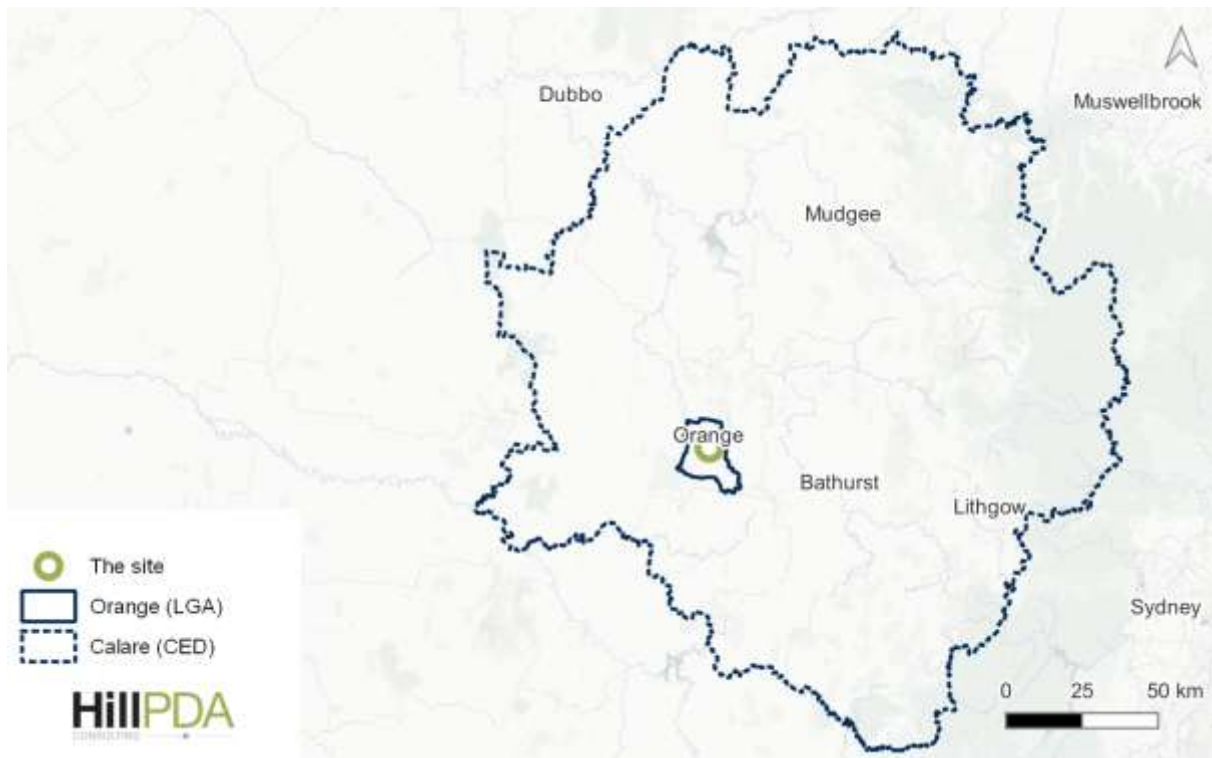
Figure 6: Primary study area (Orange LGA)



Imagery: CARTO

A secondary study area has been selected to represent the potential catchment of site visitors who may experience effects of the proposal. Noting the loss of the Bathurst Greyhound Track, an area covering Orange and surrounding regional towns of Bathurst, Mudgee and Lithgow has been selected, represented by the Calare Commonwealth Electoral Division (CED). Figure 7 illustrates the primary and secondary study areas together.

Figure 7: Primary study area (Orange LGA) within secondary study area (Calare CED)



Imagery: CARTO

These areas provide relevant data measured against regional NSW as a comparator area (defined as the Rest of NSW Greater Capital City Statistical Area (GCCSA)).

The Orange LGA represents communities most likely to be directly impacted by the proposal. The wider LGA represents its potential regional visitor catchment. Together, the study areas provide the proposal’s social locality.











3.2 Social baseline

The social baseline is the local context within which development may have social impacts. The following sections identify broad data and trends across the social locality.

3.2.1 Resident profile

The table below presents a summary of the salient resident characteristics of the social locality. Where relevant, these characteristics are compared to regional NSW.

Table 6: Resident profile for Orange LGA, Calare CED and regional NSW

 Population	<ul style="list-style-type: none"> - At the 2021 Census, there were 43,512 residents in the Orange LGA. This population is forecasted to grow by over 10% between 2021 and 2041. - Residents of Orange LGA lived in 18,657 private dwellings with an average household size of 2.5 people, larger than the Calare CED and regional NSW average of 2.4.
 Age profile	<ul style="list-style-type: none"> - At the 2021 Census, the median age of Orange LGA was 37 years, younger than the 40 years and 43 years recorded across Calare CED and regional NSW respectively.
 Indigenous status	<ul style="list-style-type: none"> - At the 2021 Census, 3,330 people in Orange LGA (or 7.7% of residents) identified as Aboriginal and/or Torres Strait Islander, a similar proportion to Calare CED (7.8%), and more than regional NSW (6.6%). - The Orange Aboriginal Medical Service near the site provides health services for this population.
 Language spoken at home	<ul style="list-style-type: none"> - At the 2021 Census, 9% of Orange LGA's households spoke a language other than English at home, a higher proportion than both Calare CED (6%) and regional NSW (8%). - Of non-English languages spoken at home in Orange LGA, the most common were Malayalam (0.6%), Nepali (0.5%) and Mandarin (0.4%).
 Education	<ul style="list-style-type: none"> - At the 2021 Census, 21% of Orange LGA residents aged 15+ had a Bachelor degree or above, a higher proportion than both Calare CED (17%) and regional NSW (18%).
 Income	<ul style="list-style-type: none"> - In 2021, Orange LGA's median weekly household income was \$1,665, higher than both Calare CED and regional NSW, at \$1,493 and \$1,434 respectively.
 Health	<ul style="list-style-type: none"> - In 2021, 36% of Orange LGA residents reported having at least one long-term health condition, equal to both Calare CED and regional NSW.
 Household structure	<ul style="list-style-type: none"> - In 2021, the majority of Orange LGA's households were family households (68.0%), a slightly lower proportion than both Calare CED (68.4% and regional NSW (68.8%). - Of those family households, the largest proportion (42%) comprised couple families with children. By contrast, families in Calare CED and regional NSW were most commonly couple families without children (42% and 44% respectively).
 Industries	<ul style="list-style-type: none"> - In 2021, the three most common industries for Orange LGA's employed residents were hospitals (except psychiatric hospitals) (7%), gold ore mining (5%) and other social assistance services (4%). - Industries were more varied throughout Calare CED, the top 3 being hospitals (except psychiatric hospitals) (4%); other social assistance services (3%) and coal mining (3%), and regional NSW, with hospitals (except psychiatric hospitals) (4%); other social assistance services (3%) and aged care residential services (3%).
 Occupations	<ul style="list-style-type: none"> - The most common occupation in Orange LGA in 2021 was professionals (23%), followed by technicians and trades workers (15%) and community and personal service workers (13%). - The three most common in Calare CED and regional NSW respectively were professionals (18% and 19%); technicians and trades workers (15% each) and managers (14% and 13%).

Source: ABS, Quickstats/TableBuilder; DPHI, Common Planning Assumptions

3.2.2 Social advantage and disadvantage

The Socio-Economic Indexes for Areas (SEIFA) are rankings of relative socio-economic status (advantage and disadvantage) for different geographic areas, within each state and nationally. The indexes rank areas against others of the same geographic type (e.g. SAL, LGA or equivalent statistical area) based on specific socio-economic metrics, selected based on the particular SEIFA index.

Each SEIFA index ranks areas based on a weighted sum of selected variables. SEIFA variables are derived from Census data, and cover a range of socio-economic dimensions including housing, income, education, employment and occupation, housing, and others.

The following sections contain analysis of national rankings of Statistical Area Level 1 areas (SA1s) near the site on two of the four SEIFA indexes:

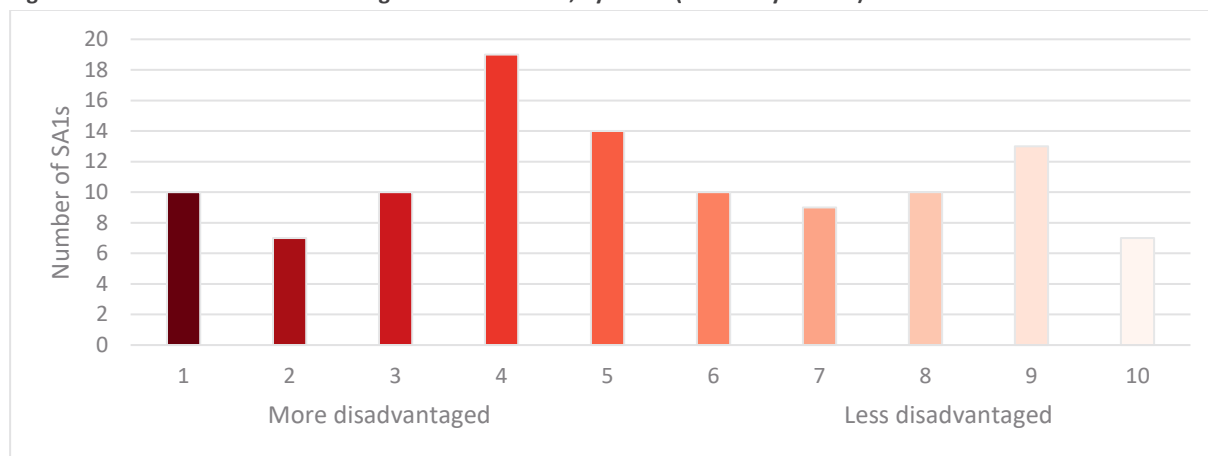
- The Index of Relative Socio-economic Disadvantage (IRSD)
- The Index of Relative Socio-economic Advantage and Disadvantage (IRSAD).

3.2.2.1 Relative disadvantage

The IRSD examines factors such as unemployment, proportion of lower income households, and lower education levels, to compare overall levels of disadvantage between areas.

At the 2021 Census, SA1s in Orange LGA spanned all 10 IRSD deciles, with the majority (55 per cent) in the lowest 5 deciles, representing higher socio-economic disadvantage than the national average. SA1s were most commonly in the 4th decile. Figure 8 illustrates the distribution of these areas.

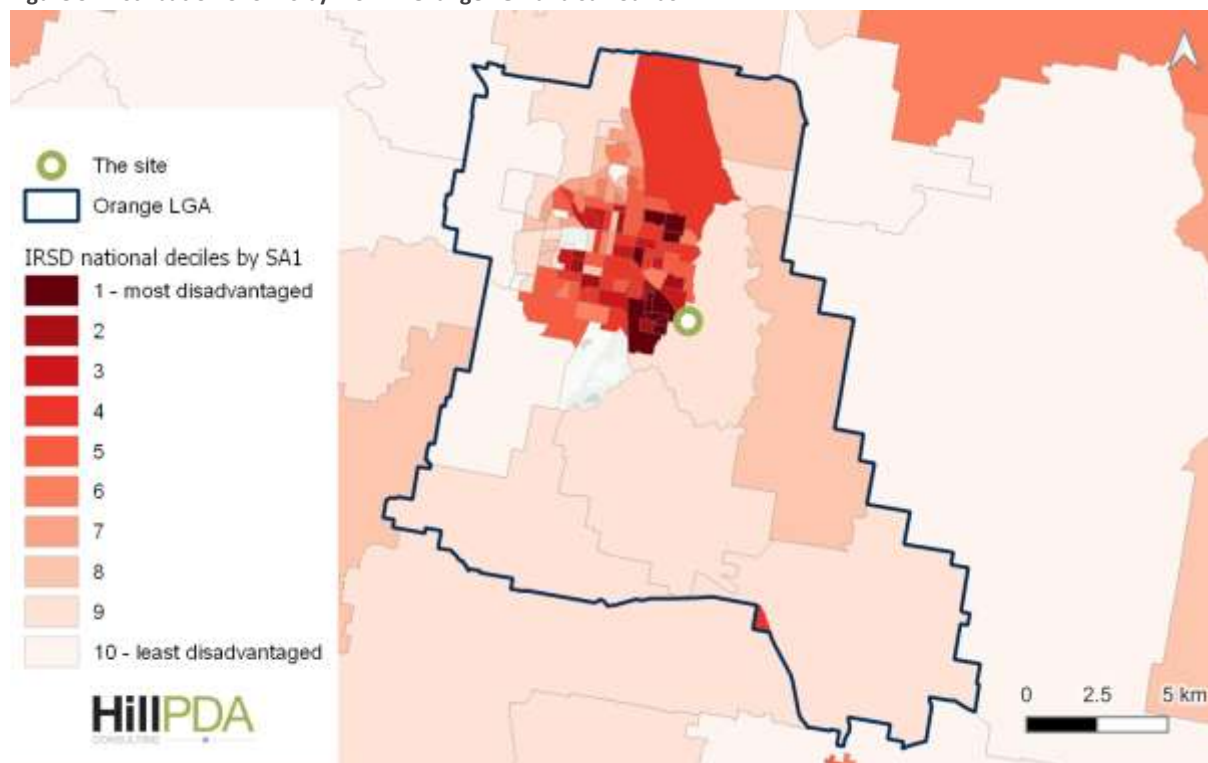
Figure 8: Distribution of SA1s in Orange LGA on the IRSD, by decile (nationally ranked)



Source: Australian Bureau of Statistics (2021). SA1s for which no score is recorded (low population or insufficient data) have been excluded.

Figure 9 shows how SA1s are distributed in the primary study area, according to socio-economic disadvantage. As it shows, the site is near areas of very high disadvantage. There are also areas of low disadvantage near the site, with areas of the lowest disadvantage generally towards the western edge of the LGA.

Figure 9: Distribution of SA1s by IRSD in Orange LGA and surrounds



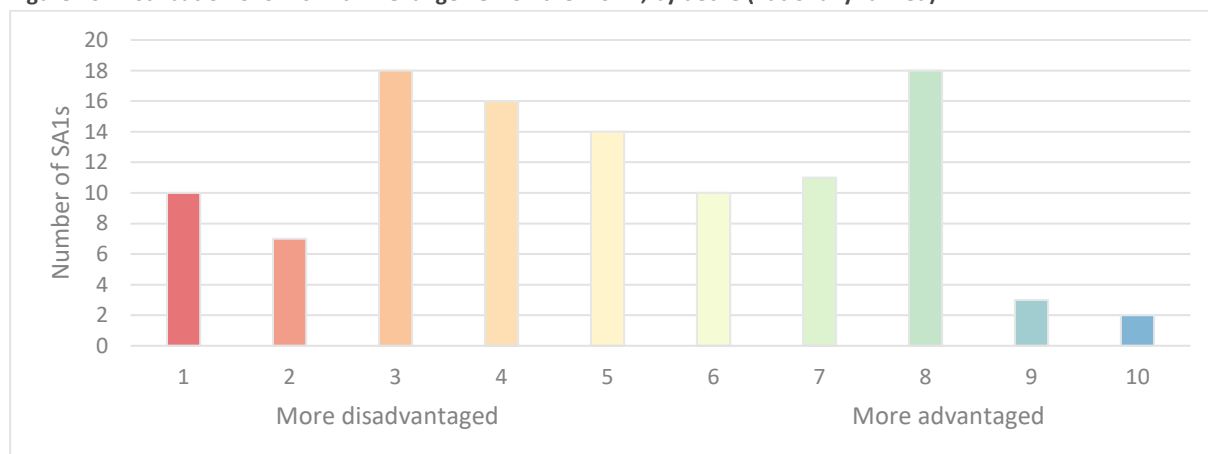
Source: ABS. Imagery: CartoDB

3.2.2.2 Relative advantage and disadvantage

The IRSAD examines the socio-economic disadvantage indicators outlined above, as well as factors indicating socio-economic advantage, which include people in professional occupations, high household income, higher education attainment, higher mortgages and rents, and larger dwellings.

As with the IRSD, the primary study area showcases a broad distribution of socio-economic advantage and disadvantage, with a general skew towards disadvantage. The equal most common IRSAD deciles were the 3rd and 8th (with 18 SA1s each), representing significant variation throughout the LGA. Figure 10 illustrates the LGA's distribution of socio-economic advantage and disadvantage.

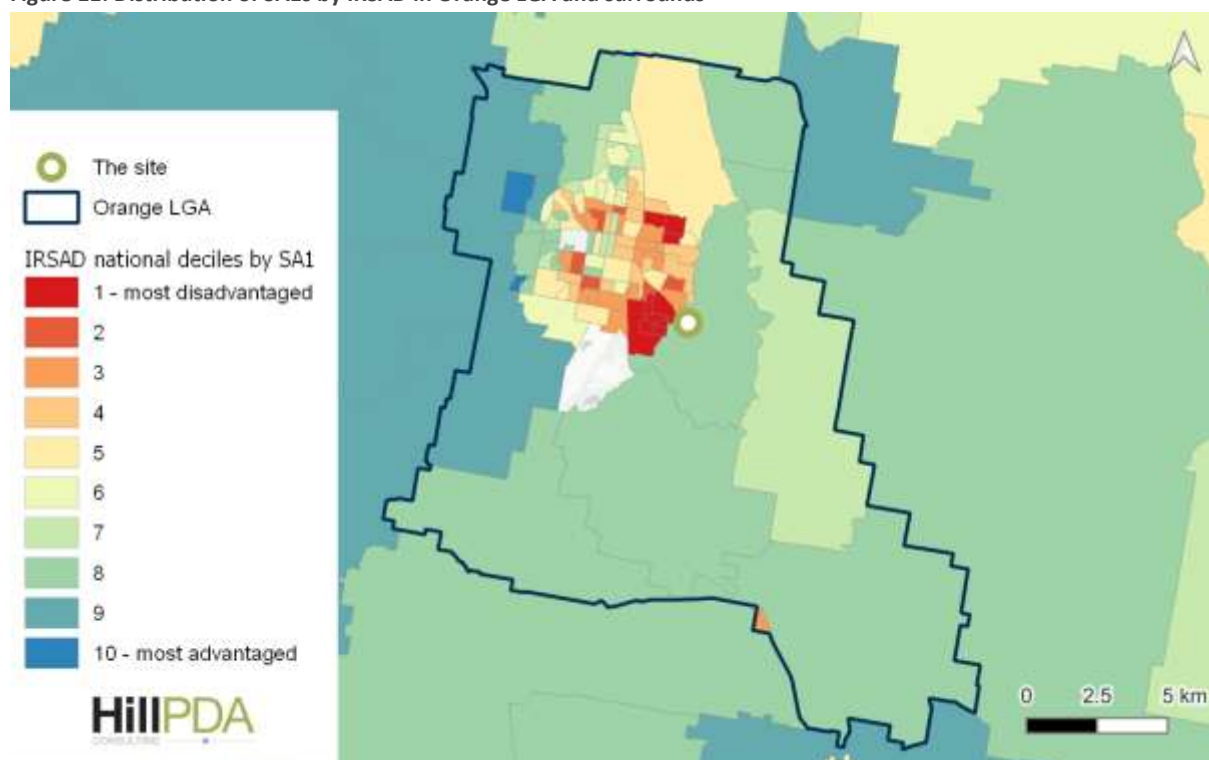
Figure 10: Distribution of SA1s within Orange LGA on the IRSAD, by decile (nationally ranked)



Source: Australian Bureau of Statistics (2021). SA1s for which no score is recorded (low population or insufficient data) have been excluded.

Figure 11 illustrates the spatial distribution of SA1s in the primary study area by IRSAD decile. Although the site is located in an advantaged SA1, it is near areas of very high disadvantage/low advantage. The LGA’s most advantaged/least disadvantage areas are generally located west of Orange.

Figure 11: Distribution of SA1s by IRSAD in Orange LGA and surrounds



Source: ABS. Imagery: CartoDB

Socio-economic advantage and disadvantage can affect people’s vulnerability to social impacts. In particular, the presence of disadvantaged areas near the site may increase the proposal’s overall social risk.

3.2.3 Crime and safety

A range of studies have shown correlations between crime and licensed premises.³ To aid assessments of the proposal’s likely crime outcomes, data from the NSW Bureau of Crime Statistics and Research (BOCSAR) have been analysed regarding select crimes around the site.

Figure 12 illustrates ‘hotspots’ for crimes that can be linked to alcohol consumption and other activities on licensed premises. Hotspots are defined by BOCSAR as areas with low, medium or high densities for crime, regardless of population density.

As the figure shows, there is no notable crime on the site or immediately adjacent land. However, land around Lone Pine Avenue and residential lots to its west showcases low-to-high densities of theft, property damage and assault. This may add somewhat to the proposal’s risk of cumulative crime impacts, discussed in Chapter 4.0.

³ Morgan at al. 2018, *Towards national measures of alcohol-related crime*, Australian Institute of Criminology, Research Report 12.

Figure 12: Crime hotspots surrounding the site
Theft (break and enter dwelling)



Theft (break and enter non-dwelling)



Malicious damage to property



Alcohol-related assault



Domestic assault



Non-domestic assault



The site
 800m from site

0 0.25 0.5 km

Crime density

High

Medium

Low

Source: BOCSAR. Imagery: CARTO

Crime risks for the social locality can be ascertained more precisely by analysing rates and trends, respectively considering population size and change over time.

Table 7 shows incidents of crimes analysed in Figure 12 across both Orange LGA and NSW.

Table 7: Trends and rates (per 100,000 persons) for selected crimes, October 2022 to September 2024

Year to:		September 2024	September 2023		September 2024	
Crime	Area	Trend (2 year)	Count	Rate	Count	Rate
Theft (break and enter dwelling)	Orange LGA	Down 54.4% per year	388	882.6	212	482.2
	NSW	Stable	19,826	242.8	19,549	239.4
Theft (break and enter non-dwelling)	Orange LGA	Stable	82	186.5	72	163.8
	NSW	Stable	8,319	101.9	8,309	101.8
Malicious damage to property	Orange LGA	Stable	565	1,285.2	541	1,230.6
	NSW	Stable	49,221	602.8	49,528	606.5
Alcohol-related assault	Orange LGA	Stable	138	313.9	158	359.4
	NSW	Down 5.9% per year	18,716	229.2	17,613	215.7
Domestic assault	Orange LGA	Stable	307	698.3	333	757.5
	NSW	Stable	35,507	434.8	37,849	463.5
Non-domestic assault	Orange LGA	Stable	310	705.1	319	725.6
	NSW	Stable	33,862	414.7	34,853	426.8

Source: BOCSAR

As Table 7 shows, rates for all selected crimes are significantly higher in Orange LGA than NSW. In particular, theft (break and enter dwelling) and malicious damage to property have population-adjusted rates in the LGA of over twice those of the state. However, the former crime type has declined over 2 recent years in Orange.

Most relevant crimes have relatively stable rates in both Orange LGA and NSW. Despite population growth in Orange, there were fewer property-related crimes (break and enter; malicious damage to property) over the year to September 2024 compared to the prior 12 months. However, there was a higher count of each assault type in the year to September 2024.

The above data suggest that, in addition to nearby hotspots, crime rates present a risk of potential cumulative impacts from the proposal.

3.3 Social infrastructure

Social infrastructure is important to people as it facilitates community safety, health and wellbeing, allowing individuals to be happy, safe and healthy; learn; and enjoy life. A network of social infrastructure contributes to social identity, inclusion and cohesion, and is invariably used by everyone at some point in their lives – often on a daily basis. Access to high-quality, affordable social services has a direct impact on the social wellbeing of all people in a community.

“Social infrastructure is comprised of the facilities, spaces, services and networks that support the quality of life and wellbeing of our communities.”

– Infrastructure Australia (2019), *Australian Infrastructure Audit 2019*.

An audit of social infrastructure in the area surrounding the site has been conducted using GIS software and has drawn from a range of data sources, including:

- NSW DPHI Points of Interest Layer
- Australian Department of Education My School database
- Australian Children’s Education and Care Quality Authority (ACECQA) Building Blocks database
- The National Health Services Database (NHSD).

This report has considered the following types of social infrastructure:

- Education and childcare – childcare, schools, tertiary facilities
- Healthcare – medical services, general practitioners, hospitals
- Community and culture – libraries and community centres
- Open space and recreation – parks, sporting ovals and social clubs, halls.

Whilst it is noted that some commercial or retail operations may offer various social benefits or services, these are not considered in this report. Such facilities can provide valuable social functions, but typically operate and are provided in the market, giving them a different role and distribution to social infrastructure.

Social infrastructure has been analysed to show baseline levels of community, cultural and open space in the surrounding area, showing the baseline of local facilities. This analysis also identifies sensitive receivers, as social infrastructure can be impacted by nearby development.

Social infrastructure facilities generally operate at three levels of provision. These are local, district, and regional. The different scales of infrastructure service differently sized catchments. Catchments refer to both geographical areas and the size of the population serviced. For example, a primary school is intended to serve the local population, usually within walking distance. However, a university will cater for a much wider, regional population.

Figure 13 illustrates the site’s surrounding social infrastructure, which is described in Table 8.

Figure 13: Social infrastructure near the site



Source: MySchool; ACECQA; DPHI; NHSD. Imagery: CARTO

Table 8: Social infrastructure near the site

ID	Type	Name	Distance to site	Description
1	Healthcare (medical service)	Orange Aboriginal Medical Service	<400m	Branch of Orange Aboriginal Medical Service containing dentist, NDIS & Healthy Aging services, for Aboriginal communities across the region
2	Community and culture (community facility)	Orange Kart Racing Club	<400m	National-grade kart racing track and associated club facilities
3	Healthcare (medical service)	Orange CareFlight Helicopter Hangar	<400m	Hangar for regional aeromedical service
4	Open space and recreation (park)	Centenary Park	400-800m	0.9ha local park with trees and benches
5	Open space and recreation (park)	Cootes Park	>800m	1.4ha local park with trees, footpaths and public art
6	Open space and recreation (sports field)	Glenroi Oval – Hockey Complex	>800m	Centre with 2 synthetic hockey fields and associated facilities. Adjacent to Glenroi Oval – northern and southern sections
7	Open space and recreation (sports field)	Glenroi Oval – southern section	>800m	6ha park with 2 sports ovals, basketball court, skate park, playground and associated facilities. Adjacent to Glenroi Oval – Hockey Complex
8	Community and culture (community facility)	Orange Youth Hub	>800m	Council-run community centre for residents aged 12-24
9	Education and childcare (primary school)	Glenroi Heights Public School	>800m	Government K-6 school, 227 enrolments
10	Education and childcare (childcare)	Glenroi Preschool	>800m	Centre-based preschool, 27 approved places
11	Open space and recreation (sports field)	Glenroi Oval – northern section	>800m	3ha park with sports field space and large parking area. Adjacent to Glenroi Oval – Hockey Complex
12	Open space and recreation (park)	Edye Park	>800m	1.8ha local park with basketball court, covered bench seating and trees

The site is generally isolated from social infrastructure, with most facilities clustered in the residential area west of Lone Pine Avenue, separated from the site by the Mitchell Highway and industrial land. However, there are three significant social infrastructure locations adjacent to the site: Orange Aboriginal Medical Service, Orange Kart Racing Club and Orange CareFlight Helicopter Hangar. These all provide services on a regional or larger scale. As such, they are important for this SIA to consider as sensitive receivers and assets of the social locality, and as places that employ local key workers.

3.4 Neighbouring developments

Chapter 1.0 discusses the current surrounds of the site. In addition, future developments may occur near the site, impacting the social locality. A review has been undertaken of DPHI's *Application Tracker* as of October 2025, identifying one State Significant Development Application (SSDA) in the vicinity of the site. This application, 'Orange Affordable Housing Project' (SSD-96814711), is at the stage of an Environmental Impact Statement being prepared. It would provide an estimated 66 units of subsidised affordable housing in the form of a four-storey residential flat building.

The Orange Affordable Housing Project falls within the Redleaf Precinct, which is a master-planned area being developed through a partnership between Landcom and Orange City Council. The Precinct would deliver an estimated 330 dwellings, following a recent gazetted planning proposal. The planning proposal rezoned the land

and identified it as an urban release area for residential growth, while providing an additional permitted use for a community gathering space.

Figure 14 illustrates the Redleaf Precinct, located on the opposite side of Mitchell Highway at its nearest point to the site. The Orange Affordable Housing Project is located approximately 250m from the site at its nearest point.

Figure 14: Redleaf Precinct, SSD-96814711 identified as 'X'; planned community gathering space to its east



Source: SSD-96814711 Scoping Letter

ANALYSIS OF SOCIAL IMPACTS

4.0 ANALYSIS OF SOCIAL IMPACTS

Social impacts can be grouped in terms of resulting from construction or operational factors. Construction impacts are temporary whereas operational impacts are ongoing. This chapter analyses impacts for the following factors:

- Construction factors:
 - Traffic
 - Works
 - Employment
 - Communications.
- Operational factors:
 - New structures
 - Racing-related events
 - Sporting events
 - Alcohol service
 - Gambling
 - Patronage
 - Traffic
 - Employment and income
 - Communications.

Noting the current stage of the Redleaf Precinct, construction impacts for the proposed development would be unlikely to affect any nearby residents, although other nearby businesses and social infrastructure would be impacted. Such impacts may be cumulative if the Redleaf Precinct is subsequently under construction at the same time as the proposed development.

4.1 Construction factors

4.1.1 Traffic

4.1.1.1 Impacts

The proposal's construction would require the movement of traffic through the area, including additional heavy vehicle movements. This has the potential to impact way of life, access and surroundings.

Heavy vehicles affect surroundings by creating noise and air pollution, while also potentially adding to road danger. These factors affect the aesthetic value and amenity of the local environment, while potentially affecting public safety. They would be most experienced by workers and visitors to nearby businesses and social infrastructure.

Construction-related traffic can also impact access, and in turn ways of life, by obstructing traffic flows and parking. This involves both heavy vehicles and construction worker vehicles moving through local roads. Decreased road accessibility can then affect people's ability to carry out day-to-day activities through the area.

4.1.1.2 Mitigations and enhancements

A range of strategies are available to reduce the negative impacts of construction traffic.

Industry best practice involves the preparation of, and adherence to, a Construction Traffic Management Plan (CTMP). A CTMP typically identifies the types and extent of heavy vehicles expected to be involved in construction. It then outlines strategies for reducing potential impacts. These often involve identifying heavy vehicle routes that must be followed. If interruptions to road or footpath access is required, a CTMP outlines measures such as alternative routes, signage, and traffic control staff, to direct people and/or vehicles safely through the area. A CTMP would also establish appropriate hours for construction vehicle movements to occur in. Scheduling these movements during appropriate daytime hours would help to prevent air quality or noise impacts occurring at inappropriate times, such as during night time.

Additional strategies can be used to reduce the impact of construction traffic on people's ability to move through the area. These include providing for worker parking and/or heavy vehicle turning areas on-site, if there is sufficient room. A Green Travel Plan (GTP) could also help to encourage workers to access the site using alternatives to private cars, noting however that public transport is limited in the area. These aspects are sometimes included in a CTMP, but they are additionally recommended to be considered as part of a broader Construction Management Plan (CMP).

4.1.2 Works

4.1.2.1 Impacts

Construction works have the potential to impact surroundings, health and wellbeing, and potentially culture.

The proposal would involve digging, demolition, and installation of new features. It would also involve the storing of equipment and materials on-site. These activities have the potential to generate noise and air pollution, while decreasing visual amenity. This would be felt most strongly by adjacent properties.

Noise, air, and visual pollution all impact the environment through decreasing local amenity, while potentially also generating health hazards. In turn, these factors may affect health and wellbeing for people at nearby businesses and social infrastructure. In particular, people with health conditions who frequent the Orange Aboriginal Medical Service may experience risk of health and wellbeing impacts.

A Noise and Vibration Impact Assessment (NVIA) prepared by SoundIN Pty Ltd, dated November 2025, includes a construction noise assessment in which the sound of works is assessed against noise management levels (NML) established in the 2009 Interim Construction Noise Guideline (ICNG) published by the former NSW Department of Environment and Climate Change. The NVIA concludes that construction noise levels would exceed the NML for nearby properties, creating significant acoustic disruption, although the nearest residential sites (in the Redleaf Precinct) would likely not yet exist. The NVIA outlines a set of mitigation measures, while noting that they may not reduce noise levels below the NML. It nonetheless concludes that this is an acceptable outcome under the ICNG, provided that all reasonable/feasible mitigations are undertaken. Suggested mitigations are summarised below.

Construction works have the inherent risk of cultural impacts, due to the potential for disturbance to objects or sites with heritage value, including Aboriginal heritage. This is considered a relatively lower risk, as the site is not near any sites on the local and state heritage register, and Council has not advised that any heritage-related reports are needed to be prepared.

4.1.2.2 Mitigations and enhancements

As with construction traffic, there are a variety of best-practice methods to limit impacts relating to construction works.

To prevent air quality impacts, loads and materials should be covered where possible. This should extend to the transportation of materials to and from the construction site. Watering of soils should also be undertaken to minimise dust movement.

Sound emissions can also be reduced through the adoption of a Construction Noise and Vibration Management Plan (CNVMP), a common mechanism that establishes methods and equipment to decrease construction noise and vibration to acceptable levels. The NVIA recommends that a detailed CNVMP be prepared and include the following measures:

- Identification of nearby residences and other sensitive land uses
- Description of approved hours of work
- Description and identification of construction activities, including work areas, equipment, and duration
- Description of what work practices (generic and specific) will be applied to minimise noise
- Consideration of the selection of plant and processes with reduced noise emissions
- A complaint handling process
- Noise monitoring procedures
- Provision of induction and training to relevant staff and sub-contractors outlining their responsibilities with regard to noise.

The NVIA lists a set of more detailed mitigations alongside anticipated noise reductions. These range from management processes that limit the length of acoustic disruptions, to engineering controls that reduce the decibels of activities. During construction, it is recommended that a CNVMP be developed and adhered to, based on what is suggested in the NVIA.

The use of construction hoarding on the property boundary is also recommended. It would decrease the visual impact of construction works on the streetscape, while acting as a barrier for sound and dust.

Further to the above measures, it is recommended that contact be maintained with the Orange Aboriginal Medical Service, to identify any residual concerns for health and wellbeing as they may arise.

Cultural heritage risks should be mitigated by the use of best-practice approaches, including the development of an unexpected finds procedure, in the case of discovering any Aboriginal objects or sites of significance during construction activities such as excavation.

4.1.3 Employment

4.1.3.1 Impacts

Construction would require a workforce on-site, providing numerous temporary jobs in the local area. This would positively impact livelihoods. The presence of construction workers on-site would also bring further similar impacts, through workers likely spending money at local businesses, stimulating the local economy and supporting jobs.

Livelihoods could also be indirectly supported through the use of materials for construction, supporting jobs at material supplier companies.

4.1.3.2 Mitigations and enhancements

The benefits of local workforce employment could potentially be further enhanced by adopting a policy of using local contractors and materials suppliers, where appropriate.

4.1.4 Communications

4.1.4.1 Impacts

Community communications with contractors have a bearing on which social impacts may be experienced during construction. If community members negatively experience communications during construction, there is a risk to impacts to decision-making systems and community. This could occur through perceptions of inadequate opportunities for feedback or complaints throughout the construction and development application process.

It is noted that no formalised community engagement has been documented to date. Consultation is strongly recommended prior to construction, outlined below.

4.1.4.2 Mitigations and enhancements

Mechanisms in a Construction Management Plan (CMP) can be used to reduce the risk of negative community experiences with construction-related communications.

A CMP should outline provisions including the maintenance of a site office and external display of contact numbers clearly displayed at the construction site, to offer opportunities for feedback and/or complaints with regard to any construction-related impacts. A complaints management procedure should also be developed and followed.

Prior to construction, it is strongly recommended that the proponent undertake early engagement. This should include engagement with the broader community, to inform and hear views; and with nearby stakeholders, particularly businesses, as well as social infrastructure including the Orange Aboriginal Medical Service, Orange Kart Racing Club and Orange CareFlight Helicopter Hangar. Nearby stakeholders should also be informed of construction stages as they occur, including through letterbox drops advising neighbours of any expected disruptions.

4.2 Operational factors

4.2.1 New structures

4.2.1.1 Impacts

Post-construction, the proposal's operation would involve new on-site structures, including a greyhound racing track (and associated facilities), clubhouse, kennels, soccer field, machinery shed and vehicle areas. While these structures would enable a range of activities with further social impacts, the structures themselves (particularly lighting surrounding the track) would impact surroundings, and potentially health and wellbeing.

The on-site structures would intensify built form on-site, leading to impacted perceptions of local aesthetics and amenity. Most notably, facilities associated with the greyhound track would include lighting and a results display board, which could emit light across surrounding areas. While primarily an impact to surroundings, this carries the additional risk of health and wellbeing impacts for people in surrounding areas, due to the potential effects of light pollution on sleep.

A Light Design Compliance Report (LDCR) prepared by Musco Lighting Australia, dated 5 November 2025, identifies that on-site lighting would comply with the light spill requirements of AS/NZS 4282, meeting standards for the control of the obtrusive effects of outdoor lighting. This is shown in lighting design number 249018A by Musco Sports Lighting, dated 4 November 2025, which indicates zero illumination to surrounding commercial properties. Although this design does not illustrate impacts to eventual residential properties in the Redleaf Precinct, it is assumed that such impacts would also be minimal, due to the precinct being further from the site.

Operation would also contribute a positive change to surroundings, by providing a racing track and soccer field, both of which would function as additional social infrastructure in the area, replacing what are currently less-maintained site features.

4.2.1.2 Mitigations and enhancements

Impacts to surroundings can often be mitigated and/or enhanced through using design features that create a pleasant visual appeal to final built structures, maximising open space, landscaping and vegetation, and reducing hardstand parking areas where possible. It is recommended that these principles be followed in the proposal's final design.

As for the surroundings and potential health and wellbeing impacts of lighting, mitigations could include shielding, downward-facing lights, and the timing of lighting operations only to occur at specific times during race days. In addition, it is recommended that light poles use dark, neutral colours, and less obtrusive forms of lighting. The LDCR states that light fixtures would have spill and glare visors which would shield light sources from road traffic and neighbouring areas. Together with light fixtures controlling light onto the track surface directly, this would help to minimise lighting-related impacts on surrounding areas.

4.2.2 Racing-related events

4.2.2.1 Impacts

The proponent has provided information to HillPDA indicating that the proposal would host the following events during operation:

- Weekly race days from 3pm to 6:30pm. It is assumed that these would occur on weekday evenings, and involve 30-35 trainers, 20 ground staff, and 120 patrons. Each year, two of these race days would co-occur with a club meeting, which would last until 9:30pm
- Weekly greyhound trial sessions with 15-30 attendees
- Ancillary functions on up to a weekly basis (usually on weekends) with 150 attendees, lasting until midnight at the latest.

Race days, club meetings, trial sessions, and ancillary functions could positively impact community and culture, by creating a social gathering point for spectators, people involved in the greyhound industry, and the broader community.

Racing-related events could also negatively impact culture, if local cultural values include opposition to greyhound racing. Engagement has not been undertaken to determine community values in the local Orange area. However, research (as indicated below) has identified widespread opposition to greyhound racing in NSW and Australia more broadly.

A survey by the Australian Royal Society for the Prevention of Cruelty to Animals (RSPCA Australia) in 2016 found that 64 per cent of NSW and ACT residents support a ban on greyhound racing. While support for a ban was stronger in metropolitan areas (67-77 per cent), banning greyhound racing also had clear majority support in rural/regional areas (59 per cent) and non-capital cities (58 per cent).⁴ More recently, the RSPCA has reported higher levels of opposition around the country, such as 75 per cent of Australians being 'concerned' or 'very concerned' about treatment of greyhounds.⁵ The proposal could therefore constitute a major impact to cultural values, although the extent of this effect remains to be determined within the social locality specifically.

⁴ <https://www.rspca.org.au/latest-news/media-centre/two-out-three-people-nsw-and-act-support-ban-greyhound-racing/>

⁵

https://www.aph.gov.au/Parliamentary_Business/Committees/Senate/Rural_and_Regional_Affairs_and_Transport/Greyhound/Report/Australian_Greens_Senators_Dissenting_Report

Racing events would also generate noise that could impact surroundings, and potentially health and wellbeing, by affecting people's enjoyment and experience of the neighbourhood. A Noise and Vibration Impact Assessment (NVIA) prepared by SoundIN Pty Ltd, dated November 2025, includes an operational noise assessment that deals with the operational and patron noise related to racing events. The NVIA's findings on patron noise are discussed in section 4.2.6's analysis of impacts resulting from on-site patronage. However, the NVIA identifies that the most significant noise source would be machinery involved in race days – primarily the tractor used before/after each race for surface 'grooming', the race announcement PA system, and theoretical live/amplified music during on-site functions. However, the NVIA concludes that these would all fall within acceptable noise ranges for surrounding properties, therefore constituting a minor impact.

While this section analyses racing-related events for their inherent impacts, there are a range of second-order impacts relating to the specific facets of events, e.g. alcohol service, patronage, traffic, and profits/employment. These are analysed as separate impacts below.

4.2.2.2 Mitigations and enhancements

The inclusion of facilities on-site, particularly the clubhouse and its bar, would further support community and cultural connectedness, by providing additional space for entertainment and social gathering.

It is recommended that noise attenuation methods be used, such as using particular equipment, establishing operational times through a plan of management (POM), and acoustically screening the development where possible.

Although the NVIA predicts that machinery involved in racing-related events would generate acceptable on-site noise, noise attenuation methods could still be considered to reduce any impacts to the surroundings. These include acoustic barriers, building materials, and the selection of mechanical plant machinery that reduces noise, all of which are recommended to be adopted where possible.

4.2.3 Sporting events

4.2.3.1 Impacts

During operation, the site would also be used for non-racing events, particularly sports games on the soccer field. Soccer field usage is assumed at least once per week. Sporting events would have positive impacts to community and culture through offering additional opportunities for social gathering and connectedness. The use of the soccer field is also expected to generate positive health and wellbeing impacts, by enabling community sports, supporting the social and physical health of adults and children. It could also support the physical health and wellbeing of nearby workers during breaks, or before/after work.

Additional activities, like sporting or training events, will provide additional movement of people within this part of Orange, thus creating more activation and passive surveillance within the area, constituting a positive surroundings impact.

Sporting events would generate additional people on-site, in turn adding to other factors such as traffic and noise in the area. These are dealt with as separate factors in other sections.

4.2.3.2 Mitigations and enhancements

It is assumed that the proponent will facilitate site access for sporting clubs seeking to use the soccer field, ensuring that it will experience usage by community sports groups. The use of the soccer field is assumed to be covered by a Plan of Management (POM).

4.2.4 Alcohol service

4.2.4.1 Impacts

The inclusion of a bar in the proposed clubhouse indicates that alcohol service will occur on-site. This is assumed for weekly race days and weekly social functions.

Alcohol-serving bars can support community by offering spaces for the social consumption of alcohol. However, alcohol service is linked to net-negative health and wellbeing impacts, with alcohol consumption a major risk factor for alcohol use disorders, various types of cancer, chronic liver disease and injuries (predominantly resulting from road traffic injuries, suicide and self-inflicted injuries).⁶ There would therefore be a negative social risk of alcohol service on-site.

4.2.4.2 Mitigations and enhancements

Policies should be used to limit the risk of alcohol service on-site. In particular, a Plan of Management (POM) should be developed, outlining principles of alcohol service and venue management, including accordance with Responsible Service of Alcohol (RSA) guidelines.

The adequate training and provision of bar, security, and management staff would help to reduce the impacts of alcohol service, as would accordance with a POM and RSA requirements.

It is noted that the liquor licensing process will also involve an assessment of alcohol-related risk on-site, requiring the proponent to comply with any Liquor & Gaming NSW requirements.

4.2.5 Gambling

4.2.5.1 Impacts

It is assumed that greyhound racing events would coincide with opportunities for gambling in the form of betting, both on-site and remotely, through live television screening of race days across the state and potentially nationally.

Gambling is associated with significant net harms to health, wellbeing, and livelihoods. Betting on animal races is the second-most common form of gambling for Australian men, and the fourth-most common for Australian women.⁷ Racing betting exhibits far less societal harm than electronic gaming machines (EGMs), another common form of gambling; however, this effect is hard to disentangle from the ubiquity of EGMs compared to racing betting.⁸ The proposal should therefore be considered to pose a significant potential risk of contributing to gambling harms.

4.2.5.2 Mitigations and enhancements

In response to levels of expenditure on EGMs in Australia and New Zealand, 'responsible gambling' codes of practice and other measures have been implemented with the goal of minimising harm in venues and businesses.⁹ The venue's POM is recommended to include processes informed by the NSW Responsible Conduct of Gambling (RCG) principles. While these principles primarily apply to EGM-based gambling, they can include principles useful to the overall reduction of gambling risk.

⁶ Australian Institute of Health and Welfare (AIHW) 2021, *Alcohol risk and harm*, <https://www.aihw.gov.au/reports/australias-health/alcohol-risk-and-harm>

⁷ AIHW (2025), *Gambling*, <http://aihw.gov.au/reports/australias-welfare/gambling>

⁸ Delfabbro, P 2020, 'Do EGMs have a Stronger Association with Problem Gambling than Racing and Casino Table Games? Evidence from a Decade of Australian Prevalence Studies', *Journal of Gambling Studies*, vol. 36, pp. 499-511.

⁹ Livingstone, C, Rintoul, A & Francis, L 2014, 'What is the evidence for harm minimisation measures in gambling venues?', *Evidence Base*, vol. 2014, no. 2, pp. 1-24.

4.2.6 Patronage

4.2.6.1 Impacts

Race days, sports games, and social events would all bring additional patrons on-site, generating impacts of increased activity on-site and around the neighbourhood. These impacts would be most strongly felt in terms of impacted surroundings, health, and wellbeing due to patron noise. Such noise could decrease neighbourhood amenity and potentially impact sleep and other activities for surrounding stakeholders. On the other hand, greater activity could also positively benefit people's perceptions of surroundings. The extent of any related impacts would be somewhat limited, as nearby land is mostly zoned for employment, and the site is separated from likely future residential development by a highway.

A Noise and Vibration Impact Assessment (NVIA) prepared by SoundIN Pty Ltd, dated November 2025, includes an operational noise assessment that concludes that patron noise (from talking, as well as vehicle movements) would not contribute significantly to noise levels at the site's surrounds, therefore causing minimal noise-related social impacts.

Any intensification of land uses generally also leads to increased crime risk, due to a greater amount of people, buildings, objects, and activities that may provide new on-site opportunities for crime. Correspondingly, the proposal could create a risk of crime from people on-site, negatively impacting surroundings. This risk is increased by the service of alcohol on-site. At the same time, greater on-site activation and passive surveillance can support safety, helping to mitigate this effect. Methods to support this mitigation are discussed below.

4.2.6.2 Mitigations and enhancements

Increased on-site crime risk should be reduced by the incorporation of Crime Prevention through Environmental Design (CPTED) principles, which is the best-practice approach for developments, particularly licensed venues. The POM should also outline all security measures used during operation, to reduce the risk of crime occurring on-site. This should include recommendations provided by NSW Police and Liquor & Gaming NSW, as made during development and liquor licence application processes.

4.2.7 Traffic

4.2.7.1 Impacts

Increased patronage on-site would generate traffic, with potential impacts to access, surroundings, health and wellbeing, and way of life.

On-site patronage would peak during race days, which would reach a maximum of 150 attendees. These events would generate car movements through surrounding streets, as would sporting and social events on-site.

Traffic can impact access through adding to road congestion and increasing the time taken for people to reach their destinations. Traffic impacts also extend to surroundings and health and wellbeing, due to the air and noise emissions of cars, as well as the potential danger of road accidents. Traffic can also correspond to parking-related access impacts, with visitors' vehicles occupying local parking spaces.

Due to combined impacts on access, surroundings, and health and wellbeing, traffic can lead to social impacts on ways of life. This is because the additional traffic may impact people's overall experiences of their surroundings, including the navigation of their neighbourhoods.

The Traffic and Parking Impact Assessment (TPIA) prepared by The Transport Planning Partnership, dated 21 November 2025, assessed that the proposal would generate operational traffic with no adverse impacts on surrounding intersections. Although it identifies that demand for parking would be generated, this has been addressed through adapting the proposal's design to accommodate the required amount of parking spaces on the site. Overall, traffic is therefore considered to post negligible impacts to the community during operation.

4.2.7.2 Mitigations and enhancements

Some of the negative impacts of operational traffic could be reduced through aspects of the proposal's design. As noted above, adequate on-site parking is proposed to be included, which would prevent the nearby parking-related impacts that are often associated with traffic. In particular, the site plans have been amended to incorporate 123 parking spaces and room for 16 car-and-trailer sites, based on the findings of the TPIA. This mitigates against any generated parking demand.

During operation, it is also recommended that Plan of Management (POM) provisions include facilitating patron movements through options other than private vehicles. In particular, a taxi bay, drop-off area and/or a potential shuttle bus could be maintained during on-site events.

4.2.8 Employment and income

4.2.8.1 Impacts

The proposal's operation would lead to positive social impacts in terms of livelihoods, due to contributing to income and employment on-site.

The proponent estimates that race days would involve 30-35 trainers and 15-20 staff, including club staff, stewards, veterinarians and video operators. This would provide local income opportunities. Such opportunities would also be likely to have some flow-on effect to local businesses.

In the *Size and Scope of the NSW Greyhound Racing Industry* report, dated March 2023, IER estimated the greyhound racing industry to add \$18.9M in value in the Central West region in 2021-22. This value is linked to direct and indirect employment, helping to fuel the local economy.

Noting that the Bathurst Greyhound Track has since been destroyed, the current baseline is likely lower. As such, the proposal would support some restoration of the industry's economic contribution in the region.

4.2.8.2 Mitigations and enhancements

Income and employment on-site would most directly benefit the social locality through the employment of people from the local community. This could be done by including plan of management (POM) provisions that seek to hire locally, or buying or obtaining catering locally, where possible.

The proponent should also consider exploring future opportunities for developing partnerships and hosting external events on-site. These could help to create a wider economic benefit on-site for the community.

4.2.9 Communications

4.2.9.1 Impacts

During operation, there is the potential for public communications to have impacts on decision-making systems and community. These outcomes could occur in the scenario that community members feel there are insufficient responses to complaints or enquiries with the operator. On the other hand, there is the potential for positive communications between the site operator and the wider community to build goodwill and collective consensus.

4.2.9.2 Mitigations and enhancements

To increase the chance of positive communications with the community, and lower the chance of negative responses, activities should be undertaken to involve the community positively in the proposal. These activities would seek to facilitate positive communications between the operator and stakeholders surrounding the site, as well as the broader community.

Prior to operation, a Plan of Management (POM) should be developed, to support responsible management of the on-site facility during operation. The POM should include methods for complaints management and resolution. This would include measures to publicise contact details for local noise and other complaints, and measures to field such complaints.

During operation, the POM should be followed to assist with identifying and resolving any issues at an early stage, as well as maintaining ongoing communications with neighbours and the broader community.

ASSESSMENT OF SOCIAL IMPACTS

5.0 ASSESSMENT OF SOCIAL IMPACTS

This chapter assesses the impacts identified in Chapter 4.0 for both the construction and operational phases of the proposal, followed by an assessment of the potential for cumulative impacts.

5.1 Construction

Table 9 summarises an assessment of construction impacts. ‘Baseline significance’ assesses impacts before mitigation or enhancements, and ‘residual significance’ assesses impacts assuming mitigation or enhancement.

Table 9: Assessment of construction factors and related impacts

Factor	Impact type	Baseline significance	Mitigation and enhancement	Residual significance
Heavy vehicle movements generating noise, air pollution, and potential road danger	<ul style="list-style-type: none"> Way of life Surroundings 	Almost certain + Minor = Medium	<ul style="list-style-type: none"> A Construction Traffic Management Plan (CTMP) is recommended designate and time vehicle movements to avoid quiet streets and inappropriate hours, while implementing traffic control and green travel measures to further reduce impacts. 	Likely + Minor = Medium
Obstruction of traffic flow and parking due to trucks and construction worker vehicles	<ul style="list-style-type: none"> Access Way of life 	Almost certain + Minimal = Low	<ul style="list-style-type: none"> A CTMP is recommended to include provisions for worker parking and on-site vehicle turning and reversing. 	Almost certain + Minimal = Low
Noise, air, and visual impacts of construction activities	<ul style="list-style-type: none"> Way of life Health and wellbeing 	Almost certain + Minor = Medium	<ul style="list-style-type: none"> Loads and materials should be covered where possible, with soils watered, to minimise dust movement Construction hoarding is recommended to be used Contact should be maintained with the Aboriginal Medical Health Service, as a nearby sensitive receiver Mitigations should be followed in the Construction Noise and Vibration Management Plan (CNVMP) included in the Noise and Vibration Impact Assessment (NVIA) prepared by SoundIN Pty Ltd, dated November 2025 	Possible + Minor = Low
Disturbance to objects with heritage (including Aboriginal heritage) significance	<ul style="list-style-type: none"> Culture 	Unlikely + Transformational = High	<ul style="list-style-type: none"> An unexpected finds procedure should be developed and followed in the case of discovering any unexpected Aboriginal objects or sites of significance 	Unlikely + Moderate = Low
Employment opportunities for construction workforce	<ul style="list-style-type: none"> Livelihoods 	Almost certain + Minor (positive) = Medium (positive)	<ul style="list-style-type: none"> A policy of using local contractors should be considered, where appropriate 	Almost certain + Minor (positive) = Medium (positive)
Local economic and employment benefits from construction worker spending	<ul style="list-style-type: none"> Livelihoods 	Likely + Minor (positive) = Medium (positive)	<ul style="list-style-type: none"> N/A 	Likely + Minor (positive) = Medium (positive)

Factor	Impact type	Baseline significance	Mitigation and enhancement	Residual significance
Support for jobs and profits through use of materials for construction	<ul style="list-style-type: none"> Livelihoods 	Almost certain + Minimal (positive) = Low (positive)	<ul style="list-style-type: none"> A policy of using local suppliers should be considered, where appropriate 	Almost certain + Minor (positive) = Medium (positive)
Perceptions of inadequate opportunities for feedback / complaints during application or construction phases	<ul style="list-style-type: none"> Decision-making systems 	Possible + Moderate = Medium	<ul style="list-style-type: none"> A Construction Management Plan (CMP) should be developed, and include provisions for public notification, feedback, and complaints management Engagement with the broader community and nearby stakeholders is strongly recommended, prior to construction and disruptive phases, including with the Orange Aboriginal Medical Service, Orange Kart Racing Club and Orange CareFlight Helicopter Hangar 	Unlikely + Moderate = Low

5.2 Operation

Table 10 summarises an assessment of operational impacts. ‘Baseline significance’ assesses impacts before mitigation or enhancements, and ‘residual significance’ assesses impacts assuming mitigation or enhancement.

Table 10: Assessment of operational factors and related impacts

Factor	Impact type	Baseline significance	Mitigation and enhancement	Residual significance
Negative visual impacts of new structures on-site	<ul style="list-style-type: none"> Surroundings 	Almost certain + Moderate = High	<ul style="list-style-type: none"> Design features should create visual appeal, maximise open space/vegetation, and reduce hardstand parking where possible Design elements, such as landscaping, neutral-coloured light poles, and forms of lighting should be considered to improve visual effects with regard to lighting impacts. Lighting should also only be used when necessary during race days/other events 	Possible + Moderate = Medium
Visual effects of lighting on surrounding areas, including potential effects of light pollution on sleep	<ul style="list-style-type: none"> Surroundings Health and wellbeing 	Likely + Minimal = Low	<ul style="list-style-type: none"> Mitigations listed in the Light Design Compliance Report (LDCR) prepared by Musco Lighting Australia, dated 5 November 2025, would help to further reduce already-minimal lighting impacts on the surrounds 	Possible + Minimal = Low
Provision of new social infrastructure on-site	<ul style="list-style-type: none"> Surroundings 	Almost certain + Moderate (positive) = High (positive)	<ul style="list-style-type: none"> N/A 	Almost certain + Moderate (positive) = High (positive)
Positive effects of community gathering for racing-related events	<ul style="list-style-type: none"> Community Culture 	Possible + Moderate (positive) = Medium (positive)	<ul style="list-style-type: none"> The inclusion of a clubhouse and bar would provide additional space for entertainment and gathering 	Likely + Moderate (positive) = Medium (positive)
Negative impacts to cultural values opposing greyhound racing	<ul style="list-style-type: none"> Culture 	Possible + Major = High	<ul style="list-style-type: none"> N/A 	Possible + Major = High
Sound impacts of racing event machinery on surrounding areas	<ul style="list-style-type: none"> Surroundings Health and wellbeing 	Almost certain + Minor = Medium	<ul style="list-style-type: none"> Further acoustic mitigations should be adopted where possible, including acoustic barriers, building materials, and noise-reducing plant machinery, as well as Plan of Management (POM) processes 	Almost certain + Minimal = Low
On-site soccer field facilitating community sports	<ul style="list-style-type: none"> Community Culture Health and wellbeing Surroundings 	Almost certain + Moderate (positive) = High (positive)	<ul style="list-style-type: none"> It is assumed that site access will be facilitated for sporting clubs, ensuring usage by community sports groups. The use of the soccer field is assumed to be covered by a POM 	Almost certain + Moderate (positive) = High (positive)
Harmful effects of on-site alcohol consumption	<ul style="list-style-type: none"> Health and wellbeing 	Likely + Moderate = High	<ul style="list-style-type: none"> A POM should be developed and include principles of alcohol service/venue management, including accordance with Responsible Service of Alcohol (RSA) principles It is also noted that the liquor licensing process will require compliance with Liquor & Gaming NSW requirements 	Possible + Moderate = Medium
Harmful effects of gambling, both on-site and remotely	<ul style="list-style-type: none"> Health and wellbeing Livelihoods 	Possible + Major = High	<ul style="list-style-type: none"> The POM is recommended to include processes based on NSW Responsible Conduct of Gambling (RCG) principles 	Possible + Major = High

Factor	Impact type	Baseline significance	Mitigation and enhancement	Residual significance
On-site patronage creating noise disruptions for nearby areas	<ul style="list-style-type: none"> Surroundings Health and wellbeing 	Possible + Minimal = Low	<ul style="list-style-type: none"> Operational matters as part of the POM. 	Possible + Minimal = Low
On-site patronage improving perceptions of neighbourhood activity	<ul style="list-style-type: none"> Surroundings 	Possible + Minor (positive) = Low (positive)	<ul style="list-style-type: none"> N/A 	Possible + Minor (positive) = Low (positive)
Increased crime risk due to land use intensification	<ul style="list-style-type: none"> Surroundings 	Possible + Moderate = Medium	<ul style="list-style-type: none"> Development should incorporate Crime Prevention through Environmental Design (CPTED) principles The POM should outline security measures, incorporating recommendations from NSW Police and Liquor & Gaming NSW 	Unlikely + Moderate = Low
Additional development-related car movements adding to street congestion, air and noise emissions, and road danger	<ul style="list-style-type: none"> Access Surroundings Health and wellbeing Way of life 	Unlikely + Moderate = Low	<ul style="list-style-type: none"> The POM should include provisions for encouraging patrons to avoid private vehicle usage, e.g. a taxi bay, drop-off area, and/or potential shuttle bus 	Unlikely + Minor = Low
Direct and indirect contribution to jobs and economic output	<ul style="list-style-type: none"> Livelihoods 	Almost certain + Moderate (positive) = High (positive)	<ul style="list-style-type: none"> The implementation of POM provisions that seek to hire locally, where possible, should be considered 	Almost certain + Moderate (positive) = High (positive)
Flow-on benefits to the local economy	<ul style="list-style-type: none"> Livelihoods 	Almost certain + Moderate (positive) = High (positive)	<ul style="list-style-type: none"> The exploration of future opportunities for partnerships or external events on-site should be considered 	Almost certain + Moderate (positive) = High (positive)
Community perceptions of insufficient responses to operational complaints or enquiries	<ul style="list-style-type: none"> Decision-making systems 	Possible + Moderate = Medium	<ul style="list-style-type: none"> The POM should include complaints management and resolution procedures, and be followed to identify and resolve issues at an early stage 	Unlikely + Moderate = Low
Community perceptions of positive communications building a sense of goodwill and collective consensus	<ul style="list-style-type: none"> Decision-making systems 	Possible + Moderate (positive) = Medium (positive)	<ul style="list-style-type: none"> The POM should include complaints management and resolution procedures, and be followed to identify and resolve issues at an early stage 	Possible + Moderate (positive) = Medium (positive)

5.3 Cumulative impacts

As noted in section 3.4, the site is near one development with implications for cumulative impacts, being the Redleaf Precinct on the opposite side of Mitchell Highway. This has the potential for cumulative impacts during both construction and operation.

Table 11 lists impacts from sections 5.1 and 5.2 according to their potential to accumulate with those of the Redleaf Precinct. It is broadly assumed that the Redleaf Precinct’s construction would commence at a similar time to the proposal, and likely last longer, due to the development’s scale. Eventually, both developments would operate concurrently.

It is noted that the cumulative impacts identified in Table 11 include both negative and positive impacts. The mitigations and enhancements included in sections 5.1 and 5.2 would also help respectively to mitigate and enhance cumulative impacts, although the proponent cannot control decisions made separately in the development of the Redleaf Precinct.

Table 11: Proposal impacts by potential for cumulative impacts

Factor	Impact type	Cumulative impact potential
Construction		
Heavy vehicle movements generating noise, air pollution, and potential road danger	<ul style="list-style-type: none"> Way of life Surroundings 	Yes
Obstruction of traffic flow and parking due to trucks and construction worker vehicles	<ul style="list-style-type: none"> Access Way of life 	Yes
Noise, air, and visual impacts of construction activities	<ul style="list-style-type: none"> Way of life Health and wellbeing 	Yes
Disturbance to objects with heritage (including Aboriginal heritage) significance	<ul style="list-style-type: none"> Culture 	Yes
Employment opportunities for construction workforce	<ul style="list-style-type: none"> Livelihoods 	Yes
Local economic and employment benefits from construction worker spending	<ul style="list-style-type: none"> Livelihoods 	Yes
Support for jobs and profits through use of materials for construction	<ul style="list-style-type: none"> Livelihoods 	Yes
Perceptions of inadequate opportunities for feedback / complaints during application or construction phases	<ul style="list-style-type: none"> Decision-making systems 	Yes
Operation		
Visual impacts of new structures on-site	<ul style="list-style-type: none"> Surroundings 	Yes
Visual effects of lighting on surrounding areas, including potential effects of light pollution on sleep	<ul style="list-style-type: none"> Surroundings Health and wellbeing 	Yes
Provision of new social infrastructure on-site	<ul style="list-style-type: none"> Surroundings 	Yes
Positive effects of community gathering for racing-related events	<ul style="list-style-type: none"> Community Culture 	No
Negative impacts to cultural values opposing greyhound racing	<ul style="list-style-type: none"> Culture 	No
Sound impacts of racing event machinery on surrounding areas	<ul style="list-style-type: none"> Surroundings Health and wellbeing 	Yes
On-site soccer field facilitating community sports	<ul style="list-style-type: none"> Community Culture Health and wellbeing 	No
Harmful effects of on-site alcohol consumption	<ul style="list-style-type: none"> Health and wellbeing 	No
Harmful effects of gambling, both on-site and remotely	<ul style="list-style-type: none"> Health and wellbeing Livelihoods 	No
On-site patronage creating noise disruptions for nearby areas	<ul style="list-style-type: none"> Surroundings Health and wellbeing 	Yes
On-site patronage improving perceptions of neighbourhood activity	<ul style="list-style-type: none"> Surroundings 	Yes
Increased crime risk due to land use intensification	<ul style="list-style-type: none"> Surroundings 	Yes
Additional development-related car movements adding to street congestion, air and noise emissions, and road danger	<ul style="list-style-type: none"> Access Surroundings Health and wellbeing Way of life 	Yes

Factor	Impact type	Cumulative impact potential
Direct and indirect contribution to jobs and economic output	<ul style="list-style-type: none"> ● Livelihoods 	Yes
Flow-on benefits to the local economy	<ul style="list-style-type: none"> ● Livelihoods 	Yes
Community perceptions of insufficient responses to operational complaints or enquiries	<ul style="list-style-type: none"> ● Decision-making systems 	Yes
Community perceptions of positive communications building a sense of goodwill and collective consensus	<ul style="list-style-type: none"> ● Decision-making systems 	Yes

IMPACT MANAGEMENT

6.0 IMPACT MANAGEMENT

Social impacts can be managed through a combination of mitigations, enhancements, monitoring, and management measures, which have been developed at the impact-specific level in this SIA.

Below is a summary of impact management mechanisms.

- A Construction Traffic Management Plan (CTMP) is recommended designate and time vehicle movements to avoid quiet streets and inappropriate hours, while implementing traffic control and green travel measures to further reduce impacts.
- The CTMP is recommended to include provisions for worker parking and on-site vehicle turning and reversing
- Construction loads and materials should be covered where possible, with soils watered, to minimise dust movement
- Construction hoarding is recommended to be used
- During construction, contact should be maintained with the Aboriginal Medical Health Service, as a nearby sensitive receiver
- Mitigations should be followed in the Construction Noise and Vibration Management Plan (CNVMP) included in the Noise and Vibration Impact Assessment (NVIA) prepared by SoundIN Pty Ltd, dated November 2025
- An unexpected finds procedure should be developed and followed in the case of discovering any unexpected Aboriginal objects or sites of significance during construction
- A policy of using local construction contractors should be considered, where appropriate
- A policy of using local suppliers should be considered, where appropriate
- A Construction Management Plan (CMP) should be developed, and include provisions for public notification, feedback, and complaints management
- Engagement with the broader community and nearby stakeholders is strongly recommended, prior to construction and disruptive phases, including with the Orange Aboriginal Medical Service, Orange Kart Racing Club and Orange CareFlight Helicopter Hangar
- Design features should create visual appeal, maximise open space/vegetation, and reduce hardstand parking where possible
- Mitigations listed in the Light Design Compliance Report (LDCR) prepared by Musco Lighting Australia, dated 5 November 2025, would help to further reduce already-minimal lighting impacts on the surrounds
- Design elements, such as landscaping, neutral-coloured light poles, and forms of lighting should be considered to improve visual effects with regard to lighting impacts. Lighting should also only be used when necessary during race days/other events
- The inclusion of a clubhouse and bar would provide additional space for entertainment and gathering at racing-related events
- Further acoustic mitigations should be adopted where possible, including acoustic barriers, building materials, and noise-reducing plant machinery for operation, as well as Plan of Management processes
- Site access will be facilitated for sporting clubs, ensuring usage by community sports groups
- The liquor licensing process will require compliance with Liquor & Gaming NSW requirements
- The exploration of future opportunities for partnerships or external events on-site should be considered

- A Plan of Management (POM) for operation should be developed to be followed, including the following:
 - Principles of alcohol service/venue management, including accordance with Responsible Service of Alcohol (RSA) principles
 - Processes based on NSW Responsible Conduct of Gambling (RCG) principles
 - Security measures, incorporating recommendations from NSW Police and Liquor & Gaming NSW
 - Provisions for encouraging patrons to avoid private vehicle usage, e.g. a taxi bay, drop-off area, and/or potential shuttle bus
 - Potential provisions that seek to hire locally, where possible
 - Complaints management and resolution procedures, to identify and resolve issues at an early stage.

CONCLUSION

7.0 CONCLUSION

HillPDA has been engaged by the NSW Greyhound Breeders, Owners & Trainers Association (GBOTA) (the proponent) to prepare a Social Impact Assessment (SIA) for the demolition of on-site features and construction of a greyhound racing track and associated facilities (the proposal) at 32 Perc Griffith Way, Orange (the site).

As there are no locally specific SIA requirements, this SIA has been prepared based on the NSW Department of Planning, Housing and Infrastructure (DPHI) *Social Impact Assessment Guideline for State significant projects* (SIA Guideline), with the exception of the engagement component required for larger-scale (state-significant) development.

Social impact assessments concern impacts on human communities. It is noted that impacts on non-human life are not in the scope of this SIA.

This SIA establishes that the proposal has the potential to affect what is a generally an educated, young-family-oriented local population, with mixed levels of socio-economic advantage and disadvantage, including generally low crime rates. The site is located near industrial/rural land and services, although the nearby Redleaf Precinct is expected to experience significant residential growth.

Amidst this social baseline, the proposal would generate a range of positive and negative social impacts during construction and operation.

Assuming the adoption of mitigations and enhancements outlined in this SIA, the proposal would result in the following social impacts during construction:

- Medium negative impacts of heavy vehicle movements adding to noise/air pollution and potential road danger
- Medium positive impacts of direct and indirect construction employment, including flow-on benefits
- Low negative impacts of traffic obstruction, construction works affecting the surrounds, and the potential for perceptions of inadequate feedback/complaints mechanisms.

Likewise, assuming the adoption of mitigations and enhancements, the proposal would result in the following impacts during operation:

- High negative impacts of gambling harm risks and impacted cultural values regarding opposition to greyhound racing
- High positive impacts of on-site employment and flow-on benefits, as well as on-site social infrastructure provision and community sports opportunities
- Medium negative impacts of alcohol harm risks and visual effects of new structures
- Medium positive impacts of serving as a community gathering point for racing-related events, and the potential for community perceptions of positive public communications
- Low negative impacts of the effects of lighting, sound, traffic impacts, and crime risk on the site and its surrounds, and the potential for community perceptions of negative public communications
- Low positive impacts of improved perceptions of neighbourhood activity.

Many of the operational social impacts can be managed and monitored through implementation of a Plan of Management, discussed alongside other mechanisms in Chapter 6.0.



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