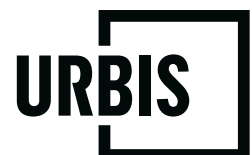




SOCIAL IMPACT ASSESSMENT

Aspect Industrial State

Prepared for
MIRVAC
10 October 2020



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Project Code	P0023209
Report Number	Final

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EXECUTIVE SUMMARY

Urbis Pty Ltd (Urbis) was engaged by Mirvac Pty Ltd (Mircvac) to prepare a Social Impact Assessment (SIA) for the Aspect Industrial Estate (the Estate). The SIA is to inform a State Significant Development Application (SSDA) for a staged development including a Concept Masterplan and Stage 1 Development Application (DA) to provide a warehouse or distribution centre.

POLICY REQUIREMENT

A request was made to the Minister for Secretary's Environmental Assessment Requirements (SEARs) for the SSDA, pursuant to Clause 3, Schedule 2 of the Environmental Planning and Assessment Regulation 2000. The SEARs were issued on 30 April 2020. This SIA has been undertaken to fulfil the SEARs requirement for the preparation of a SIA.

Penrith City Council (Council) does not provide local guidelines for the preparation of a SIA. However, relevant principles are outlined in the Council's Development Control Plan (DCP) (2014), which require social impacts of proposed interventions to be considered for the benefit of existing and future communities.

This SIA will be informed by best practice guidelines outlined by the International Association for Impact Assessment (IAIA). The SIA will also draw on the Department of Planning, Industry and Environment's Social Impact Assessment Guidelines for State Significant Mining, Petroleum Production and Extractive Industry Development (DPIE Guidelines) (2017). While the land uses which are the focus of these Guidelines are not relevant in this instance, the process represents the current good practice approach in NSW.

ASSESSING SOCIAL IMPACTS

Social impacts are those that impact on people's way of life, their culture, community, environment, health and wellbeing, personal and property rights, and their fears and aspirations.

An SIA is a specialist study undertaken to identify and analyse potential positive and negative social impacts associated with a development proposal. It also identifies mitigation measures and provides recommendations in accordance with professional standards and statutory obligations.

The following tables provide a summary of the potential social impacts associated with the proposal.

Description of impact	Impacted groups	Overall impact rating
<p>Increased traffic generation</p> <p>The existing site generates a very small number of trips during the AM and PM peak periods (and daily). The proposal will generate a significant increase in daily trip generation.</p> <p>The Traffic Assessment found that significant upgrades are required at the intersection of Mamre Road and the site to appropriately accommodate the traffic generated by the completed estate. As part of planning for the Western Sydney Employment Area, NSW Government is proposing to upgrade Mamre Road between the M4 Motorway and Kerrs Road (south of the site). This will improve connection to the site.</p>	<ul style="list-style-type: none">Local residentsRegular road usersLocal businessLocal schools and childcare centre	Long term neutral impact

Description of impact	Impacted groups	Overall impact rating
<p>Increased industrial land and employment opportunities</p> <p>There are currently no full-time employment opportunities provided on site. The proposal is expected to generate 607 construction jobs and 1,868 operational jobs.</p> <p>The Mamre Road Structure Plan identifies that the demand for industrial land across Greater Sydney is increasing. This increased demand is expected to continue due to the reliance on warehouse and logistic spaces for the e-commerce sector.</p> <p>The proposal provides 56.2ha of industrial land, which will positively contribute to the delivery of more industrial land in Greater Sydney.</p>	<ul style="list-style-type: none"> Local residents Communities of Penrith and Campbelltown LGAs and Western Sydney 	Long term high positive impact
<p>Changes to landscape character</p> <p>The site and neighbouring areas currently consist largely of cleared grass paddocks with some scattered vegetation, farm dams, sheds and other farm buildings. There are also approximately 10 scattered residential dwellings fronting Mamre Road, including several on the site.</p> <p>There are no industrial uses currently located on the site. The nearest industrial area is the Erskine Business Park, which is located approximately 3km to the north and contains multiple warehouse and office spaces.</p>	<ul style="list-style-type: none"> Local residents Regular road users Local business Local schools and childcare centre 	Long term moderate negative impact

CONCLUSION

This SIA has been undertaken to assess the potential social impacts of the proposal. Based on the assessment, the proposal will result in some short term negative impacts associated with increased traffic. These impacts are likely to reduce over the long term as appropriate road network measures are implemented and the road network adapts to the additional trip demand.

There will also be significant visual changes to the site, as well as the broader area. These are likely to be high in the short term, and are expected to reduce over time as the community adapts to the presence of the new industrial area.

Overall, these negative impacts will be significantly outweighed by the long term positive impacts resulting from the creation of increased industrial land and employment opportunities for Western Sydney residents.

To reduce the negative impacts and maximise the positive impact of the proposal, it is recommended the following additional measures be considered:

- Encourage future tenants and operators of the site buildings to implement an active travel plan to encourage employees to use public and active transport.

- Undertake ongoing consultation with Roads and Maritime Services and Council as the Mamre Road Precinct develops to monitor intersection performance and make future adjustments if required.
- Consider creating partnerships with local businesses to encourage local employment, preferably in both the construction and operational stages.
- Encourage future Estate tenants or asset managers to include a maintenance plan or schedule for landscaping as part of a plan of management or building management plan so that trees and planting throughout the site are well managed and continue to enhance the built form.

1. INTRODUCTION

Urbis Pty Ltd (Urbis) was engaged by Mirvac Pty Ltd (Mircvac) to prepare a Social Impact Assessment (SIA) for the Aspect Industrial Estate (the estate). The SIA is to inform a State Significant Development Application (SSDA) for a staged development including a Concept Masterplan and Stage 1 Development Application (DA) to provide a warehouse or distribution centre.

1.1. POLICY REQUIREMENT

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1.2. DEFINING SOCIAL IMPACTS

An SIA is a specialist study undertaken to identify and analyse the potential positive and negative social impacts associated with a development proposal. It involves a detailed and independent study to outline social impacts, identify mitigation measures, and provide recommendations in accordance with professional standards and statutory obligations.

Social impacts are those that impact on people's way of life, their culture, community, environment, health and wellbeing, personal and property rights, and their fears and aspirations. In line with international best practice guidelines, social impacts can involve changes to people's:

- Health and wellbeing
- Economic livelihood
- Safety and security
- Environment and surrounds
- Fears and aspirations
- Social equity, community and belong

Background Review	Impact scoping	Assessment and reporting
<ul style="list-style-type: none">▪ Review of surrounding land uses and site visit▪ Review of relevant state and local policies to understand potential implications of the proposal▪ Analysis of relevant data to understand the existing community.	<ul style="list-style-type: none">▪ Review of site plans and technical assessments▪ Stakeholder mapping.	<ul style="list-style-type: none">▪ Assessment of significant impacts considering management measures▪ Provision of recommendations to enhance positive impacts, reduce negative impacts and monitor ongoing impacts.

2. ASSESSING SOCIAL IMPACTS

The assessment of social impacts can be approached in several ways. The IAIA recommends a risk assessment methodology, whereby the significance of potential impacts is assessed by comparing the consequence of an impact against the likelihood of the impact occurring. This approach is also used in the DPIE Guidelines.

This risk assessment methodology is outlined below and has been used in this SIA.

			Consequence level				
			1	2	3	4	5
			Minimal	Minor	Moderate	Major	Extreme
Likelihood	A	Very likely	A1	A2	A3	A4	A5
	B	Likely	B1	B2	B3	B4	B5
	C	Possible	C1	C2	C3	C4	C5
	D	Unlikely	D1	D2	D3	D4	D5
	E	Rare	E1	E2	E3	E4	E5

Low		Moderate		High		Very High	
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Consequence level

The consequence level of impact considers:

- who is expected to be impacted, including the volume of people affected and the level of concern they feel about the matter
- when the potential impact will occur and the frequency of potential impacts
- the scale or degree of change from the existing condition as a result of the impact
- the extent to which people or an environment can adapt to or mitigate the impact.

Management measures

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

Section 6 of this report assess potential impacts prior to management measures as part of the impact scoping phase. Impacts which are assessed as moderate or higher are considered significant and included for further assessment in Section 7. The significant impacts are assessed with any planned mitigation measures to determine the residual impact level.

Limitations

The risk assessment methodology is a useful tool to assess impacts in a language that can be easily understood. However, this methodology does not reflect the lower level of impact typically associated with urban developments.

The risk assessment matrix used by the IAIA and DPIE is weighted towards a high to extreme rating. This is likely due to its use in high risk environments where the threat to human health is great, such as mining proposals.

For urban development proposals, the likelihood of an impact is typically very likely or almost certain. This results in an impact level that will always be moderate or higher.

As such, it is difficult for any positive or negative impacts associated with this proposal to be assessed as a low level impact. Anyone utilising this SIA for the purposes of assessing the proposal should recognise these limitations and not take the assessed impact levels out of context.

3. THE PROPOSAL

The Department of Planning, Industry and Environment (DPIE) rezoned Mamre Road Precinct, including the site, in June 2020 under the State Environmental Planning Policy (Western Sydney Employment Area) 2009 (WSEA SEPP). The rezoning of this precinct responds to the demand for industrial land in Western Sydney. The site primarily zoned IN1 General Industrial with a small sliver of land zoned E2 Environmental Conservation.

Consistent with the above, this report has been prepared to support a Development Application under Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act) for the purpose of:

- A Concept Masterplan for the site comprising 11 industrial buildings, internal road network layout, building locations, gross floor area (GFA), car parking, concept landscaping, building heights, setbacks and built form parameters.
- Stage 1 development of the site including:
 - The demolition, removal of existing rural structures and remediation works
 - Heritage salvage works (if applicable)
 - Clearing of existing vegetation on the subject site and associated dam dewatering and decommissioning
 - Realignment of existing creek and E2 Environmental Conservation zone
 - Onsite bulk earthworks including any required ground dewatering
 - The importation, placement and compaction of spoil material, consisting of:
 - Virgin Excavated Natural material (VENM) within the meaning of the POEO Act; and/or
 - Excavated Natural material (ENM) within the meaning of the NSW Environmental Protection Authority's (EPA) Resource Recovery Exemption under Part 9, Clauses 91 and 92 of the POEO (Waste) Regulation 2014 – The Excavated Natural Material Order 2014; and/or
 - Materials covered by a specific NSW EPA Resource Recovery Order and Exemption which are suitable for their proposed use
 - Boundary retaining walls
 - Catchment level stormwater infrastructure, trunk services connections, utility infrastructure, roads and access infrastructure (signalised intersection with Mamre Road) associated with Stage 1
 - Construction, fit out and 24 hours a day/ 7 days per week use of warehouse and distribution centre within Stage 1
 - Detailed on lot earthworks, stormwater, services and utility infrastructure associated with the construction of warehouse and distribution centre within Stage 1
 - Boundary stormwater management, fencing and landscaping
 - Staged subdivision of Stage 1.

Future stages of the Estate will be subject to separate development applications.

Figure 1 AIE Concept Masterplan



Source: SBA Architects

Figure 2 AIE Stage 1 Works Plan



Source: SBA Architects

4. SITE CONTEXT

The site is legally described as Lots 54-58 in DP 259135 and has an area of approximately 56.3 hectares with direct frontage to Mamre Road (see Figure 3 below). The site is located within the suburb of Kemps Creek and falls within the Penrith LGA.

Regional context

The site is in the Mamre Road Precinct within the broader Western Sydney Employment Area. The site is approximately 4 kilometres north-east of the future Western Sydney International (Nancy Bird Walton) Airport, 12km south-east of Penrith CBD and 40 kilometres west of the Sydney CBD. The land has been identified as future employment land and under the State Environmental Planning Policy - Western Sydney Employment Area (WSEA SEPP) is zoned as General Industrial.

The Mamre Road Precinct is identified in the Western Sydney Aerotropolis Plan (WSAP) as unsuitable for noise sensitive land uses and therefore appropriate as flexible employment land. The precinct is connected to the Western Sydney Employment Area and the potential Western Sydney Freight Line and will form an important part of the Western Sydney Employment Area.

Local context and surrounding land uses

The site is predominately surrounded by agricultural uses. The majority of the site is cleared grass paddocks with some scattered vegetation, farm dams and residences fronting Mamre Road. The site has previously been used for grazing, dairy farming, poultry farming and horticulture.

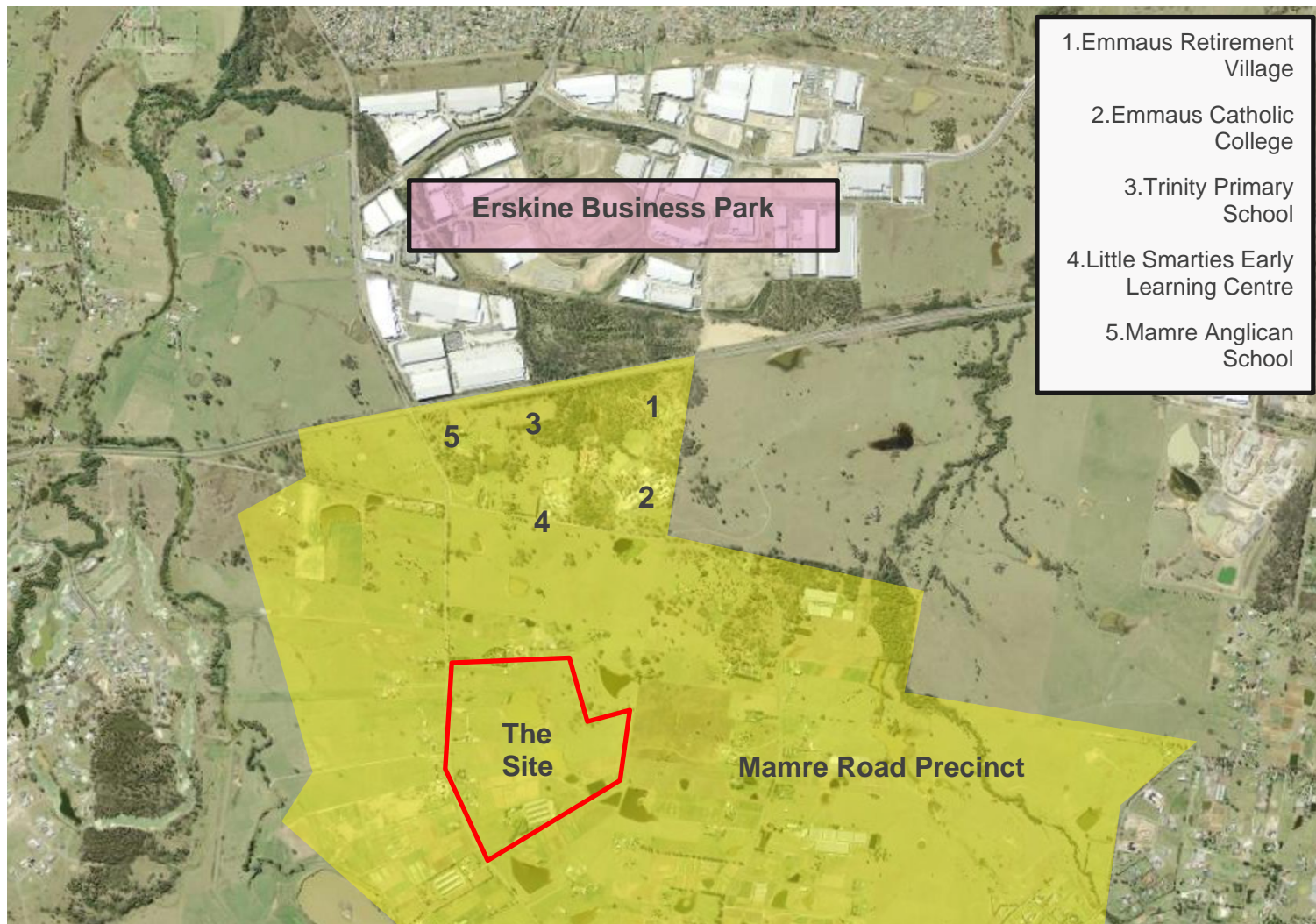
There are approximately 10 residences located along Mamre Road close to the site, with no local services in the immediate vicinity.

The site and immediate area are not highly activated areas. Crime data from the NSW Bureau of Crime Statistics and Research indicates that there are no crime hotspots for any crime types, very low crime rates and no upwards trends of any crime types over the past two years.

There are sensitive receivers approximately 1.5km north of the site including Emmaus Catholic College, Trinity Primary School, Mamre Anglican School, Emmaus Retirement Village and Little Smarties Early Learning Centre. The Mamre Road Rezoning Discussion Paper (2019) states that these land uses can continue to operate in the short-medium term, however, are unlikely to be suitable in the long-term due to future transport infrastructure, industrial uses and aircraft noise.

Further north of the education uses and retirement village is the large Erskine Park industrial area, which includes a landfill site. Residential uses are located on the northern side of this industrial area, approximately 3km from the site. Other residential areas include Mount Vernon and Luddenham approximately 2.2km east of the site, Twin Creek approximately 2km west of the site and Kemps Creek approximately 4km south of the site.

Figure 3 Aerial view of the sites and surrounds



Source: Sixmaps

Figure 4 Site Photos



Picture 1 Mamre Road Precinct as viewed from Bakers Lane



Picture 2 Industrial uses to the north of the Mamre Road Precinct



Picture 3 Surrounding fresh produce farming

Source: [Insert source]



Picture 4 Typical dwellings on the site or in the immediate vicinity



Picture 5 Childcare centre on Bakers Lane



Picture 6 Emmaus Catholic College – one of the three schools in the immediate vicinity of the site

4.1. POLICY CONTEXT

A review of relevant state and local policies was undertaken to understand the strategic context of the proposed development and any potential impacts. The complete policy review is contained in Appendix A.

A summary of the key findings from the policy review, as it relates to the proposal, are outlined below.

Table 1 Policy review impact scoping

Theme	Summary of findings
High demand for industrial land	<ul style="list-style-type: none"> ▪ The Western Sydney Aerotropolis Plan and the Mamre Road Structure Plan identify the importance of the Mamre Road Precinct in providing industrial and employment land to Western Sydney. ▪ The Mamre Road Structure Plan refers to recent research and evidence that there is a critical shortage of serviced land in Sydney and the increasing warehouse and logistic demands of e-commerce are forecast to exacerbate this.
Increases employment and business opportunities	<ul style="list-style-type: none"> ▪ There are increasing opportunities for construction and employment jobs, as outlined in the Western City District Plan and Mamre Road Structure Plan. ▪ Key planning priorities for Penrith City Council, as outlined in its Local Strategic Planning Statement (LSPS), is to enhance and grow Penrith's economic triangle.
Support the planning and growth of the Western Sydney Aerotropolis	<ul style="list-style-type: none"> ▪ The Western Sydney Aerotropolis is an important growth area that will facilitate major economic, employment and infrastructure growth. ▪ As identified in the LSPS, key priorities for Penrith include supporting the planning of the Western Sydney Aerotropolis. This includes the delivery of employment and industrial lands and transport networks.
Delivering the 30 minute city	<ul style="list-style-type: none"> ▪ A key strategic vision for Greater Sydney is for residents to live within 30 minutes of their jobs, education and health facilities, services and great places. ▪ To ensure this vision is achieved, the integration of land use and transport planning must be delivered in the Western Parkland City. This includes providing industrial land uses to increase local employment opportunities.
Local context and use type	<ul style="list-style-type: none"> ▪ The Western Sydney Aerotropolis Plan identifies that the precinct will be impacted by future aircraft noise from Western Sydney Airport. ▪ The proximity to the M4 Motorway and Elizabeth Drive, the generally flat terrain and the aircraft noise make the Mamre Road Precinct unsuitable for sensitive land use types. Therefore, industrial warehousing and logistics are considered the most suitable use for the precinct. ▪ There is a potential connection of the Mamre Road Precinct to the Western Sydney Freight Line.

5. SOCIAL BASELINE

A social baseline identifies the demographic and social characteristics of an existing community. It is an important tool in understanding how a community currently lives and that community's potential capacity to adapt to changes arising from a proposal.

5.1. COMMUNITY PROFILE

A community profile has been developed for Kemps Creek based on demographic data from the Australian Bureau of Statistics (ABS Census 2016), profile.id and DPIE. The demographic characteristics of Penrith LGA and Greater Sydney have been used for comparison purposes.



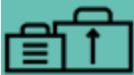
High proportion of older people

Kemps Creek had a higher rate of people aged over 60 (24%) compared to the LGA (17%) and Greater Sydney (19%).



Larger households

Over half of the households in Kemps Creek were couples with children (52%). The average household size was 3.64, which is notably higher than the LGA average (2.86).



Low unemployment rate

Kemps Creek had a very low unemployment rate of 4.0% compared to Penrith (5.7%) and Greater Sydney (6.0%).



Construction industry dominant

Of the 825 people in Kemps Creek who were employed, 22% worked in construction. In comparison, only 12% of LGA residents work in this sector.



More economically advantaged than the LGA

Kemps Creek was in the top 20% of NSW suburbs for socio economic advantage and had a higher rate of households which earn \$2,500 or more per week (41%) compared to Penrith (23%).



Culturally and linguistically diverse

Almost a quarter of the population (24%) were born overseas and 35% spoke a language other than English at home.

6. IMPACT SCOPING

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

The following section outlines the impact scoping considerations which were used to inform the determination of significant social impacts. The assessment process used to determine each impact level is described in Section 2.

6.1. IMPACTED COMMUNITIES

Based on the local context and community profile, the following individuals and communities are likely to be impacted by the proposal:

- Local Aboriginal groups
- Local residents in Kemps Creek, Mount Vernon, Luddenham and Twin Creek
- Communities of Penrith and Campbelltown LGAs and Western Sydney
- Regular road users (such as road freight and delivery drivers)
- Local businesses in the vicinity of the site including Erskine Park Industrial Estate
- Local schools and childcare centre on Bakers Lane.

6.2. CONSULTATION

In October 2019, Aspect Heritage Services undertook consultation with the Aboriginal community who hold cultural knowledge relevant to determining the significance of Aboriginal objects and places in Kemps Creek.

The draft test excavation methodology was distributed to 15 Registered Aboriginal Parties (RAPs) on 1 May 2020 with a 28 day period for review and comment. By the end of the review period, six groups had provided comment in support of the proposed test excavation methodology.

Following test excavation on the site, the draft Aboriginal Cultural Heritage Assessment Report (ACHAR) was provided to the RAPs on 5 August 2020, requesting comments within a 28-day period. Four groups provided comments, all of which supported recommendations contained in the draft ACHAR.

The Urbis Engagement Team also undertook targeted consultation with residents and landowners surrounding the site. A letter and fact sheet about the proposal was distributed to 29 households on Mamre Road, Bakers Lane and Aldington Road in Kemps Creek. The letter and fact sheet, along with an invitation to contact the project team for a face to face briefing, were also provided via email to other local stakeholders.

No comments or requests for briefings were received from surrounding residents and landowners or from other local stakeholders.

6.3. PRELIMINARY ASSESSMENT

This section outlines the social impacts which were considered as part of this SIA. These social impacts have been informed by the contextual information presented in Section 2 to Section 5 of this report.

The social impacts in Table 2 on the following page were assessed against the SIA criteria contained in Section 2, without considering management measures.

Any impacts which were assessed as having a moderate or higher impact are considered significant and included for further assessment in Section 7. Social impacts which were assessed as having a low or neutral impact are described below and are not included for further assessment.

Table 2 Impact scoping

Potential impacts	Potentially impacted communities	Preliminary assessment
Neutral to low impacts: not included for further assessment		
Aboriginal heritage	<ul style="list-style-type: none"> Local Aboriginal groups 	<p>An initial Archaeological Survey Report prepared by Artefact Heritage Services included a search of the DPIE Heritage Aboriginal Heritage Information Management System (AHIMS) database to identify any Aboriginal sites surrounding and within the site. One AHIMS site was found within the study area. The visible site extent is approximately 60m in length and 40m wide and has experienced some disturbance from previous pastoral and grazing practices. The Archaeological Survey Report identified that the site features five artefact concentrations ranging in size from three to 15 artefacts each. The site also included six isolated artefacts and was considered to have sub-surface archaeological potential.</p> <p>In accordance with the recommendations provided in the Archaeological Survey Report, a test excavation program was carried out on the site in June 2020. The proposed methodology for this excavation program was provided to RAPs in advance for comment. The RAPs who responded supported the excavation methodology.</p> <p>A total of 47 Aboriginal archaeological test pits were excavated. It was found that the site contains a low-density, subsurface artefact assemblage and an artefact concentration, in addition to the previously recorded surface features.</p> <p>In its Aboriginal Cultural Heritage Assessment Report (ACHAR), Artefact Heritage Services found that the Aboriginal site is of moderate archaeological significance. It also found the proposed industrial project will impact the site and result in a total loss of value.</p> <p>The ACHAR provides recommendations relating to the management of the artefacts. These include that the artefact concentration be subject to a salvage excavation program and reburial on site. These and other recommendations are proposed to be undertaken in consultation with RAPs.</p> <p>The ACHAR, including the recommendations, was provided to the RAPs for comment. The RAPs who responded supported the draft ACHAR findings and recommendations.</p> <p>Based on the detailed assessment undertaken by Artefact Heritage Services, including consultation with RAPs, without</p>

Potential impacts	Potentially impacted communities	Preliminary assessment
		<p>mitigation measures it is expected the proposal will have a negative impact on Aboriginal heritage.</p> <p>The implementation of the recommendations contained in the ACHAR, which have been supported by RAPs, is likely to mitigate these impacts.</p> <p>Subject to the implementation of the ACHAR recommendations, it is expected the proposal will have a low negative impact on Aboriginal heritage.</p>
Noise impacts related to site operation	<ul style="list-style-type: none"> ▪ Local residents ▪ Local businesses ▪ Nearby schools and child care 	<p>The Noise and Vibration Impact Assessment prepared by SLR finds that typical maximum noise levels from heavy vehicles on Mamre Road associated with the development would be consistent with the existing noise from heavy vehicles. While the number of noise events would increase due trucks accessing the site, changing land uses in the area are seen as likely to have a much greater effect on the number of heavy vehicles on Mamre Road and associated noise.</p> <p>Operational noise levels from the Estate, once it is fully developed, are predicted to exceed the relevant noise criteria at a number of residential receivers.</p> <p>However, at residences within 150m of Mamre Road, the existing noise levels from heavy vehicles are likely to be a similar or higher than the predicted maximum noise levels from the development. At residences which are further away from Mamre Road and close to the development, the level and number of maximum noise events from the development would be likely to be higher than the existing background noise events.</p> <p>Therefore, while the maximum noise levels from the development are predicted to exceed the sleep disturbance screening level, it is unlikely to result in sleep disturbance at the majority of residences due to existing noise level from road traffic on Mamre Road. The potential for sleep disturbance would be limited to a small number of residences nearest to the development, which are not already affected by existing high noise from Mamre Road.</p> <p>Given the rezoning of the Mamre Road Precinct and existing land ownership, it is expected that there are unlikely to be residences located close enough to the proposed development to experience sleep disturbance or other significant noise impacts.</p> <p>It is therefore expected the noise generated by the operation of the Aspect Industrial Estate will have a low to neutral</p>

Potential impacts	Potentially impacted communities	Preliminary assessment
		impact on the community, particularly in the long term as the Mamre Road Industrial Precinct develops.
Amenity impacts related to construction	<ul style="list-style-type: none"> Local residents Local businesses Nearby schools and child care 	<p>During construction, there will be some short term amenity impacts such as noise, dust and increased traffic.</p> <p>These impacts will be managed and minimised through the development and implementation of a Construction and Environmental Management Plan.</p> <p>Standard daytime construction works are proposed as follows:</p> <ul style="list-style-type: none"> 7:00am to 6:00pm Monday to Friday 8:00am to 1:00pm on Saturdays. <p>Any works outside these hours will need to be approved in advance under an agreed protocol, which will form part of the Construction Management Plan.</p> <p>A Noise and Vibration Impact Assessment prepared by SLR found that noise impacts from construction at childcare, education and commercial receivers are predicted to be compliant with the management levels for all construction scenarios and activities. In worst case scenarios, a residential receiver located close to the construction site boundary may be impacted. Implementation of mitigation and management measures are proposed to alleviate this impact.</p> <p>The construction period is predicted to result in minimal increase in the overall traffic noise levels along the vehicle routes to the development.</p> <p>The Air Quality and Odour Impact Assessment prepared by SLR concluded that off-site impacts associated with dust deposition and suspended particulate during the construction phase are anticipated to be low. The report recommends mitigation measures for consideration as part of the Construction and Environmental Management Plan.</p> <p>In summary, while there will be some short term construction related impacts, these are likely to have a low impact on the community.</p>
Provision of facilities and services to meet employee needs	<ul style="list-style-type: none"> Future employees working in the Estate 	<p>The closest food outlets are approximately 3km north in the Erskine Park Industrial Estate, while the closest shopping centres are in Erskine Park and Cecil Hills.</p> <p>The proposal is expected to generate 1,868 on-site jobs once the Estate is complete. These workers will need access to</p>

Potential impacts	Potentially impacted communities	Preliminary assessment
		<p>services such as food outlets, lunch rooms and passive recreation space for work breaks.</p> <p>The Concept Master Plan provides lunchrooms and breakout spaces in each warehouse. These spaces are located on the first floor, and where possible enable views to the Blue Mountains.</p> <p>The Concept Master Plan also includes a café near the Mamre Road frontage.</p> <p>Given these inclusions, it is likely the proposal will provide the sufficient facilities and spaces needed to meet day to day employee needs. It is expected that future development in the Mamre Road Precinct will include other food outlets, which will expand food and beverage choices for employees.</p> <p>This impact has therefore not been included for further assessment.</p>
Moderate to very high impacts: significant impacts, assessed further in Section 7		
Increased traffic and parking demand	<ul style="list-style-type: none"> Local residents Regular road users Local business Local schools and childcare centre 	<p>The site currently generates a very small number of daily trips.</p> <p>It is proposed that access to the site will continue to be via Mamre Road. There are 322 car parking spaces proposed for Stage 1 of the development.</p> <p>The Traffic Assessment prepared by Asongroup has assessed the future traffic generation for the completion of the masterplan and the appropriate provision of car parking across the site.</p> <p>The proposal will generate a significant increase in daily trips. The Traffic Assessment found that significant upgrades are required at the intersection of Mamre Road and the site to appropriately accommodate the traffic generated by the completed Estate.</p> <p>Based on the potential increase in traffic generation, this impact has been included for further assessment in Section 7.</p> <p>The proposed car parking complies with the rates detailed in the Draft DCP and is expected to meet demand generated by the proposed warehousing and logistics uses. As such, it is likely to have a neutral impact and has not been included for further assessment.</p>
Increased industrial land	<ul style="list-style-type: none"> Local residents 	<p>As noted previously, the site is currently used for agricultural purposes and is proposed to be used for industrial purposes.</p>

Potential impacts	Potentially impacted communities	Preliminary assessment
and employment opportunities	<ul style="list-style-type: none"> ▪ Regular road users ▪ Local business ▪ Local schools and childcare centre 	<p>There are currently no full time employment opportunities provided on site. The proposal is expected to generate 607 construction jobs and 1,868 operational jobs.</p> <p>The Mamre Road Structure Plan identifies that the demand for industrial land across Greater Sydney is increasing, and is expected to continue due to the reliance on warehouse and logistic spaces for the e-commerce sector.</p> <p>The proposal provides 56.2ha of industrial land, which will positively contribute to the delivery of more industrial land in Greater Sydney.</p> <p>Based on the increase of industrial land and employment opportunities, this impact has been included for further assessment in Section 7.</p>
Changes to landscape character	<ul style="list-style-type: none"> ▪ Local residents ▪ Regular road users ▪ Local business ▪ Local schools and childcare centre 	<p>The majority of the site currently consists of cleared paddocks, with some scattered low scale residential and agricultural buildings.</p> <p>The Concept Master Plan proposes the construction of 11 warehouses on site, transforming it into a warehouse and distribution estate servicing Western Sydney.</p> <p>The site will therefore experience a significant change in landscape character. This impact has been included for further assessment in Section 7.</p>

7. ASSESSMENT OF SIGNIFICANT IMPACTS

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

7.1. INCREASED TRAFFIC GENERATION

Description of impact	Impacted groups
<ul style="list-style-type: none"> Increased traffic generation 	<ul style="list-style-type: none"> Local residents Regular road users Local businesses Local schools and childcare centre
Current environment <p>The site currently generates only a small number of trips. As outlined in the Transport Assessment, it is estimated that the site would generate no more than 10 vehicle trips per hour in the AM and PM peak periods. The site is not currently serviced by public transport.</p> <p>As part of planning for the Western Sydney Employment Area, NSW Government is currently proposing to upgrade Mamre Road between the M4 Motorway and Kerrs Road (south of the site). As part of this upgrade, it is anticipated that improved cycling connections will be provided along Mamre Road and provide access to the site.</p> <p>NSW Government is also proposing new bus services along Mamre Road, which would link to regional centres including Penrith and Mt Druitt, pass through district centres (such as TAFE, hospitals and universities) and connect to other transport modes.</p>	
Impact of the proposal <p>The Traffic Assessment report undertakes a cumulative assessment of the traffic expected to be generated by the Aspect Industrial Estate and adjacent sites. It is anticipated traffic generation will total 1,004 trips per hour.</p> <p>The report finds that Mamre Road and the site intersection design are able to accommodate the traffic generated from the Aspect Industrial Estate through to 2026. However, use of adjacent lands for industrial purposes would require a further upgrade of Mamre Road to six lanes, and an additional right turn lane from Mamre Road to the site in 2036 to accommodate anticipated vehicle trips.</p> <p>There are therefore likely to be cumulative traffic impacts resulting from the industrial use of Aspect Industrial Estate and adjacent lands in the next 15-20 years.</p>	
Management measures	SIA recommendations
<ul style="list-style-type: none"> NSW Government upgrade of Mamre Road between the M4 Motorway and Kerrs Road, including new bus services and cycleways. 	<ul style="list-style-type: none"> Encourage future tenants and operators of the site buildings to implement an active travel plan to encourage employees to use public and active transport. Undertake ongoing consultation with Roads and Maritime Services and Council as the

Description of impact	Impacted groups
<ul style="list-style-type: none"> Creation of a new signalised intersection from Mamre Road into the site to accommodate additional vehicle trips. 	Mamre Road Precinct develops to monitor intersection performance and make future adjustments if required.
Residual impact (considering management measures)	
Likelihood: Very likely	Consequence: Moderate
<p>Based on the implementation of the management measures above, it is expected that traffic generation may have a short term low negative impact due to the significant increase in expected vehicle trips to the site and precinct. However, with planned improvements to Mamre Road, ongoing monitoring of network performance and discussions with RMS and Council, the proposal is likely have a long term low to neutral impact as the road network adapts to the additional trip demand.</p>	

7.2. INCREASED INDUSTRIAL LAND AND EMPLOYMENT OPPORTUNITIES

Description of impact	Impacted groups
<ul style="list-style-type: none"> Increase in industrial land and employment opportunities 	<ul style="list-style-type: none"> Local residents Communities of Penrith and Campbelltown LGAs and Western Sydney
Current environment	
<p>The site is currently used for agricultural purposes and is proposed to be used for industrial purposes. There are currently no full time employment opportunities provided on site.</p> <p>The Mamre Road Structure Plan identifies the site for industrial land, which is intended to improve local employment opportunities in Western Sydney. The Plan identifies a critical shortage of serviced industrial land emerging in Sydney, which the increasing warehouse and logistic demands of e-commerce are forecast to exacerbate.</p> <p>ABS Census Data shows a significant decline in manufacturing sector jobs in Greater Sydney. In 1996, 214,753 people were working in this sector (representing 13% of all jobs), compared to 130,833 people in 2016 (representing 6% of all jobs). As the manufacturing sector has historically been a significant employer of adult males without tertiary qualifications, this ongoing trend has had social and economic impacts for many Sydney communities. The decline in manufacturing sector jobs has not been significantly offset by an increase in job opportunities in other sectors which have historically been significant employers of adult males without tertiary qualifications. For example, the transport and storage sector employed 5% of the Greater Sydney workforce in both 1996 and 2016, while the construction sector has grown from employing 6% of the Greater Sydney workforce in 1996 to 8% in 2016.</p> <p>Locally, construction is a dominant employment sector in Kemps Creek, with 22% of employed residents working in this sector.</p>	
Impact of the proposal	
<p>The Concept Master Plan will result in 11 large scale industrial buildings on 56.3 hectares of industrial land. It is projected to generate 607 construction jobs and 1,868 operational jobs.</p>	

Description of impact	Impacted groups
<p>The creation of a regional warehouse and distribution estate on the site will support the delivery of more industrial land in Western Sydney and complement the 24 hour operations of the Western Sydney Airport. It will also support the vision for a 30 minute city by providing new industrial sector jobs close to residential areas in Penrith and Campbelltown LGAs.</p> <p>The proposal will have a positive impact by creating more industrial land to support Sydney's economy and particularly by creating employment opportunities in the construction and transport and storage sectors. It will also provide more accessible employment options for local residents and the broader Western Sydney community.</p>	
Management measures	SIA recommendations
None identified.	<ul style="list-style-type: none"> Consider creating partnerships with local businesses to encourage local employment, preferably in both the construction and operational stages.
Residual impact (considering management measures)	
Likelihood: Likely	Consequence: Moderate
<p>Based on the above assessment, it is expected the development of a regional warehouse and distribution estate on the site will have a high long term positive impact on the community by providing local jobs opportunities and supporting the need for more industrial land across Greater Sydney.</p>	

7.3. CHANGES TO LANDSCAPE CHARACTER

Description of impact	Impacted groups
<ul style="list-style-type: none"> Potential change to the landscape character of the site and wider area 	<ul style="list-style-type: none"> Local residents
Current environment	
<p>The site and neighbouring areas currently consist largely of cleared grass paddocks with some scattered vegetation, farm dams, sheds and other farm buildings. There are also approximately 10 scattered residential dwellings fronting Mamre Road, including several on the site.</p> <p>There are no industrial uses currently located on the site. The nearest industrial area is the Erskine Business Park, which is located approximately 3km to the north and contains multiple warehouse and office spaces.</p>	
Impact of the proposal	
<p>The Concept Master Plan proposes the creation of 56.3ha of industrial lands, with 11 warehouses and a new internal road network. The Stage 1 DA also proposes the realignment of an existing creek, as well as earthworks and stormwater infrastructure. The proposal will therefore result in a significant change in the visual character of the site and surrounding area.</p>	

Description of impact	Impacted groups
<p>The Urban Design Report prepared by Nettletontribe Architects states that the Concept Master Plan aims to achieve a high standard of architectural design, with an attractive streetscape which minimises the perceived scale of the development.</p> <p>Other than landscaping, utilities and signage, development will be set back 10m from Mamre Road. The proposed warehouses will also be 13.7m in height and are anticipated to be of a similar bulk and scale to the existing Erskine Business Park to the north of the site and adjoining the Mamre Road Precinct.</p> <p>The Landscape Character and Visual Impact Assessment (LCVIA) prepared by Clouston Associates assessed the visual impacts of the Stage 1 DA from 17 viewpoints. It considered the proposal within the context of the planned transition of the Mamre Road Precinct to industrial use.</p> <p>The LCVIA rated the visual impacts as follows:</p> <ul style="list-style-type: none"> Three viewpoints received an impact rating of negligible Two viewpoints received an impact rating of moderate/low Five viewpoints received an impact rating of moderate Six viewpoints received an impact rating of high/moderate One viewpoint received an impact rating of high. <p>To reduce any visual impacts, the report recommends new planting be established, particularly to the site boundaries. It also recommends appropriate use of building materials, to be determined during the detailed design phase, to further minimise any visual impacts.</p>	
Management measures	SIA recommendations
<ul style="list-style-type: none"> Design of industrial buildings to be compliant with the DCP controls, including height and setbacks from Mamre Road. Implementation of a dynamic geometric building façades to break up elevations and minimise the perceived bulk of development. Incorporation of multiple boundary landscaping treatments (including tree canopies, shrubbery and ground covers) to soften and screen the visual impact of the industrial structures, storage and paved surfaces from Mamre Road. Undertaking consultation with surrounding residents on Mamre Road. 	<ul style="list-style-type: none"> Encourage future Estate tenants or asset managers to include a maintenance plan or schedule for landscaping as part of a plan of management or building management plan so that trees and planting throughout the site are well managed and continue to enhance the built form. Implement further design changes as necessary depending on consultation outcomes.
Residual impact (considering management measures)	
Likelihood: Likely (short and long term)	Consequence: Minor (short term), reducing to minimal (long term)
<p>The residual impacts of the proposal will vary over time. In the short term, the proposal is likely to have a high visual impact, as it will be a significant change from the existing landscape.</p>	

Description of impact	Impacted groups
<p>In the longer term, the community is expected to adapt to the changes proposed in the Concept Master Plan and Stage 1 DA, as a high standard of design has been adopted to minimise the perceived scale of the development. Positive design features include the low building heights of the industrial buildings, setback from Mamre Road and the integration of boundary landscaping treatments. This will reduce the long term impacts to moderate.</p> <p>There are also expected to be a cumulative visual impacts as the Mamre Road Precinct transitions to industrial uses. Again, these are likely to be high in the short term, reducing to moderate over the longer term.</p>	

8. CONCLUSION

This SIA has been undertaken to assess the potential social impacts of the proposal. Based on the assessment, the proposal will result in some short term negative impacts associated with increased traffic. These impacts are likely to reduce over the long term as appropriate road network measures are implemented and the road network adapts to the additional trip demand.

There will also be significant visual changes to the site, as well as the broader area. These are likely to be high in the short term, and are expected to reduce over time as the community adapts to the presence of the new industrial area.

Overall, these negative impacts will be significantly outweighed by the long term positive impacts resulting from the creation of increased industrial land and employment opportunities for Western Sydney residents.

To reduce the negative impacts and maximise the positive impact of the proposal, it is recommended the following additional measures be considered:

- Encourage future tenants and operators of the site buildings to implement an active travel plan to encourage employees to use public and active transport.
- Undertake ongoing consultation with Roads and Maritime Services and Council as the Mamre Road Precinct develops to monitor intersection performance and make future adjustments if required.
- Consider creating partnerships with local businesses to encourage local employment, preferably in both the construction and operational stages.
- Encourage future Estate tenants or asset managers to include a maintenance plan or schedule for landscaping as part of a plan of management or building management plan so that trees and planting throughout the site are well managed and continue to enhance the built form.

DISCLAIMER

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

APPENDIX A **POLICY REVIEW**

State Government

State Environmental Planning Policy (Western Sydney Employment Area) 2020

The WSEA SEPP is a framework for guiding the efficient release and development of land. The objectives of the SEPP are to:

- Facilitate a wide range of employment-generating development including industrial, manufacturing, warehousing, storage and research uses and ancillary office space
- Encourage employment opportunities along motorway corridors, including the M7 and M4
- Minimise any adverse effect of industry on other land uses
- Facilitate road network links to the M7 and M4 Motorways
- Encourage a high standard of development that does not prejudice the sustainability of other enterprises or the environment
- Provide for small-scale local services such as commercial, retail and community facilities (including child-care) that service or support the needs of employment-generating uses in the zone.

The SEPP zones the land and establishes core development controls and design principles and sets the framework for development contributions. Part 4 of the SEPP also requires the preparation of a development control plan for any land within the WSEA prior to development consent being granted.

On 12 June 2020, the subject site was rezoned under the WSEA SEPP as General Industrial.

Greater Sydney Commission - Greater Sydney Region Plan: A Metropolis of Three Cities

The Greater Sydney Commission's Region Plan is built on a vision of three cities, where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. It identifies four themes: infrastructure and collaboration, liveability, productivity and sustainability. Within these four themes, a set of planning priorities and actions are identified to achieve the Region Plan's vision.

The Region Plan includes a high-level structure plan identifying key centres, employment areas and important infrastructure contributions. The site is identified as a land release area in the Western Parkland City.

Greater Sydney Commission – Western City District Plan (2018)

The Greater Sydney Commission's District Plans divide Greater Sydney into five districts which represent their common locality and planning opportunities. The site is located within the Western District.

The Western City District Plan (2018) (the District Plan) is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. The District Plan is guided by four key themes that represent the planning priorities for each district, with ten directions to guide delivery.

The priorities relevant to this proposal are summarised below:

Key planning priorities	Relevance to proposal
W1: Planning for a city supported by infrastructure	<p>Existing and planned infrastructure must complement the changing needs of the Western Parkland City and support the new international Western Sydney Airport and Badgerys Creek Aerotropolis.</p> <p>Enabling infrastructure including gas, telecommunication and water is identified as 'city-shaping infrastructure', which is provided as part of this proposal.</p> <p>Transport infrastructure provides connections throughout Greater Sydney and helps connect residents to their nearest strategic or metropolitan cluster within 30 minutes.</p> <p>The site has accessibility to existing road infrastructure including Mamre Road and the M4 and M7 Motorways. Mamre Road is seeking an upgrade by RMS to service the future employment lands.</p> <p>To ensure the development is connected to existing infrastructure, the creation of roads and access infrastructure, including a signalised intersection with Mamre Road is proposed.</p> <p>Significant infrastructure commitments as part of the Aerotropolis and significant road upgrades/public transport to support the future employment of the site and surrounding area are proposed.</p>
W7: Establishing the land use and transport structure to deliver a liveable, productive and sustainable Western Parkland City	<ul style="list-style-type: none"> ▪ To ensure a 30 minute city is achieved, the integration of land use and transport planning must be delivered in the Western Parkland City. ▪ Through establishing industrial land uses, the proposal will enable economic agglomerations and provide local people with better access to jobs. ▪ Provide industrial and freight activities with good access to the strategic freight network including motorways and rail -
W8: Leveraging industry opportunities from the Western Sydney Airport and Badgerys Creek Aerotropolis	<ul style="list-style-type: none"> ▪ Leveraging off Western Sydney Airport and Badgerys Creek Aerotropolis is one of the principal objectives for delivering a metropolis of three cities, specifically their role in delivering more jobs and a diversity for jobs to the Western City District. ▪ The proposal will produce 607 construction jobs and 1,868 operational jobs to support the vision for a 30 minute city and providing jobs to nearby residential areas. ▪ Maximising the opportunities of infrastructure investment and planning for the area will achieve initiatives that support the growth of key industry sectors and skills development. The proposal will create an opportunity to grow the industrial sector in proximity to the Western Sydney Airport and Badgerys Creek Aerotropolis.
W10: Maximising freight and logistics opportunities and planning and managing	<ul style="list-style-type: none"> ▪ Demand for industrial land is increasing as the population continues to grow.

Key planning priorities	Relevance to proposal
industrial urban services land	<ul style="list-style-type: none"> Industrial land is evolving from traditional industrial and manufacturing lands, and freight and logistics hubs, into complex employment lands. The proposal aligns with the need for more industrial land by providing a regional warehouse and distribution estate in Western Sydney.

Western Sydney Planning Partnership – Western Sydney Aerotropolis Plan (2020)

On 11 September 2020, the Department of Planning, Industry and Environment released the final Western Sydney Aerotropolis Plan, the State Environmental Policy (Western Sydney Aerotropolis) and the Western Sydney Development Control Plan Phase 1. The WSAP is a strategic document which recognises that the Airport is a catalyst for the Aerotropolis. It defines how the region's environment, waterways, infrastructure and economy will work together to create the Aerotropolis as part of a contemporary city. The WSAP will be implemented through the Aerotropolis State Environmental Planning Policy and Development Control Plan. The WSAP identifies that the Mamre Road Precinct is to be rezoned separately under the WSEA SEPP.

Department of Planning, Industry and Environment - Mamre Road Structure Plan (2020)

The Mamre Road Structure Plan identifies the development intent for the precinct, highlighting future industrial, environment and drainage areas, as well as identifying key infrastructure required to support the precinct.

In June 2020, as part of the gazettal of the Mamre Road Precinct in the WSEA, a final Structure Plan was released. The Structure Plan identifies the subject site as IN1 Industrial land, with an environmental corridor to the north of the site. It also proposes an intersection on Mamre Road to provide future access to the site.

The precinct presents an important opportunity to assist in delivering the growing demand for industrial land in Western Sydney. The Plan acknowledges that industry has advised NSW Government that there is a critical shortage of serviced land emerging and increasing warehouse and logistic demands of e-commerce are forecast to exacerbate this. Recent increased absorption of land and increasing rental rates for industrial properties suggest that this could be exhausted within four to five years.

Local Government

Penrith City Council – Penrith Local Strategic Planning Statement (2020)

Penrith's Local Strategic Planning Statement (PLSPS) outlines the LGA's economic, social and environmental land use needs over the next 20 years. It sets out the strategic planning work to be undertaken and the planning priorities and actions for the area.

Whilst the PLSPS does not make direct reference to the site, it demonstrates the important role the LGA has in leveraging investment off the Western Sydney Airport in agribusiness, manufacturing and freight and logistics, providing new and diverse jobs for the area. The proposal aligns with this vision as employment opportunities and industrial uses will be provided in proximity to the Western Sydney Airport.

- Key planning priorities which support the vision of Penrith and of relevance to this proposal include:
- Align development, growth and infrastructure
- Provide a safe, connected and efficient local network supported by frequent public transport options
- Support the planning of the Western Sydney Aerotropolis
- Enhance and grow Penrith's economic triangle.

Penrith City Council – Community Plan (2017)

Penrith's Community Plan sets out the community's long-term vision and aspirations for the future of the LGA. The Penrith community's vision is "one of a sustainable and prosperous Regional City with harmony or urban and rural qualities". The plan sets out seven community outcomes and strategies to guide action.

Key outcomes of relevance to this proposal to achieve this vision are:

- Work close to home
- Plan for future growth
- Get around the city.

Penrith City Council – Development Control Plan (2014)

Penrith's Development Control Plan (DCP) identifies the requirements of undertaking a social impact assessment. It is required for all major developments which are likely to have a significant impact on the existing community.

The social impact assessment prepared for this proposal will meet the following requirements outlined in the DCP.

- Identify the community
- Identify the needs
- Identify the issues
- Develop recommendations and mitigating measures.

