

# Social Impact Assessment

## Station Road Data Centre Expansion



Lehr Consultants International (Australia)  
Pty Ltd  
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## About Astrolabe Group

Astrolabe Group are the recognised experts in urban growth and change management with a uniquely empathetic approach to client and community.

This report was prepared for Lehr Consultants International (Australia) Pty Ltd. In preparing the report, Astrolabe has made every effort to ensure the information included is reliable and accurate. Astrolabe is unable to accept responsibility or liability for the use of this report by third parties.

## Acknowledgement of Country

In the spirit of reconciliation, Astrolabe Group Acknowledges the Traditional Owners of Country throughout Australia and their continuing connections to land waters and community. We show our respect to elders past and present. We acknowledge that we stand on Country which was and always will be Aboriginal Land.

We acknowledge the Traditional Owners of the land on which this proposed development is placed, the Darug people.

# Table of Contents

- 1. Introduction ..... 4
- 2. About the proposed development..... 7
- 3. Context..... 11
- 4. Social impacts ..... 18
- 5. Impact management measures ..... 22
- Appendix A: Potential sensitive receivers..... 23

# 1. Introduction

## 1.1 Report Purpose

This Social Impact Assessment has been prepared on behalf of Lehr Consultants International (Australia) Pty Ltd (LCI) in support of a State Significant Development Application (SSDA) submitted to the Department of Planning and Environment (DPE) under Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act 1979).

LCI is seeking to secure approval for the construction of a new data storage centre development on the site known as 57 Station Road, Seven Hills, located within the Blacktown Local Government Area (LGA). The proposed development will comprise the erection of a new two-storey data centre at the rear of the site, associated plant and equipment, car parking areas, landscaping, and civil works.

## 1.2 Secretary's Environmental Assessment Requirements: Data storage centres

This report provides an overview of social impacts and management measures and responds to the Industry Specific Secretary's Environmental Assessment Requirements (SEARs) issued by the Department of Planning and Environment on 23 December 2021. An outline of the SEARs relevant to this engagement report, and how they have been responded to, is summarised in Table 1 below.

Table 1 Data storage centres Secretary's Environmental Assessment Requirements

Issues and assessment Requirements	Documentation	Response
21. Social impact <ul style="list-style-type: none"><li>Provide a Social Impact Assessment prepared in accordance with the <i>Social Impact Assessment Guidelines for State Significant Projects</i>.</li></ul>	Social Impact Assessment	<ul style="list-style-type: none"><li>Social baseline in Section 3.</li><li>Predicting, analysing and evaluating social impacts in Section 4.</li><li>Responses to social impacts in Section 5.</li></ul>

## 1.3 Methodology

This social impact assessment has assessed the impacts and benefits of the proposal by:

- Understanding the surrounding community, including residents, businesses, and services
- Identifying local community values through engagement activities and the strategy and policy landscape
- Highlighting surrounding land use within both existing and future context
- Identifying potential social impacts and how they will be distributed, in consideration of supporting technical studies.

Social impacts can be analysed using quantitative (population growth and employment measures and projections) and qualitative (sentiment and attitude) methods. This assessment has utilised both approaches based on relevance and the quality of available data. Data has been drawn from the following sources:

- Australian Bureau of Statistics, Census of Population and Housing, 2016 (released 2017)
- Department of Planning and Environment, Population Projections, 2019 (released 2020)
- Transport for New South Wales, Travel Zone Projections, 2019 (released 2020)
- Greater Sydney Commission, Our Greater Sydney 2056 Central City District Plan – connecting communities, 2018
- Blacktown City Council, Blacktown Community Strategic Plan 2036, 2017
- Blacktown City Council, Blacktown Local Strategic Planning Statement, 2020
- Blacktown City Council, Blacktown Social Profile 2020, 2020.

This social impact assessment has evaluated potential impacts through the process identified in the *Technical Supplement: Social Impact Assessment Guideline for State Significant Projects* (Department of Planning and Environment, 2021). This process involves a standardised matrix approach that considers likelihood and magnitude of potential impacts. The following dimensions were considered in understanding potential impacts:

- **Likelihood** – ranging from very unlikely to almost certain
- **Extent** – who will be affected, what is the geographic extent of these impacts?
- **Duration** – when will the impacts likely occur?
- **Severity or scale** – what is the degree of change?
- **Intensity or importance** – how vulnerable are the affected? How do they value the matter being impacted?
- **Level of concern/interest** – how concerned are people?

Considering these dimensions to determine the likelihood and magnitude of potential impacts, the following matrix has been used to determine their significance.

Table 2 Impact significance matrix

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

Source: Social Impact Assessment Guideline for State Significant Projects, Department of Planning and Environment, 2021

# 2. About the proposed development

## 2.1 Site location

The site is located within the Blacktown Local Government Area (LGA), on the boundary of the Parramatta LGA. The site is in the Seven Hills Industrial Area, 3.8km east of the Blacktown CBD and 6.8km west of the Parramatta CBD, and approximately halfway between Toongabbie and Seven Hills railway stations.



Figure 1 Site location and broader context. Source: Astrolabe Group

## 2.2 Site description

The site is located on land known as 57 Station Road, Seven Hills, described legally as Lot B / DP 404669. The site is rectangular in shape with an area of 2.57ha and a northeast-southwest orientation. It is a corner lot with a frontage of around 111m to Station Road to the southwest, and

242m to McCoy Street road reserve to the southeast. The majority of the McCoy Street road reserve is unformed, with a formed 80m long driveway providing access to the adjoining McCoy Park.

The site is currently occupied by a range of buildings and structures associated with the previous industrial uses. An HV transmission tower is also located on the site in the south, at the corner of Station Road and McCoy Street. Vehicular access is provided via three separate crossings along Station Road.

### Overview of Approved Development

The Site is subject to an existing development approval, issued by Blacktown City Council under DA-21-01058 on 10 January 2022. The development consent permits:

*Removal of trees, bulk earthworks, stormwater drainage works and construction of a single storey data centre to operate 24 hours a day 7 days a week with ancillary offices, on-site parking and associated landscaping.*

The existing approval permits tree removal, bulk earthworks, and drainage works across the entirety of the site, with the construction of a data centre on approximately the front third as depicted in Figure 2 below. The balance of the site is the location of the proposed SSSA, excluding bulk earthworks.



Figure 2 Site Plan for approved data centre on Site, under DA-21-01058. Source: DEM (Aust) Pty Ltd



## 2.3 Overview of proposed development

The SSDA seeks approval for the construction and use of a new data storage premises (the proposal) at the rear of the site. The particulars of the proposal are as follows:

- Construction of a new two-storey 19.2MW data centre at the rear of the Site including ancillary office space
- A total floor area of 8,076sqm
- Provision of external plant in plant yards to the west, north and south of the proposed data hall, as well as rooftop plant, which will be screened
- Provision of 9 new generators, for a site total of 12 generators
- Capacity for up to 289,000L of diesel fuel storage
- Operation to take place 24 hours a day, 7 days a week
- New vehicular circulation to provide access to Station Road, connecting into new driveways already approved under DA-21-01058
- Parking for 31 vehicles
- Landscaping works.

Images of the proposal are provided below.

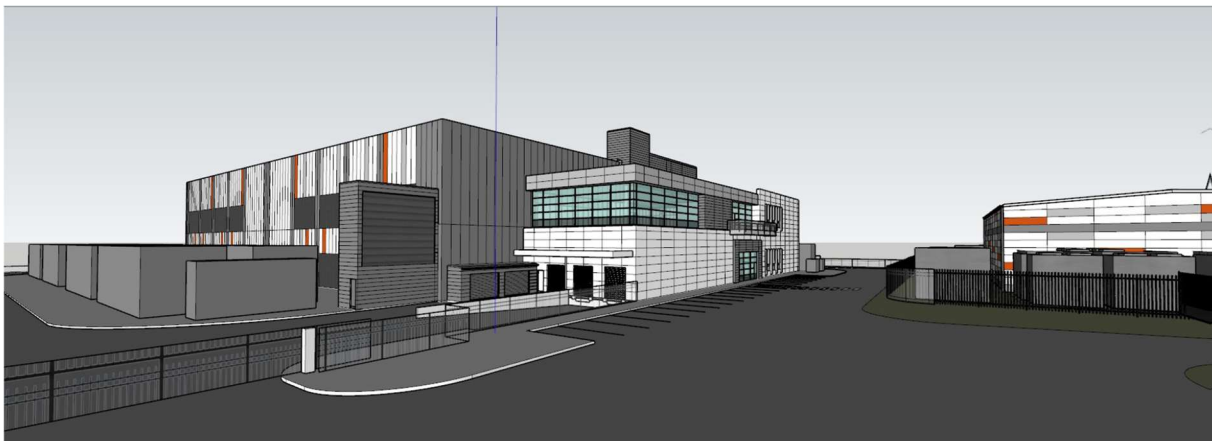


Figure 3 Image of the proposed data centre. Source: DEM (Aust) Pty Ltd



Figure 4 Image of the proposed data centre. Source: DEM (Aust) Pty Ltd

## 2.4 Study area

For the purposes of this report, analysis has been focussed on two study areas:

- Blacktown Local Government Area (LGA)
- Area within a one-kilometre radius of the proposal

To understand the local population and economy profile, this report uses Blacktown LGA as the study area, as the most up-to-date data is available at an LGA scale. Given the change that the Central City District has experienced in the last five years, resulting from government policy shifts that have led to significant levels of development activity, as well as the COVID-19 pandemic, the data available at the LGA scale provides the most accurate insight into the community and economy.

Given the nature of the proposal, impacts are likely to affect the community in the more immediate vicinity. In order to understand these effects, the social impacts of the proposal have been assessed for a study area that is a 1km buffer around the proposal.

# 3. Context

## 3.1 Existing

### Community

The following profile presents Blacktown LGA's (the study area) community characteristics to identify high-level population insights, for consideration in assessing the significance of impacts.

#### Age profile

Blacktown is the second largest LGA in NSW. In 2020, the total population of the study area was approximately 382,800. The population's overall age profile is slightly younger when compared to the Central City District (Central District), with a larger proportion of the population being below the age of 20, and a smaller proportion being older than 64 years of age.

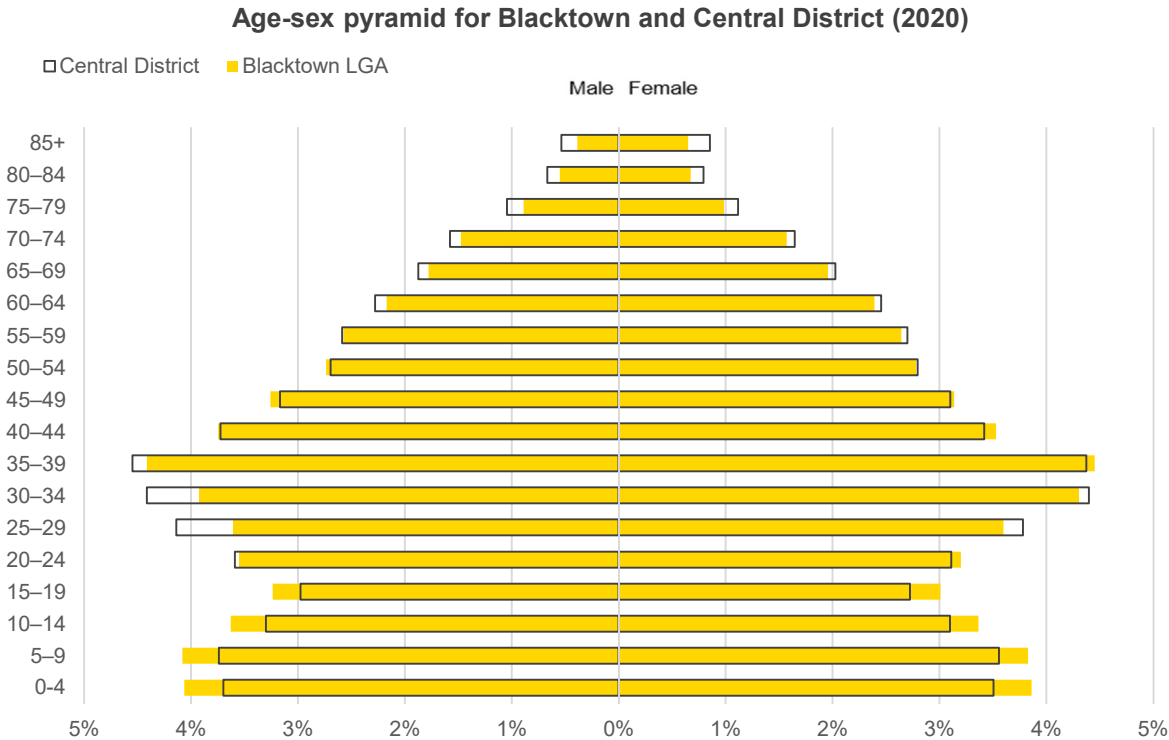


Figure 5 Age-sex pyramid for Blacktown and Central District (2020). Source: ABS 3235.0 Regional population by age and sex (2021)

#### Characteristics

Blacktown LGA has a higher percentage of Aboriginal and Torres Strait Islander residents when compared with the other three LGAs within the Central District. At 2.8% of the total population, this

is considerably higher than the percentage of Aboriginal and Torres Strait Islander residents across the remaining LGAs in the Central District at 0.7%.

Blacktown has a lower proportion of residents that were born overseas (40%, compared the Central District’s 44%). The top 3 countries of birth are India, Philippines, and New Zealand – representing a combined 41% of all residents born overseas. The study area has a lower percentage of residents above the age of 15 with a tertiary qualification when compared to the Central District overall, at 31% and 37% respectively.<sup>1</sup>

The study area has approximately 105,700 households, which are larger (3.14 persons) than the Central District’s average household size (2.97 persons). Households within Blacktown rely heavily on private vehicles, with over 66% of residents travelling to work by car, and 21% doing so by active or public transport. This also translates to higher levels of car-ownership, with 55% of the study area’s households owning two or more vehicles, compared to the remaining LGA’s in the Central District (50%).

The study area’s median weekly household income was approximately \$1,710, which is comparable to Parramatta (\$1,760), though higher than Cumberland (\$1,380) and lower than The Hills (\$2,360).

**Resident Workers**

In 2020, approximately 193,000 of Blacktown’s residents were employed in the workforce – 65% of the total working-age population<sup>2</sup>. The top 5 industries of employment for the study area’s resident workers are highlighted in Figure 6. Health Care and Social Assistance is the largest employing industry, with Retail Trade and Construction following. Approximately 31% of Blacktown’s residents also work in the LGA.

**Top five industries of employment for working residents (2020)**

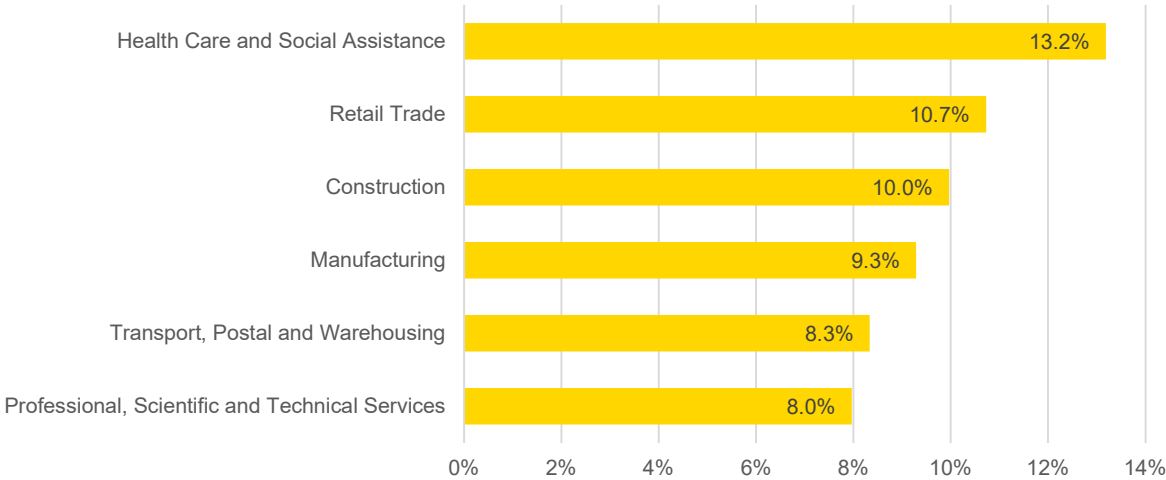


Figure 6 Top 5 Industry of Employment for Working Residents (2020). Source: .id Economic Profile (2021)

<sup>1</sup> Includes Diplomas, Advanced Diplomas, and Bachelor Degrees or higher

<sup>2</sup> Working age population is from 15 to 64 years of age

## Local economy

Approximately 152,900 people work in Blacktown, with more than half of these workers (56%) living outside the LGA. Transport, Postal and Warehousing is the largest employing industry, accounting for approximately 14% of all local jobs, followed by construction with 13% (see Figure 7).

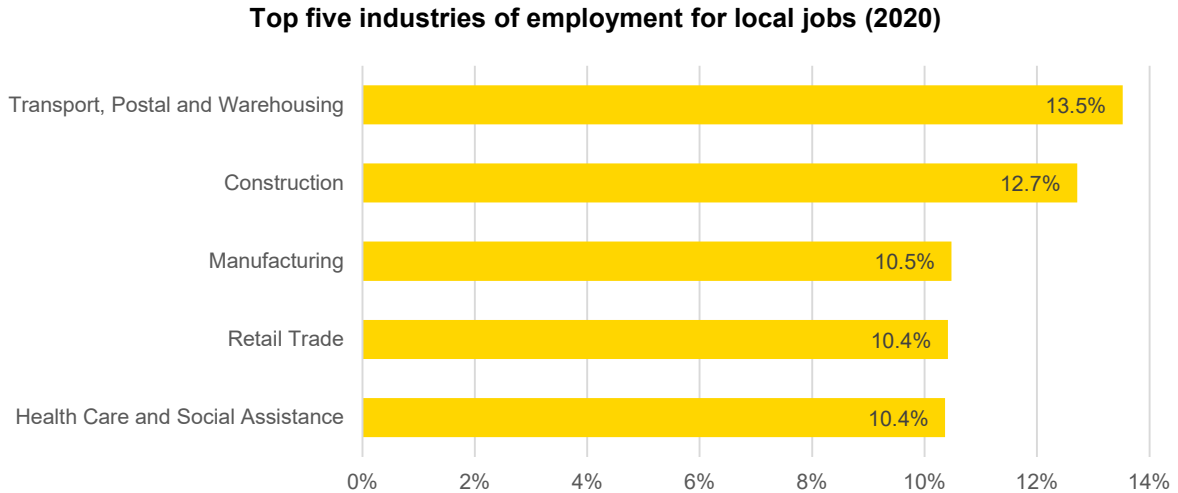


Figure 7 Top five industries of employment for local jobs (2020). Source: .id Economic Profile (2021)

## Land use

The proposal is located within an area zoned IN1 General Industrial under the *Blacktown Local Environmental Plan 2015*. Other zones within close proximity include B1 Neighbourhood Centre, RE1 Public Recreation, R2 Low Density Residential and R3 Medium Density Residential (Figure 8).



Figure 8 Surrounding land use zoning map – 1km buffer around the proposal

To the west of the proposal, development is largely characterised by industrial buildings, predominantly two storeys in height. A small number of mixed-use one to two story buildings are located to the south of the proposal, with commercial or retail premises on the ground floor, and residential units on the second floor of these buildings.

Predominantly low-density residential development surrounds the proposal to the south-east, south and south-west. Directly east of the proposal is McCoy Park, which includes two sporting fields children's play equipment.

### Sensitive receivers

Sensitive receivers are places that are likely to feel the impacts of change and disruption more acutely. These are often places that people visit regularly, or where they stay for extended periods of time, as they deliver essential services to community members.

Sensitive receivers may include social infrastructure, which are facilities, spaces, networks and services that support individual and community health and wellbeing, promote a cohesive society and support economic prosperity. Social infrastructure includes education, health and aged care, arts and culture, social housing, green, blue and recreation and justice and emergency services facilities.<sup>3</sup> Sensitive receivers may also include residential housing, accommodation, hospitality venues, places of worship and commercial and retail premises.

Figure 9 identifies potential sensitive receivers located within a one-kilometre radius of the proposal. A table of each facility and its distance from the proposal can be found in Appendix A.



Figure 9 Location of potential sensitive receivers within 1km catchment. Source: Google API and SIX NSW, 2021

<sup>3</sup> Infrastructure Australia, 'Reforms to meet Australia's future infrastructure need: 2021 Australian Infrastructure Plan', (August 2021)

## 3.2 Future

### Community

Blacktown is projected to experience substantial growth to 2041, with an additional 229,300 – or 60% – more people expected to call Blacktown home in the next two decades. This rate of growth is slightly less than the Central District overall, where the population is anticipated to grow by 63% in the same time period.

Blacktown's population is projected to age, with a reduction in the proportion of the population younger than 45 years of age, and an increase in those older. By 2041, over 15% of the population will be above the age of 65, compared to less than 11% in 2020.

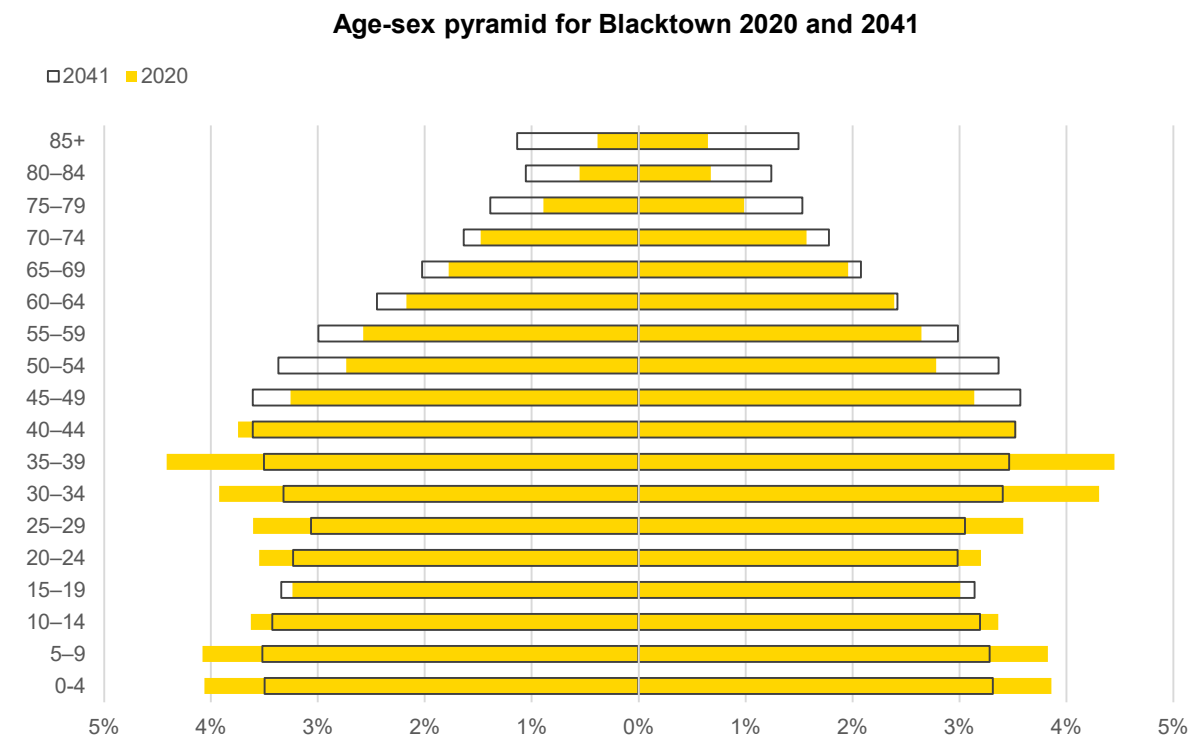


Figure 10 Age-sex pyramid for Blacktown 2020 and 2041. Source: ABS 3235.0 Regional population by age and sex (2021) and Department of Planning and Environment population projection (2019)

### Local economy

Employment projections show a considerable shift in the study area's local economy to 2041, with Health Care and Social Assistance expected to become the largest industry, growing to employ 16% of all local workers, compared to 10% in 2020. Construction and Transport, Postal and Warehousing are set to decrease, employing a combined 22% of local workers – down from 26% in 2020.

### Projected top five industries of employment for local jobs (2041)

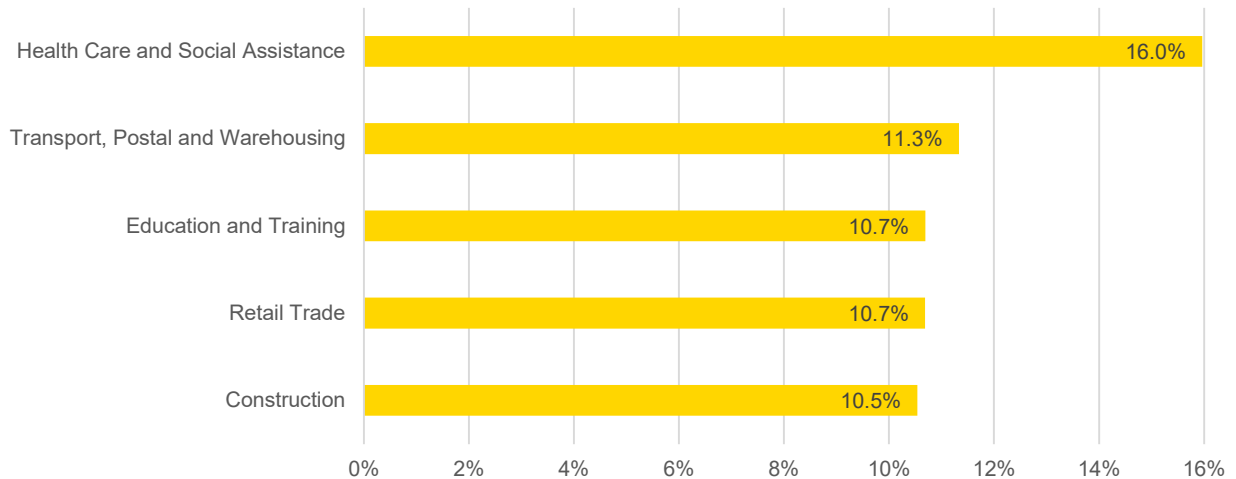


Figure 11 Projected top five industries of employment for local jobs (2041). Source: TfNSW, Travel Zone Projections 2019

## Land use

As the second largest LGA in NSW, and one of the fastest growing in Australia, Blacktown will play a key role in the growth of not only the Central District, but Greater Sydney. Key strategic plans were reviewed to understand Blacktown's plans for change and growth, reflecting the aspirations and expectations of the community and Council into the future.

The vision and plans for managing and this growth in alignment with the Blacktown's vision and aspirations, as relevant to the proposal, are outlined below.

### Greater Sydney Commission, Central City District Plan, 2018

The *Central City District Plan* (the District Plan) is a 20-year plan to manage growth in the context of economic, social, and environmental matters. As a bridge between regional and local planning, the District Plan informs local strategic planning statements and local environmental plans, the assessment of planning proposals as well as community strategic plans and policies.

The District Plan recognises the major cluster of transport and logistics, storage and warehousing in Blacktown, which should capitalise on the growth of both the Western Parkland and Central River Cities.

The proposal aligns with the following planning priorities:

- Planning Priority C11: Maximising opportunities to attract advanced manufacturing and innovation in industrial and urban services land.

With the District Plan giving effect to the *Greater Sydney Region Plan*, the proposal contributes to the delivery of the Region Plan's objective:

- Objective 23: Industrial and urban services land is planned, retained and managed.



## **Blacktown City Council, Local Strategic Planning Statement, 2020**

The Local Strategic Planning Statement (LSPS) sets out a 20-year vision for the future of Blacktown as it grows and changes, providing the context and direction of land use decision-making in Blacktown City. The LSPS implements the regional plan's strategic vision at the local level.

The LSPS recognises that as the industrial sector in Blacktown adapts to new technologies and innovations, industrial land is also evolving from its roots in manufacturing and freight and logistics into more complex employment and urban services land. Blacktown highlight that these areas need to be maintained to provide investment opportunities for large national and multinational companies.

The proposal contributes to the following LSPS planning priorities:

- Local Planning Priority 9: Maximising opportunities to attract advanced manufacturing to, and innovation in, industrial and urban services land.

### **3.3 Community values**

This section highlights the local community's values – that is perspectives and principles that are commonly shared, informing a shared direction and a sense of common goals. Engagement with the community has been undertaken as part of the proposal through an online survey to understand sentiment towards the development. Details on the engagement process can be found in the Community and Stakeholder Engagement Report appended to the EIS.

The proposal is aligned with the community's values and expectations for the future in relation to growth and change in Blacktown City Council, as consistent with the principles and strategic directions outlined in their *Local Strategic Planning Statement 2036* and *Community Strategic Plan 2036* respectively.

The data centre expansion will support Blacktown City Council's aspiration of being innovative having a "a smart and prosperous economy", attracting more businesses and services to the area. The proposal positively contributes to the Blacktown City Council's vision of growing its digital economy, and amenity to attract and support businesses.

## 4. Social impacts

Given the historical use of this site as a timber warehouse, a car junkyard and container storage, and its future use as a data centre compatible with the proposal's surrounding industrial context, the social impacts are expected to be minimal.

The proposal is expected to have the greatest negative impact during the construction phase, which will be temporary and limited to the proposal's immediate surroundings. Recommended impact management measures to the social impacts identified are in Section 4.

The impacts of the proposal on the local community, economy, and place have been assessed in regard to the social elements of value to people, as identified in the Department of Planning and Environment's 'Social Impact Assessment Guidelines'<sup>3</sup>. This includes community, accessibility, culture, health and wellbeing, surroundings, and livelihoods. Details of impacts can be found in accompanying specialist reports.

### 4.1 Community

Impacts to community relate to how the proposal may affect community composition, cohesion and character.

#### Community values

The *Ecologically Sustainable Development (ESD) Report* outlines the proposal's commitment to achieving a Leadership in Energy and Environmental Design (LEED) gold rating which means maximising the sustainability of building construction and operation through design, with holistic consideration of a wide array of sustainability aspects that it addresses.

This commitment positively aligns with Blacktown City Council's *Community Strategic Plan 2036's* second strategic direction to create "a clean, healthy, and sustainable environment". The proposal seeks to protect water quality through stormwater management, and apply other measure to achieve LEED gold rating ensure the proposal leads by example to reduce its ecological footprint.

The proposal aligns with Blacktown City Council's aspiration of having a "a smart and prosperous economy", and attracting more businesses and services to the area, consequently having a positive impact on the community.

The significance of positive impact on community values is **medium**.

### 4.2 Accessibility

Impacts to accessibility relates to how people access and use infrastructure, services, and facilities.

## Traffic impacts

During construction phase the major community impacts from traffic are due to the increase of workers travelling to the site and workers parking onsite or nearby. 250 workers are expected to be at site during the peak of construction period, with an average of 100 workers at the site on a daily basis. The *Construction Traffic Impact Assessment* encourages workers to car-pool or use public transport to travel to the site. 30 heavy vehicles are expected to travel to the site every day during construction period, with this increasing to 80 heavy vehicles during peak construction period. The construction hours will be limited to:

- Monday to Friday: 7:00am to 6:00pm
- Saturdays: 8:00am to 5:00pm
- No work on Sundays or Public Holidays.

During operation phase the potential impact on the community will be staff parking on or nearby the site. The *Traffic Impact Assessment* states, "The site operator has advised that the maximum number of staff and visitors on-site at any one time would be 36 staff and 4 visitors/contractors at any one time." The Traffic Impact Assessment recommends providing 31 car spaces, while this is less than Blacktown City Council requires, it is based on the number of staff accessing the site on a daily basis.

Despite the increase in traffic during the construction phase, the *Traffic Impact Assessment* states that the traffic and parking implications caused by the proposal are satisfactory. If limits to construction hours are followed, it is expected that the impact on the community during construction will be **medium**. If the recommended amount of car spaces are provided it is expected that the impact on the community during the operational phase will be **low**.

## 4.3 Culture

Cultural impacts relate to both Aboriginal and non-Aboriginal beliefs, customs, practices, obligations, values, and stories.

### Aboriginal Cultural Heritage

The *Archaeological Survey Report* prepared to support the *Aboriginal Cultural Heritage Assessment* concluded that the site of the proposal would likely have limited potential of containing Aboriginal artefacts due to the already disturbed nature of the site and previous development on the site. Further consultation with the Aboriginal community is underway to identify any Aboriginal cultural values associated with the site. Recommended strategies to manage Aboriginal Cultural Heritage are in the *Aboriginal Cultural Heritage Assessment*.

The significance of impacts to Aboriginal Cultural Heritage during construction and operation are **low**.

## 4.4 Health and wellbeing

Impacts to health and wellbeing encompass both physical and mental health, particularly for people vulnerable to social exclusion and substantial change.

## Noise and Vibrations

The *Acoustics Assessment Report* provides an assessment of potential noise and vibration at sensitive receivers located near the proposal during both construction and operation.

Exposure to noise and vibration at high levels or for sustained periods can create annoyance, and/or interfere with concentration, ability to carry out activities or sleep. There can also be longer term health impacts from excessive exposure to noise and vibration.

Section 7.6 of the *Acoustics Assessment Report* outlines mitigation and management measures in response to the noise and vibration impacts, which would ensure compliance with recommended noise criteria at nearby receivers. The acoustic assessment also recommends undertaking noise impacting activities during the following times:

- Monday to Friday: 8:00am to 7:00pm
- Saturday: 8:00am to 5:00pm.

In the event of a power outage during operation, generators will be used to ensure business continuity. These generators would result in noise emissions, however there is a low likelihood of this scenario occurring, and the duration of an outage would be expected to only last a number of.

The significance of impacts resulting from noise and vibration during construction and operation are **low**.

## Ecologically sustainable design impacts

The *Ecologically Sustainable Development (ESD) report* outlines various principles and design responses, which includes the prevention of waterway degradation and peak stormwater discharge into the creek.

The proposal's adoption of ESD principles will ensure mitigation against negative environmental externalities that could affect the health and wellbeing of the community.

As the significance of noise and vibration impacts are **low**, and the proposal has been designed in alignment with ESD principles, it is expected that the social impacts of the proposal on health and wellbeing are **low**.

## 4.5 Surroundings

Impact to surroundings include ecosystem services such as shade, pollution, erosion, public safety and security, access to and use of the natural and built environment, and aesthetic value and amenity.

Given the site is already being used for an industrial purpose, the proposal is unlikely to have adverse effects on the aesthetics of the site, or how community already interacts with the site. Strategic plans for Blacktown LGA and neighbouring Parramatta LGA set expectations that these are areas of Sydney that will experience change in the urban landscape.

## Visual Amenity

The *Visual Impact Assessment* determines whether the sensitive receivers surrounding the proposal will be impacted, and the degree of this impact. The visual impact is expected to be nil or negligible given the industrial nature of the existing site. However, for receivers that may be moderately negatively impacted, the *Visual Impact Assessment* (section 7.3) recommends a series of mitigation methods that, if implemented, will reduce visual impact.

The significance of visual amenity impacts of the proposal is **low**.

## 4.6 Livelihoods

Impacts to livelihoods relate to people's capacity to sustain themselves through employment or business.

### Job creation

The proposal will generate some direct job opportunities for the site. There will be temporary job opportunities with a total of 250 workers will be required during construction, with approximately 100 on site each day.

Once operational, the proposal will be staffed with 36 workers at any one time. These are ongoing job opportunities throughout the operation phase of the proposal.

Indirectly, increased data centre capacity will support the shift to hybrid working arrangements beyond just Blacktown LGA, and the increased need for reliable, sovereign, and secure data storage for public and private sector operations, evidenced during the ongoing management of COVID-19.

Further, increased data centre capacity supports businesses to operate securely online. This support extends beyond the immediate area, making businesses across Greater Sydney and beyond more resilient to future disruption. It provides workers with great greater flexibility and choice about where they are able to live and work.

The job creation impacts of the proposal is positive and the significance of impacts is **medium**.

# 5. Impact management measures

It is expected that the overall negative social impacts of the proposal will be low, as the impacts on community, accessibility, culture, health and wellbeing, surroundings and livelihoods are low. Furthermore, the proposal will have positive economic impacts, namely through job creation during construction and operation.

The following table lists impact management measures to address potential impacts in relation to noise and vibration and air quality.

Table 3 Impact management measures

ID	Measure	Timing
SIM1	Frequent and clear communication with the community regarding demolition, construction, and operational activities.	As early as possible (prior to demolition and construction), so community has time to make necessary arrangements.

## Appendix A: Potential sensitive receivers

The following table identifies potential sensitive receivers, based on proximity to the proposal. This list is not exhaustive, and ground-truthing has not been undertaken.

Business Name	Timing
A W Edwards Plumbing - Sydney Plumber Specialist & Emergency Repair Services	Commercial
Allied Hardware	Retail
ASM Locksmiths & Alarms	Retail
Barts Entertainment Mobile Disco	Accommodation and hospitality
Best Road Medical Centre	Health and aged care
Bosch Car Service - P & G Motors - Seven Hills	Commercial
C3 Church CCA	Place of worship
C3CCA Toongabbie	Place of worship
Capital S.M.A.R.T Repairs Seven Hills	Commercial
Carpet Cleaners Warehouse	Accommodation and hospitality
Carpets Toongabbie	Retail
Colin Reiher Automotive Services	Commercial
Community Care Medical Clinic, Bulk Billing	Health and aged care
Etax Local Accountants	Commercial
Fresh Café	Accommodation and hospitality
Global Furniture	Retail
Good Sydney Investment Group	Commercial

Business Name	Timing
Goodstart Early Learning Seven Hills	Education (incl. early childhood)
Grace Fine Art	Commercial
Grace Removals Sydney	Commercial
Happy Hours Preschool - Child Care Seven Hills/Toongabbie	Education (incl. early childhood)
Hills Sports High School	Education (incl. early childhood)
Industrial Workwear & Safety Co.	Retail
KV Accounting	Commercial
Little School for Kids	Education (incl. early childhood)
Loven Realty	Commercial
N&D Mechanical Repairs	Commercial
New Apostolic Church Seven Hills - Sydney	Place of worship
NSW SES Sydney Western Region	Justice and emergency
Online Pipe & Cable Locating	Commercial
Our Time Ministry	Place of worship
Pandomo	Retail
PMK Autoparts	Commercial
Portico Plaza Shopping Centre	Retail
Prospect Property & Estate Lawyers	Commercial
Reece Plumbing	Retail
Seven Hills-Toongabbie RSL	Accommodation and hospitality
Seven Seas Worldwide	Commercial



Business Name	Timing
Sherringham's Nursery	Education (incl. early childhood)
Silverwater Automotive Services	Commercial
Sporsho Fashion	Retail
St. Anthony of Padua Catholic Church	Place of worship
St. Mary's Jacobite Syrian Orthodox Church	Place of worship
Stonewood Bakery & Cafe	Accommodation and hospitality
Swarts Tools	Retail
Tecworks International Head Office	Retail
The Meadows Public School	Education (incl. early childhood)
Toongabbie Hotel	Accommodation and hospitality
Toongabbie Medical Practice	Health and aged care
Toongabbie Montessori Academy Child Care Centre	Education (incl. early childhood)
Toongabbie Seventh-day Adventist Church	Place of worship
Toongabbie Sports Club	Accommodation and hospitality
Total Care 4WD	Commercial
West Car Rentals	Commercial
Young Academics Early Learning Centre	Education (incl. early childhood)

Source: Google API

