

Social Impact Assessment

*Lot 8, 9 & 10 Automated
Distribution Centre*

MAY 2026

Project reference: SSD-105499958

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Project Code	P0064918
Report Number	Final

Acknowledgment of Country

Urbis acknowledges the Traditional Custodians of the lands we operate on. We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years. We pay our respects to First Nations Elders, past and present.

Urbis is committed to incorporating our respect for First Nations cultures, peoples and storytelling in our work across the Country. We are proud to have partnered with Darug Nation artist, **Hayley Pigram**, and to profile her artwork – **Sacred River Dreaming**.



The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

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1 Executive Summary

This Social Impact Assessment (SIA) has been prepared by Urbis Ltd (Urbis) to accompany a detailed State Significant Development Application (SSDA) for the construction of a warehouse or distribution facility (as defined), referred to throughout this report as an automated distribution facility (ADC).

The land to which this report relates is referred to as 475 Badgerys Creek Road, Bradfield, which has direct interface with the Western Sydney International Airport (WSI), legally described as part Lot 102 and Lot 105 in DP 1316278. It is noted that the ADC will be located on future lots within the landholding at 457 Badgerys Creek Road. For the purposes of this SIA report, reference to 'the site' will relate primarily to the area within the broader lot proposed to be developed for the ADC, unless otherwise specified.

This report has been prepared to address the Secretary's Environmental Assessment Requirements (SEARs) issued for the project (SSD-105499958).

1.1 Report purpose and scope

An SIA is an independent study that identifies and analyses the potential positive and negative social impacts associated with a proposed development. It involves a detailed study to scope potential social impacts, identify appropriate mitigation and enhancement measures and provide recommendations aligned with professional standards and statutory obligations. The intention is for the SIA process to inform the Proposal, not just reflect and report on impacts.

Social impacts are the consequences that people (individuals, households, groups, communities, or organisations) experience when a new project brings change. An SIA considers physical and intangible impacts, direct and indirect impacts, short-term (planning and construction) and long-term (operational) impacts.

The NSW Department of Planning, Housing and Infrastructure's (DPHI) Social Impact Assessment Guideline for State Significant Projects (2026) states that an SIA should consider the likely changes to the following social elements of value to people: way of life, community, accessibility, culture, health and wellbeing, surroundings, livelihoods, and decision-making systems.

1.2 Structure of this report

This SIA has eight chapters:

- **Chapter 1** (this chapter) provides the purpose and scope of this report.
- **Chapter 2** introduces the Proposal.
- **Chapter 3** outlines the legislative requirements and methodology applied to complete this SIA.
- **Chapter 4** provides a social baseline of the study area, including the site's context, social and demographic characteristics, and policy context.
- **Chapter 5** provides an overview of the field study undertaken to inform the SIA, including an overview of the key findings.
- **Chapter 6** identifies and provides details on the Proposal's social locality.
- **Chapter 7** assesses the positive and negative social impacts of the Proposal, including with and without mitigation and enhancement measures.
- **Chapter 8** outlines the mitigation, enhancement, and management measures of the assessed impacts.

1.3 Methodology

A SIA social baseline, field study, impact scoping and assessment were undertaken to complete this report. A detailed methodology is included in Chapter 2. The methodology was informed by the guidance contained within the Social Impact Assessment Guideline for State Significant Projects (DPHI 2026) (the 'SIA Guideline') and Social Impact Assessment Guideline for State Significant Projects Technical Supplement (DPHI 2025) (the 'SIA Technical Supplement').

The potential social impacts of the Proposal were assessed by comparing the magnitude of impact (minimal to transformational) against the likelihood of the impact occurring (very unlikely to almost certain). This risk assessment methodology is based on the SIA Technical Supplement (2025) and is outlined in Chapter 7 of this report.

1.4 Existing environment

The site is located within the City of Liverpool Local Government Area (LGA), at 475 Badgerys Creek Road, Bradfield. The Proposal is located on Lots 208, 209 and 210 within a broader parcel of land known as the IPG Badgerys Creek Road Master Plan.

The broader site comprises approximately 184 hectares; the site proposed to accommodate the ADC is approximately 171,682.8 sqm. The site was formerly used for intensive poultry farming by its current landowner, Inghams Property Group (IPG). The suburb of Bradfield and its immediate surroundings are characterised by large rural residential landholdings predominantly used for agriculture and light manufacturing.

The IPG Badgerys Creek Road Master Plan site has a direct interface with the WSI and is bordered by two significant riparian corridors: South Creek to the east and Badgerys Creek to the northwest.

1.5 Potential positive and negative social impacts

A summary of the identified potential positive and negative social impacts is provided in Table 1. The full assessment is provided in Chapter 7.

Table 1 Summary of social impacts

Impact category	Impact description	Unmitigated impact assessment	Mitigated/enhanced impact assessment
Way of life	Contribution to Bradfield's establishment as an employment, business and industry hub aligned with the strategic vision for the Aerotropolis	High positive	High positive
Community	Changes to community composition associated with broader strategic growth	Low positive	Low positive
Accessibility	Increased traffic on the local road network during construction and operation	Construction: Medium negative Operation: High negative	Construction: Low negative Operation: Low negative
Culture	Impact on Aboriginal culture, heritage and Connection to Country	High negative	Low positive

Impact category	Impact description	Unmitigated impact assessment	Mitigated/enhanced impact assessment
	Impact on European culture and heritage	Negligible	Negligible
Health and wellbeing	Air quality impacts	Construction: Low negative Operation: Negligible	Construction: Negligible Operation: Negligible
	Potential local amenity impacts due to increased noise and vibration	Construction: Low negative Operation: Negligible	Construction: Negligible Operation: Negligible
	Contributions to urban heat island effect	Medium negative	Low negative
Surroundings	Changed sense of place and potential loss of connection to the rural landscape	Negligible	Low positive
Livelihoods	Increased employment opportunities during construction and operation	Construction: high positive Operation: medium positive	Construction: high positive Operation: medium positive
Livelihoods	Contribution to the transformation of the local economy	Medium positive	Medium positive
Decision-making systems	Opportunities for community involvement in decision-making processes	Low positive	Low positive
Cumulative social impacts	Social impacts during construction	N/A	N/A
	Timely provision of infrastructure within the Aerotropolis	N/A	N/A
	Perceived loss of agricultural and productive land	N/A	N/A
	Change of character and sense of place	N/A	N/A

1.6 Proposed mitigation, enhancement and management measures

A consolidated list of measures to enhance positive social impacts and mitigate negative social impacts identified throughout this SIA and summarised in Table 1, is provided in Chapter 7. Additional SIA recommendations to further enhance positive impacts and mitigate negative impacts are provided in Chapter 8.

2 Introduction

This report has been prepared to accompany an SSDA for the construction of a warehouse or distribution facility (as defined) by a retailer at 475 Badgerys Creek Road, Bradfield (**the site**).

This report has been prepared in response to the requirements contained within the Secretary’s Environmental Assessment Requirements (**SEARs**) 2 March 2026 (SSD-105499958). Specifically, this report has been prepared to respond to the SEARs requirement defined in Table 2.

Table 2 SEARs item

Item	SEARs requirement	Section reference
Social	Including a social impact assessment in accordance with the Department’s Social Impact Assessment Guideline	Chapters 7 and 8

Source: SEARs SSD-105499958 issued for the Proposal (DPHI 2026)

2.1 Report purpose and scope

An SIA is an independent study that identifies and analyses the potential positive and negative social impacts associated with a proposed development. It involves a detailed study to scope potential positive and negative social impacts, identify appropriate mitigation and enhancement measures, and provide recommendations aligned with professional standards and statutory obligations. The intention is for the SIA process to inform the Proposal, not just reflect and report on impacts.

Social impacts are the consequences that people (individuals, households, groups, communities, or organisations) experience when a new project brings change. An SIA considers physical and intangible impacts; direct and indirect impacts; and short- to medium-term (planning and construction) and longer-term (operational) impacts.

The Sia Guideline (2026) states that an SIA should consider the likely changes across eight categories, as illustrated in Figure 1.

Figure 1 Social elements of value to people



Source: SIA Guidelines (DPHI 2026, p. 5)

2.2 SIA guidelines and requirements

This SIA aligns with the assessment method prescribed in the DPHI's SIA Guideline (2026), which provides a robust framework for identifying, predicting, and evaluating potential social impacts, thereby providing greater clarity and certainty for proponents and the community.

2.3 Proposal overview

It is the e-retailers intent to construct and operate a new ADC. The ADC will be a distribution centre for goods storage and distribution direct to offsite third-party sortation service providers.

The proposed description of development is as follows:

“Construction, fit-out and operation of a warehouse or distribution facility (automated distribution centre) with associated car parking, landscaping, driveway accesses, utility service connection, bulk earthworks and other related works”.

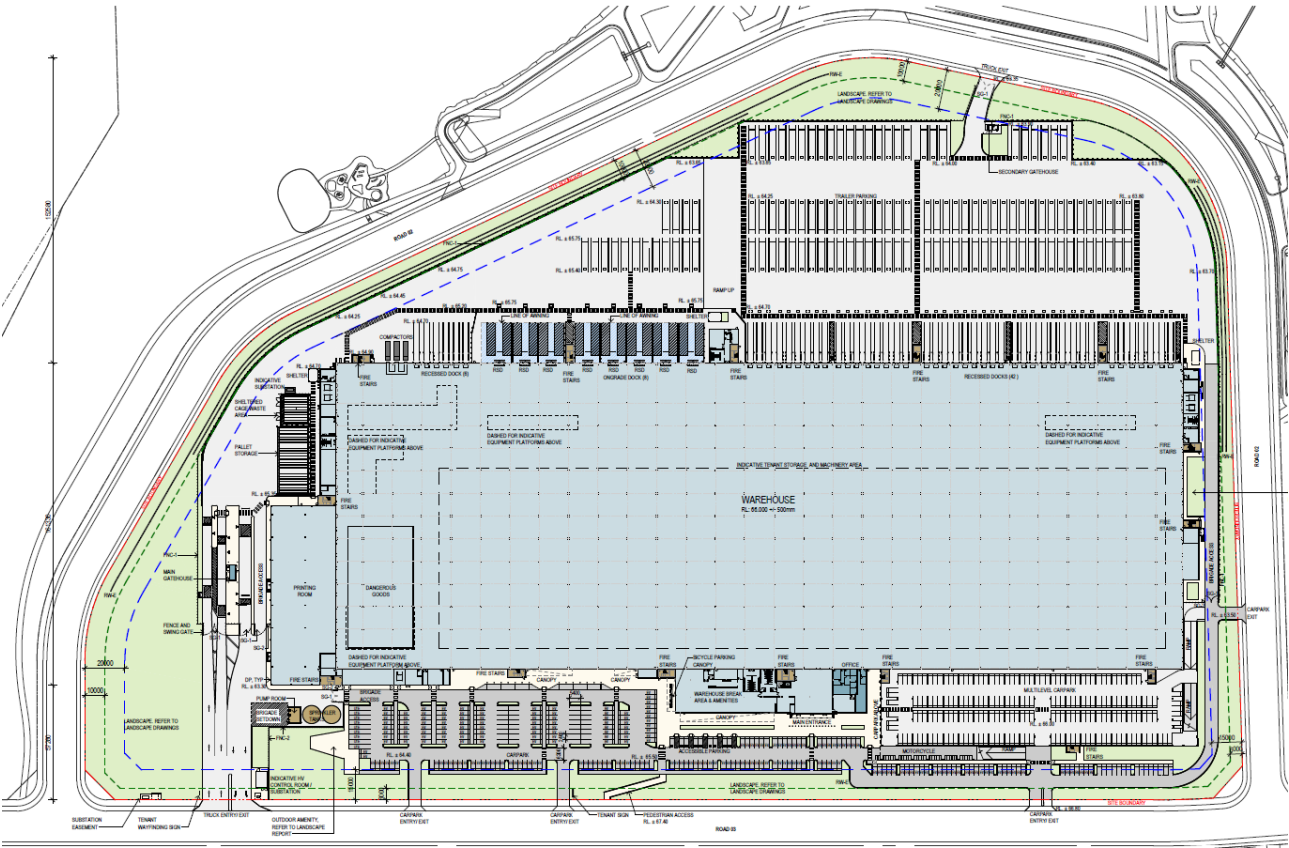
The broader landholding has an area of approximately 184 hectares and is subject to an approved Master Plan prepared by IPG. The proposed ADC will be located in Stage 2 of the IPG master plan site.

Figure 2 Site context map



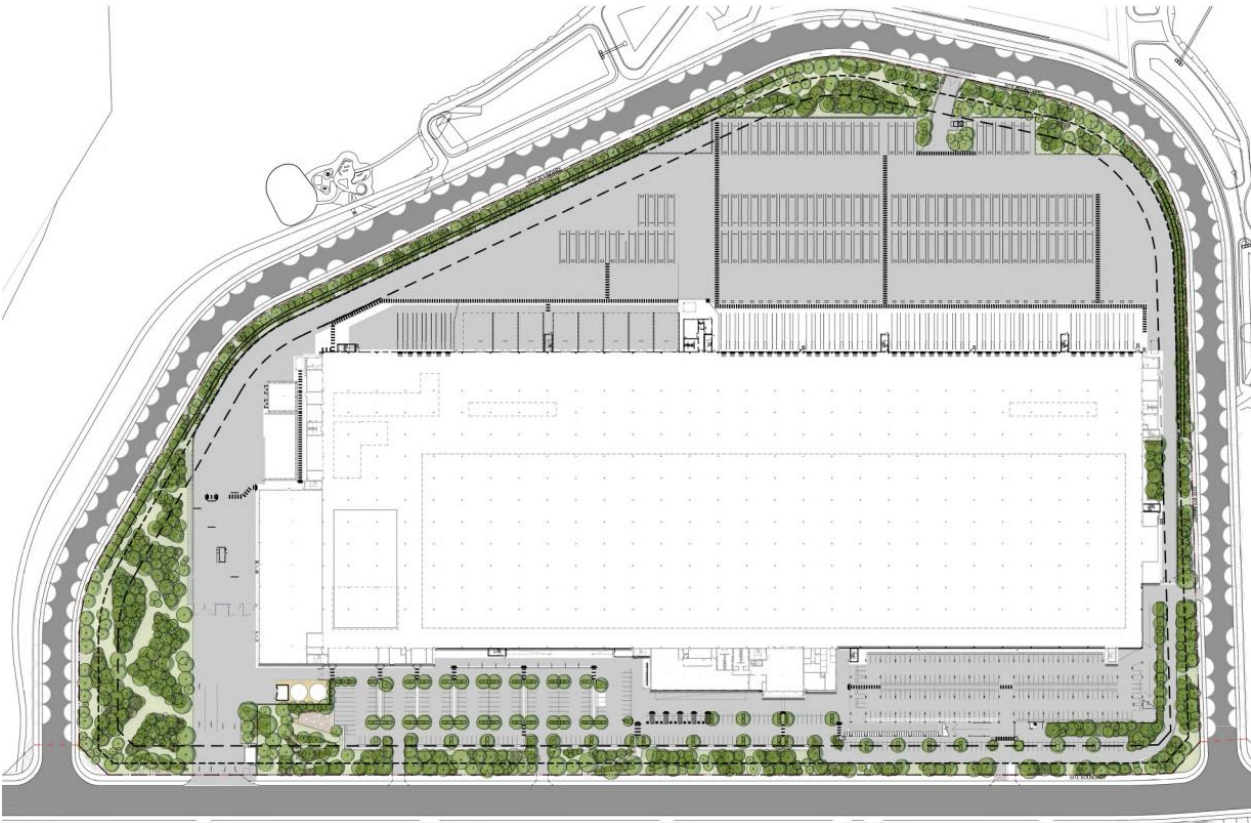
Source: Urbis, 2026

Figure 3 Proposed design



Source: SBA Architects, 2026

Figure 4 Concept Landscape Masterplan



Source: SBA Architects, 2026

2.4 Authorship and SIA declaration

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

2.4.1 Authors

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

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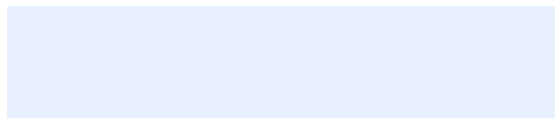
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Experience Experience in writing SIA reports for industrial projects in the context of the SIA Guideline (DPHI 2026) and best practice social research, evaluation and impact assessment.

2.4.2 Declaration

The authors declare that this SIA report:

- Was completed on 4 May 2026.
- Has been prepared in accordance with the EIA process under the EP&A Act
- Has been prepared in alignment with the DPHI's (2026) SIA Guideline
- Contains all reasonably available Proposal information relevant to the SIA
- As far as Urbis is aware, it contains information that is neither false nor misleading.



Sholto Bremner

Consultant – Lead Author

4 May 2026

A handwritten signature in black ink, appearing to read 'L. Peña'.

Liliana Peña

Associate Director – Review and quality assurance

4 May 2026

3 Methodology

The methodology undertaken to prepare this SIA is outlined in Table 3. The SIA Guideline (DPHI 2026) and SIA Technical Supplement (DPHI 2025) informed the methodology.

Table 3 Methodology overview

Stage	Activities
Social baseline	Site visit of the surrounding land uses and the site. Review of relevant state and local policies and strategies to understand potential social implications. Analysis of relevant datasets to understand the existing community profile and its values, strengths, and vulnerabilities. Identification of likely impacted groups and communities. Early identification of potential social impacts (positive and negative) based on research tasks undertaken.
SIA field study	Engagement with key stakeholders Engagement with the local community through an online community survey and newsletter distribution. Analysis of field study data and identification of key themes.
Impact scoping	Review of social baseline and SIA field study outcomes. Review of Proposal plans, Proposal documentation and relevant technical assessments. Identification of the Proposal's social locality and likely impacted groups. Identification and scoping of potential social impacts (positive and negative), mitigation and enhancement measures. Identification of potential opportunities for additional measures to be incorporated into the Proposal.
Assessment and reporting	Assessment of social impacts (positive and negative) with and without mitigation and enhancement measures. Provision of recommendations to further reduce negative social impacts and enhance positive social impacts. Preparation of draft and final SIA reports.

3.1 Approach to assessing social impacts

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

The DPHI's risk assessment methodology has been applied in this SIA and is outlined in Chapter 6.

3.2 Assumptions

- This report is dated 4 May 2026 and incorporates information and events up to that date only, and excludes any information arising, or event occurring, after that date.
- In preparing this report, Urbis was required to make judgments that may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.
- All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and based on information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and forecasts set out in this report will depend, among other things, on the actions of others over which Urbis has no control.
- Information provided through other technical reports that have informed the identification and assessment of impacts is assumed to be accurate.
- This report has been prepared with due care and diligence by Urbis. The statements and opinions made by Urbis in this report are made in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

4 Social Baseline

This chapter outlines the social baseline of the site and surrounding area. The social baseline includes a review of the site location, policy context and demographic profile. The findings from the social baseline have been used to inform the approach to consultation, scoping of initial impacts and the formation of the site's social locality (described in Chapter 6).

4.1 Site location

4.1.1 Site description

The land to which this report relates is referred to as 475 Badgerys Creek Road, Bradfield, which has direct interface with the Western Sydney International Airport (WSI). It is noted that the proposed ADC will be located on Lots 208, 209 and 210 within the broader 475 Badgerys Creek Road, Bradfield landholding. These lots are not yet formally registered.

The broader landholding has an area of approximately 184 hectares and is subject to an approved Master Plan prepared by IPG. The proposed ADC will be located in Stage 2 of the IPG master plan site. The application site has an area of approximately 172,000m².

The site context is shown in Figure 5 and the Site photos provided in Figure 6.

Figure 5 Site context map



Source: Urbis, 2025

The broader master plan site was formerly used for intensive poultry farming and previously contained a series of sheds and ancillary structures and associated internal road network, which have since been demolished. Earthworks and other site establishment works have commenced across the broader IPG master plan site.

Figure 6 Site photos



Picture 1 View of site looking southwest from Badgerys Creek Road



Picture 2 View of site from 320 Badgerys Creek Road, looking northeast



Picture 3 View of site from Lot 11 of IPG Master Plan, looking northwest



Picture 4 View of site where earthworks have commenced



Picture 5 View along Badgerys Creek Road looking north from 355 Badgerys Creek Road



Picture 6 Existing residential property at 355 Badgerys Creek Road

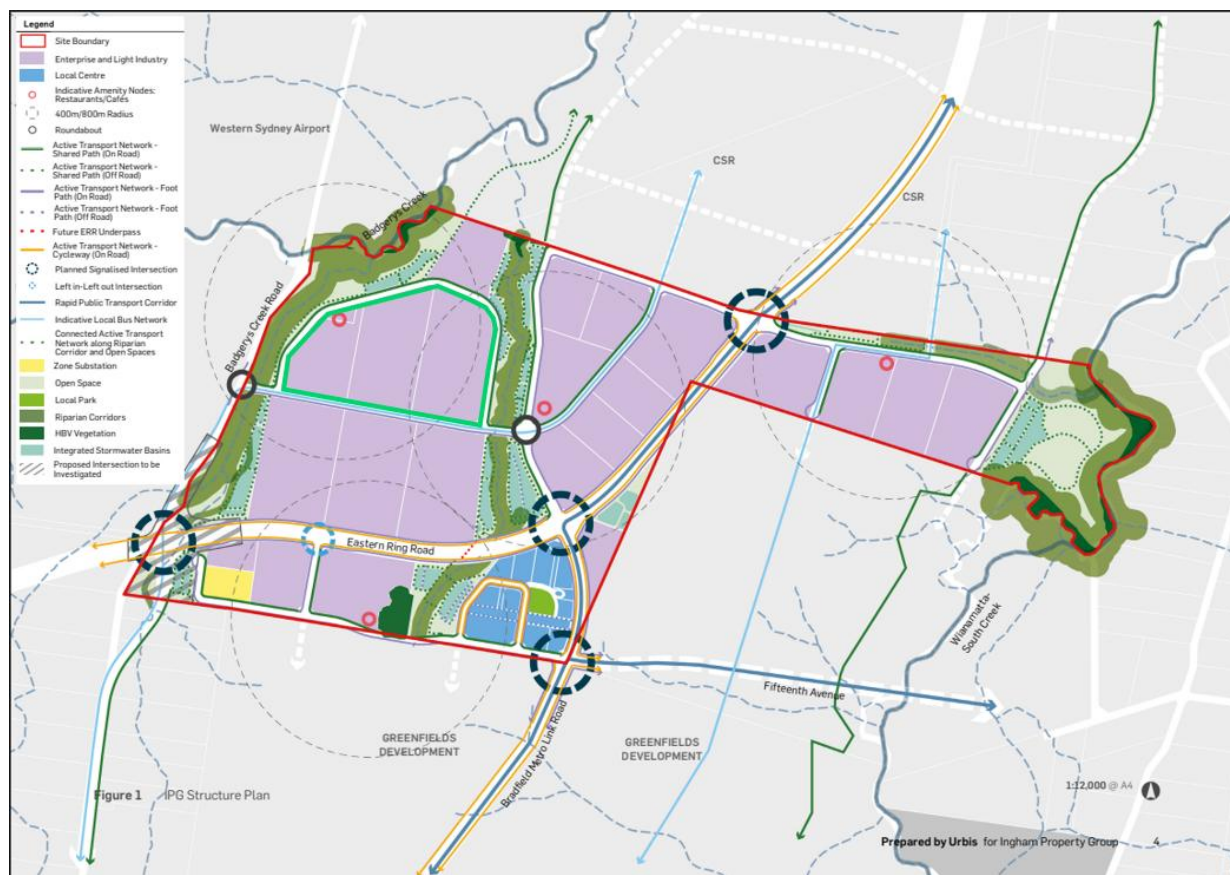
Source: Urbis, 2026

4.2 Regional Context

4.2.1 IPG Master Plan

The proposed ADC site is located within the IPG Badgerys Creek Road Master Plan area, an approved 184-hectare employment precinct within the Western Sydney Aerotropolis. The Master Plan is expected to deliver nearly 12,500 jobs, over 625,000 square metres of mixed-use floor space and more than 45 hectares of open space. It establishes an enterprise estate comprising warehouse and distribution centres, light industry and a small-scale local centre with commercial uses, supported by road and open space networks to create a connected and innovative economic hub serving Western Sydney International Airport.

Figure 7 IPG Master Plan



4.2.2 Western Sydney Aerotropolis context

The site is strategically positioned within the Western Sydney Aerotropolis Precinct. The area is transitioning away from traditional agricultural activities in alignment with the Western Sydney Aerotropolis Precinct Plan, (2024) which prioritises advanced manufacturing, logistics, and other industrial uses.

The Western Sydney Aerotropolis (the Aerotropolis) is a significant regional development area encompassing 1,200 hectares surrounding the WSI. The Aerotropolis is guided by a strategic planning framework that divides the area into ten precincts, with a focus on five initial areas for the first phase of development.

The Aerotropolis is envisioned as a critical component of the Western Parkland City, serving as a hub for innovation, employment, and sustainable development. The indicative timeframe for developing the initial precincts is approximately 20 years, while no specific timeline has been announced for the remaining precincts.

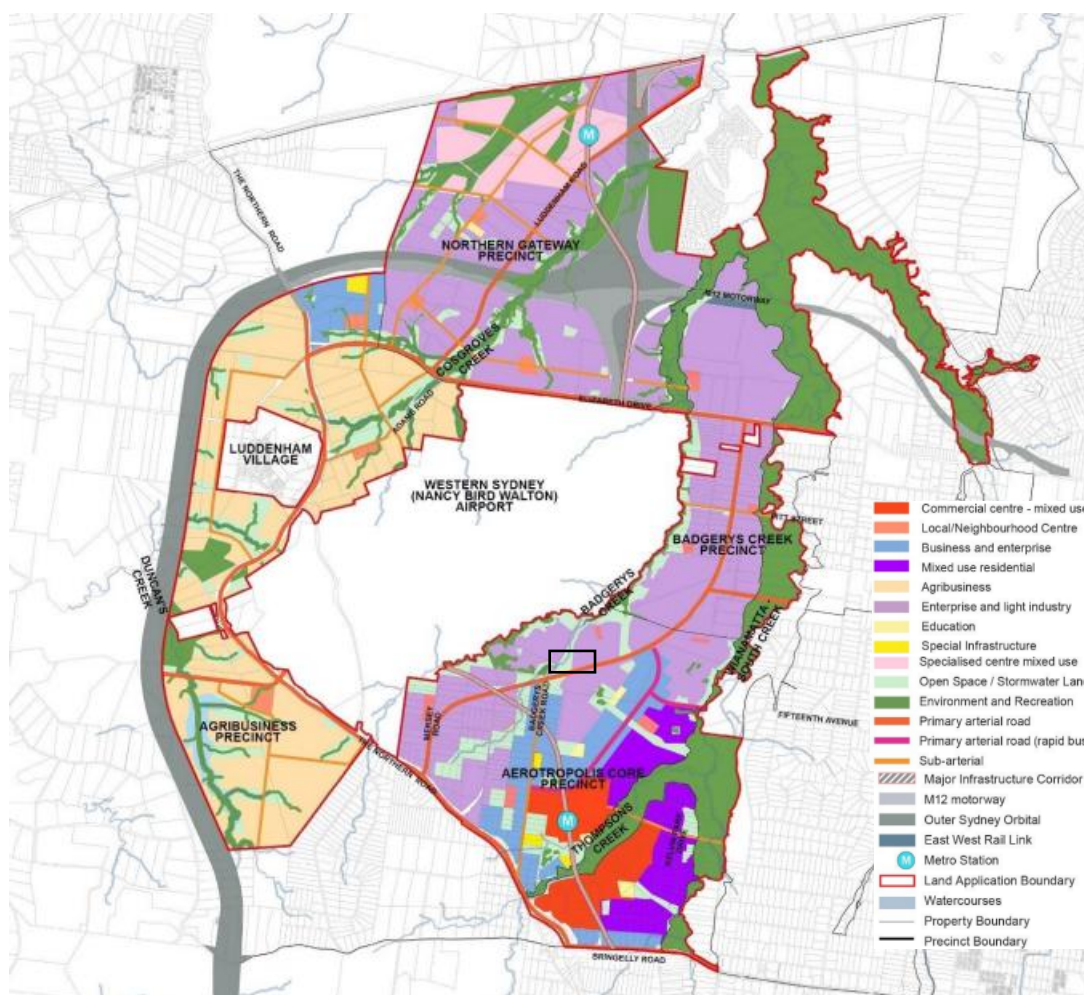
4.2.3 Aerotropolis Core Precinct

The site is located within the Aerotropolis Core Precinct, the vision of which is set out in the Aerotropolis Precinct Plan. The vision includes the provision of a range of employment land uses that will benefit from proximity to the WSI Airport, with a focus on advanced manufacturing, research and development, professional services, creative industries, and science, technology, engineering, and mathematics (STEM). These new employment land uses are anticipated to provide approximately 50,000 to 60,000 jobs, capitalising on the proximity to the WSI Airport and supported by increased public infrastructure and improved road networks.

The Aerotropolis Core Precinct will include residential development in areas less affected by aircraft noise. The site is close to the Rossmore Precinct, which is planned as a mixed-living community with diverse housing and access to retail, cultural, and community services.

The location of the site within the Western Sydney Aerotropolis is shown in Figure 8.

Figure 8 Location of the site within the Western Sydney Aerotropolis



Source: DPHI 2023 (Western Sydney Aerotropolis Precinct Plan)

4.2.4 Site location implications for the SIA

The site, within the suburb of Bradfield and the Aerotropolis Core Precinct, is part of a highly modified area that once supported intensive poultry farming. Now primarily zoned for employment uses, the land is strategically positioned near major planned Federal and State significant transport infrastructure projects.

The development applications listed in Section 7.4.9, Table 11 are in the vicinity of the site and demonstrate the proposed redevelopment and the change in land use.

Aligned with the vision of the Western Sydney Aerotropolis Precinct Plan (the Precinct Plan), the existing rural residential, agricultural, and light manufacturing uses within this area are being redeveloped into higher-intensity employment uses, including enterprise, light industry, and business and enterprise.

Land use in the social locality and surrounds has been rezoned for enterprise use to promote commercial and industrial uses within the Aerotropolis Core Precinct. Much of the surrounding area is vacant and ready for the transition to its intended use. However, there are some residual isolated residences within the rezoned land to the south, south-west and west of the site within the IPG Master Plan precinct.

4.3 Policy context

A review of relevant state and local policies was undertaken to understand the strategic context of the proposed development and any potential impacts (positive and negative). The full list of policy documents reviewed for this study is provided below:

State

- Western City District Plan (2018)
- Western Sydney Aerotropolis Plan (2020)
- Western Sydney Aerotropolis Precinct Plan (2024)
- Western Sydney Aerotropolis Development Control Plan (2024)
- Western Sydney Aerotropolis Social Infrastructure Strategy (2022)
- Western Sydney Aerotropolis Urban Design Report (2021)
- Western Sydney Aerotropolis Aboriginal Engagement Report (2020)
- Draft Sydney Plan (2025)
- IPG Badgerys Creek Road Master Plan (2025)

Local

- Connected Liverpool 2040: Local Strategic Planning Statement (2020)
- Liverpool Community Strategic Plan 2022-2032 (2022)
- Liverpool Centres and Corridors Strategy (2020)
- Liverpool Economic Development Strategy (2022)
- Liverpool Crime Prevention Plan (2019)
- Liverpool City Council Disability inclusion Action plan 2024-2028 (2024)
- Liverpool Social Justice Policy (2018)
- Liverpool Recreation, Open Space and Sports Strategy (2018)

The key social themes identified through the policy review are summarised in Table 4.

Table 4 Key social themes from policy review

Theme	Summary of findings
Providing complementary land uses around the WSI	Leveraging industry opportunities associated with the WSI and the Badgerys Creek Aerotropolis is a core planning priority identified in the Western City District Plan (the District Plan) (DPHI 2018). Building on this direction, the Aerotropolis Precinct Plan (the Precinct Plan) (DPHI 2024) outlines a vision for the Aerotropolis Core that capitalises on the airport's

Theme

Summary of findings



economic influence and has the capacity to support an estimated 50,000 to 60,000 jobs. The Aerotropolis Core is intended to deliver a range of industry-focused employment opportunities, including advanced manufacturing, research and development, professional services, creative industries and STEM-based education facilities. It also supports the establishment of a dedicated aerospace and defence industries sub-precinct, enabled by the airport's 24-hour operations.

Furthermore, the IPG Badgerys Creek Road Master Plan (2025) outlines the plan for the delivery of an enterprise estate comprising warehouse and distribution centres, light industry, a small-scale local centre with commercial uses, and open space, contributing to a thriving, connected and innovative economic hub that supports WSI.

The Precinct Plan emphasises the careful integration of residential development, requiring housing to be located in areas less affected by aircraft noise and positioned close to future public transport infrastructure and blue-green networks. In terms of connectivity, Badgerys Creek Road is identified as a future frequent-bus corridor providing access to the planned Bradfield City Centre and Bradfield Metro Station, located approximately 1 kilometre away. The site also benefits from broader regional connections, with the future M12 Motorway around 8.5 kilometres to the north, proximity to the intersection of Badgerys Creek Road and The Northern Road, and access to the existing Leppington Railway Station approximately 11 kilometres to the southeast.

Economic production and job creation



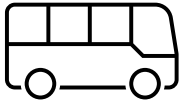
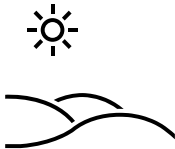
The population of Western Sydney is expected to grow to over 3.2 million people by 2036. The Region Plan (2018) recognises that infrastructure in the region will be required to support Western Sydney's growing population.

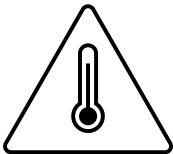
The Region Plan (2018) expects the Western Sydney Parkland City to support 200,000 new jobs across a wide range of industries over the next 20 years. According to the Western Sydney Aerotropolis Precinct plan (2024), the Badgerys Creek Precinct will transform from low-density, less-intensive land uses to higher-order, employment-focused technology, advanced manufacturing, and industrial uses, with the potential to create between 9,000 and 11,000 jobs. The IPG Badgerys Creek Road Master Plan (2025) is expected to guide the delivery of nearly 12,500 jobs, supporting long-term employment growth and economic activity within the Western Sydney Aerotropolis.

The draft Sydney Plan (2025) promotes a more balanced pattern of growth by strengthening a network of jobs centres, securing industrial land and supporting economic production to enable employment closer to where people live. Together, these directions aim to improve access to jobs, support long-term economic growth and enhance workforce participation across Greater Sydney.

Enhancing transport connectivity

The Region Plan (2018) supports the development of a 'well-connected city'. The Plan recognises that Greater Sydney's freight task is forecast to more than double in the next 40 years and lists developing a competitive and efficient freight and logistics network as an objective. The plan further identifies the critical need to secure access to the airport and off-site industrial land for its 24/7 operation.

Theme	Summary of findings
	The Future Transport 2056 Plan (2020) and Aerotropolis Precinct Plan (2024) highlight the importance of delivering improved connections between the Greater Sydney area, Western Sydney Airport, and Badgerys Creek Aerotropolis, including through existing freight and logistics transport networks such as the M12 and Elizabeth Drive. In addition to improving key freight and logistics connections, the Region Plan (2018) and Liverpool LSPS (2020) call for improved connectivity and the movement of people, with a particular focus on prioritising active transport to create a more accessible and walkable city. A key objective of the Precinct Plan (2024) seeks to prioritise active and sustainable transport modes to improve community health and reduce the climate impacts of development and economic activity.
Importance of open space and social infrastructure planning 	The Western Sydney Aerotropolis Social Infrastructure Needs Assessment (GHD 2022) highlights the essential role that social infrastructure and open space play in establishing new communities across the Aerotropolis as places where people can live, work and visit. It sets out a series of guiding principles for the planning, design and operation of social infrastructure, emphasising the need for facilities and spaces that are affordable and accessible, distributed fairly, centrally located and, where possible, co-located, flexible in their use, and connected as part of an integrated network of services. The importance of open space is reinforced through a strong focus on blue-green infrastructure across the Aerotropolis. Aligning open space with waterways is identified as a key priority, to be achieved by extending and strengthening existing blue-green corridors that connect north-south creek systems with east-west green links between precincts. The Social Infrastructure Assessment also underscores the need for open space to be readily accessible to centres, residents, workers and visitors, with both the location and amount of open space planned to ensure equitable access for people in employment areas as well as residential neighbourhoods.
Recognising and celebrating Aboriginal culture 	Liverpool LSPS (2020) underscores the importance of recognising and celebrating Country and Aboriginal heritage in the planning process. The Western Sydney Aerotropolis Development Control Plan (DCP) (2024) provides performance outcomes and benchmark solutions aligned with the <i>Recognise Country. Guidelines for Development in the Aerotropolis</i>. The Guidelines aim to ensure that future developments reflect and acknowledge the identity and knowledge of local Aboriginal people and communities in the planning, design, and delivery of places and buildings within the Aerotropolis. This process involves embedding Aboriginal perspectives, enabling meaningful engagement, supporting economic opportunities, protecting significant natural features, and celebrating Aboriginal culture and language. The WSA DCP (2024) outlines a range of measures to achieve these objectives. Key measures include culturally responsive social infrastructure and open spaces, achieved through landscape design, public art, placemaking, wayfinding, and signage.

Theme	Summary of findings
	The WSA Social Infrastructure Needs Assessment recognises opportunities for social infrastructure and open spaces to reflect and reinforce local culture, strengthening the sense of community and connecting with Country. The Assessment also identifies a need for infrastructure designed specifically for use by Aboriginal community members within the Aerotropolis. This includes a cultural centre, yarning circles, an employment/ training/ education hub, and an agribusiness innovation hub with dedicated spaces for Aboriginal traditional practices.
Ensuring climate resilience 	Western Sydney is particularly susceptible to extreme weather, as identified in the Liverpool CSP (2022). The CSP indicates that extreme weather events and increases in urban heat have resulted in intensified pressure on the community and their health and wellbeing. As a result, Council aims to create a greener, more ecologically sustainable environment for future communities by strengthening the LGA's climate resilience through greener landscaping and by developing strategies to improve biodiversity and to protect and enhance bushland, reinforcing the objectives set out in the Region Plan. The District Plan aims to mitigate the urban heat island effect by extending the tree canopy and retaining water in the landscape. South Creek is identified as a defining spatial element in the District Plan. Retaining more water in the landscape is recognised as a method to mitigate the urban heat island effect and manage stormwater flows. Creating continuous corridors and public open space, and expanding the urban tree canopy, are planning priorities within the District Plan. This will deliver green grid connections across Parkland City and mitigate urban heat for future and existing residents and workers.

4.4 Demographic profile

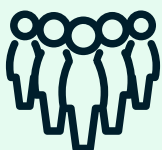
A demographic profile identifies the demographic and social characteristics of a Proposal's likely social locality. This is an essential tool for understanding how a community currently lives and its potential capacity to adapt to changes arising from a Proposal.

A demographic profile (Table 5) has been developed for the Austral-Greendale area (SA2 127011505) ('the study area'). This area includes residents living in the suburb of Bradfield and those living in the broader vicinity of the site. Where relevant, the demographic characteristics of Liverpool LGA and Greater Sydney have been used for comparison.

The community profile uses demographic data from the Australian Bureau of Statistics (ABS) Census of Population and Housing (2021), Forecast.id, ABS NSW Bureau of Crime Statistics and Research (BOCSAR), ABS SEIFA Index (2021) and ABS Estimating Homelessness Census (2021).

Table 5 Demographic profile

Population and age



In 2021, there were 12,533 people living in the study area, representing 5.4% of residents in Liverpool LGA.

Population projections from Forecast.id identify that the 'Western Area' (including the Aerotropolis within the Liverpool LGA) is expected to grow from 7,125 people in 2026 to 30,097 by 2046. This represents a significant population growth (322.4%).

The Western Sydney Aerotropolis Social Infrastructure Assessment (2022) projects that the Aerotropolis precincts will gain an additional 77,000 residents by 2056, bringing the total population to approximately 85,000 people.

The average household size in the study area and Liverpool LGA was 3.2 persons per household. The projected household size within the Western Area is similar at 3.24 persons per household by 2046 (Forecast.id).

There was a higher proportion of families with children in the study area (53.0%) than in Greater Sydney (48.4%). The Western Sydney Aerotropolis Social Infrastructure Assessment (2022) expects that family households, particularly couples with children, will make up the largest proportion of households in the Aerotropolis until 2056, but that this will then decline as lone-person households increase.

The median age in the study area and Liverpool LGA was 34, slightly lower than in Greater Sydney (37). The dominant age group was parents and homebuilders (aged 30–39) (17.0%). Forecast.id identified that between 2021 and 2031, the Western Area is likely to have a 47.3% increase in the population under working age, and a 23.5% increase in the working age population, with the dominant age group being 35–39.

Culture and diversity



Approximately 1.8% of the study area's population were Aboriginal and/or Torres Strait Islander, compared with 1.6% in Liverpool LGA and 1.7% in Greater Sydney.

Almost half of the Study Area and Liverpool LGA residents (42.4% and 49.0%, respectively) were born overseas. The top three countries of birth outside of Australia in the Study Area were Iraq (3.7%), Italy (3.5%) and Lebanon (2.4%).

There was a lower proportion of households that used a non-English language in the study area (56.9%) than in Liverpool LGA (63.5%), and a higher proportion than in Greater Sydney (42.0%). However, the Western Sydney Aerotropolis Social Infrastructure Assessment (2022) notes that the proportion of people speaking a language other than English at home is likely to increase, particularly among people from Asian, Middle Eastern, and Indian cultural backgrounds.

Of these, the most commonly used languages at home in the study area were Arabic (9.0%), Italian (4.4%), Assyrian Neo-Aramaic (2.9%), Nepali (2.7%), and Cantonese (2.3%).

Education and qualifications



Of the working-age population in the study area, 7.8% held an Advanced Diploma or Diploma-level qualification, and 18.8% held a bachelor's degree or higher, significantly lower than in Greater Sydney (33.3%). 18.8% of residents were attending a tertiary education institution at the time of the Census.

Workforce and employment



The top industries of employment in the study area were hospitals (except psychiatric hospitals) (3.6%), road freight transport (3.0%), supermarkets and grocery stores (2.9%) and vegetable growing (outdoors) (2.7%). In Greater Sydney, the largest sectors are hospitals (except psychiatric hospitals) (4.1%), computer system design and related services (3.1%), and banking (2.6%).

The proportion of working-age people who were unemployed was 6.6% in the study area and Liverpool LGA, higher than in Greater Sydney (5.1%).

Transport



Due to people being unable to work, working from home, or avoiding public transport during the Covid-19 pandemic, 2021 census data on motor vehicles and public transport do not accurately reflect current transport use in 2024. Data from the 2016 and 2021 Censuses have been compared here to reflect transport uses in the study area.

In the 2016 Census, 5.3% of the study area reported travelling to work by public transport, compared to Liverpool LGA (13.9%) and Greater Sydney (22.8%), with 64.6% travelling by car. People travelling to work by car (64.6%) were slightly lower than in Liverpool LGA (74.4%) but higher than in Greater Sydney (59.8%).

This was significantly lower in 2021, with 43.1% travelling to work by car and 2.9% by public transport.

Income, housing, and homelessness



The median household weekly income in the study area (\$2,047) was higher than that of Liverpool LGA (\$1,819) but lower than that of Greater Sydney (\$2,077).

The majority of homes in the study area were standalone dwellings (92.6%), compared to Liverpool LGA (73.1%) and Greater Sydney (55.8%).

23% of residents within the study area owned their private dwelling outright, 38.7% owned it with a mortgage, and 35.2% rented.

The study area had a higher median weekly rent (\$500) than Liverpool LGA (\$400) and a higher median monthly mortgage repayment of \$2,500 than Liverpool LGA (\$2,200) and Greater Sydney (\$2,427).

27.1% of residents in the study area with a mortgage had mortgage repayments exceeding 30% of household income, and 42.1% had rent payments exceeding 30% of household income.

40.4% of residents had lived in the study area for at least five years, a lower proportion than the Greater Sydney average (56.7%).

Data on estimated levels of homelessness have been analysed using the ABS 2021 Estimating Homelessness Census. This data is only available at the regional level and has been compiled into a combined dataset for Liverpool LGA. Rates are per 10,000 population:

- People living in improvised dwellings, tents, or sleeping out: 7 (0.29 per 10,000)
- People in supported accommodation for people experiencing homelessness: 205 (8.78 per 10,000)
- People staying temporarily with other households: 74 (3.17 per 10,000)

- People living in 'severely' crowded dwellings: 632 (27.07 per 10,000)
- People living in other crowded dwellings: 1512 (64.76 per 10,000)
- People in other improvised dwellings: 7 (0.30 per 10,000)

Advantage and disadvantage



According to the 2021 SEIFA Indexes, there is some variation in socio-economic advantage and disadvantage across communities within the local area.

In the Index of Socio-economic Disadvantage, which assesses relative disadvantage, Badgerys Creek is within decile 2. This indicates a relatively greater disadvantage, suggesting that there are many households with a low income, many people without qualifications, and many people in low-skilled occupations.

The Index of Relative Socio-economic Advantage and Disadvantage summarise information about the economic and social conditions of people and households within an area, considering both relative advantage and disadvantage measures. Badgerys Creek is in decile 6, indicating average levels of household income, educational attainment, and employment.

Badgerys Creek is within decile 6 in the Index of Economic Resources. This means that residents in the area tend to have moderate levels of economic resources compared to those in other suburbs and localities. For instance, residents may have moderate household income and assets.

Badgerys Creek is classified as a decile 7 area for the Index of Education and Occupation. This means residents in the local area have somewhat higher levels of education than other suburbs and localities, higher household incomes, and higher rates of employment.

Health, wellbeing, and disability



The study area has a lower proportion of persons living with one or more health conditions (33.1%) than Liverpool LGA (34.1%) and Greater Sydney (34.9%).

Arthritis, asthma, and mental health conditions (including depression and anxiety) are the three most common health conditions in both the study area and Greater Sydney. However, the study area reports lower rates on all three conditions:

- Arthritis: 6.1% in the study area and 6.7% in Greater Sydney
- Asthma: 5.4% in the study area and 6.8% in Greater Sydney
- Mental health conditions (including depression and anxiety): 4.3% in the study area and 6.6% in Greater Sydney
- 10.3% of residents aged 15 and over in the study area provided unpaid assistance to a person with a disability, a health condition, or due to old age, compared to 10.9% in the Liverpool LGA and 5.2% in Greater Sydney.

Crime and safety



Data from BOCSAR was analysed to understand the context of crime and safety around the site. As crime data for Bradfield is currently unavailable, data for the suburb of Badgerys Creek has been used instead. Data for Liverpool LGA and NSW have also been used to assess risk relative to LGA and statewide averages. This data was accessed on February 4, 2026.

Recent crime data (October 2024 to September 2025) indicates that the small population and largely undeveloped landscape make the crime rates per 100,000 people too low to identify clear crime rates or two-year trends. Further, Badgerys Creek's low crime rates can be attributed to the area's current rural agricultural land uses and small population. However, this is expected to change as the land uses transition to accommodate light industrial and business enterprises that will support a new workforce. As the Proposal is within the Liverpool LGA, it is potentially susceptible to the types of crimes experienced in the local area.

The only offences with higher rates in Liverpool than in NSW were domestic assault (613.3 and 453.4 per 100,000, respectively), motor vehicle theft (214.4 and 178.3 per 100,000, respectively), and steal from a motor vehicle (3.7 and 3.5 per 100,000, respectively). Crime trends were generally stable in Liverpool LGA, though there were considerable decreases in the rates of non-domestic assault (down 10.9% per year) and liquor offences (down 70.7% per year).

5 SIA Field Study – Summary of Findings

This chapter provides an overview of the community and stakeholder consultation undertaken as part of this SIA. Consultation is critical to understanding what matters to people and how they may be affected by a Proposal.

In some cases, what people expect to feel may not be what eventuates as part of a Proposal. The consultation summary does not distinguish between this and summarises the consultation as it was heard to provide an accurate sentiment of people’s thoughts, feelings, and feedback. The assessment of social impacts (Chapter 6) considers the outcomes of the consultation process alongside the details of the Proposal and other technical report findings.

Approach and summary of SIA field study

Urbis developed and conducted an integrated SIA field study and engagement program to bring together SIA activities with community and stakeholder engagement, allowing feedback from consultation to inform this assessment. The field study was informed by the social baseline (see Chapter 4) to identify the potentially impacted community and appropriate engagement methods. Activities were focused on individuals and groups within the surrounding social locality (see Chapter 6) as well as key stakeholders.

The methods of engagement and consultation with the community and key stakeholders for the SIA field study are provided in Table 6. Additional communication and engagement activities were also undertaken by representatives from the Urbis Engagement team and are detailed in full in the Engagement Outcomes Report (Urbis, 2026).

A copy of the relevant SIA engagement material is provided in Appendix A.

Table 6 Methods of engagement and consultation

Method	Administered	Timeframes	Invited	Participated
SIA activities				
Interview with Liverpool City Council	Interview to be conducted via videoconference	Between 7 April 2026 and 13 April 2026	Representatives from Liverpool City Council	No response received
Community survey	Online, distributed via Community Newsletter	Opened 20 February 2026	Neighbouring commercial and residential properties	0 responses received
Briefing to Western Sydney Aerotropolis Community Consultative Committee (WSA CCC)	Stakeholder briefing	15 April 2026	Members of the WSA CCC and neighbouring residents	Members of the WSA CCC

5.1 Liverpool Council interview

An invitation to meet with Liverpool City Council’s Community Planning team was issued on 7 April 2026, supported by a discussion guide, to better understand the site’s existing context, including population and demographic characteristics, and to consider how current and future communities may experience

potential social impacts. At the time of reporting Council response has not been received. Appendix A of this SIA includes a copy of the discussion guide.

5.2 SIA survey

An SIA survey was made available online to obtain stakeholder feedback on the Proposal's potential positive and negative social impacts. The survey was advertised in the Community Newsletter and opened on 20 February 2026 and promoted at the WSA CCC stakeholder briefing on 15 April. Appendix A of this SIA includes a copy of the social impact survey questions.

At the time that this report was written, no survey responses had been received. The lack of response might be attributed to many reasons, including consultation fatigue, the community's lack of concern about the proposal, the community's time-poor status, the community's having no pressing matters to raise at this stage, or the community's support for the proposal.

5.3 WSA CCC Stakeholder Briefing

Urbis representatives attended the WSA CCC online stakeholder briefing on 15 April 2026 to provide an overview of the Proposal, the project's contribution to the Western Sydney Aerotropolis vision, the anticipated areas of impact and the approach to community consultation. Following the presentation, Urbis facilitated question and answer time. Feedback received is outlined in Table 5.

Table 5 Summary of SIA Feedback from WSA CCC Meeting

Theme	Description
Community approval	There was general support for the project
Land use and purpose	A committee member sought clarification on the nature and function of a distribution centre.
Car parking	A Committee member noted the high number of car parking spaces and questioned if this was in relation to the number of jobs projected for the site when operational.
Traffic and road impact	- Traffic congestion, road safety and cumulative construction impacts were key concerns, particularly in relation to Badgerys Creek Road, Elizabeth Road and existing travel delays. - Ongoing concerns were raised regarding the condition of Badgerys Creek Road, which was considered hazardous, with increased heavy vehicle movements during construction perceived as likely to exacerbate safety issues.
Construction timeframes	Committee members sought information on the likely construction timeframes. Siting concerns about concurrent projects in the area impacting the local community in terms of traffic and more broadly, their day-to-day.
Landscaping provision	A question was raised regarding whether a 15 per cent landscaping provision represents a minimum requirement for Enterprise Zone land.

5.4 Key implications of the SIA field study findings

This section outlines the key social impacts identified by stakeholders throughout the SIA field study and engagement activities. The consultation activities sought to understand participants' views of their community and how the Proposal may affect both them and their community.

Table 8 includes the potential positive and negative impacts, and opportunities to mitigate or enhance them, as identified by stakeholders (*noting that, at the time of writing this report, only members of the WSA CCC have participated in the SIA field study*).

Table 8 Potential impacts and opportunities as identified by stakeholders

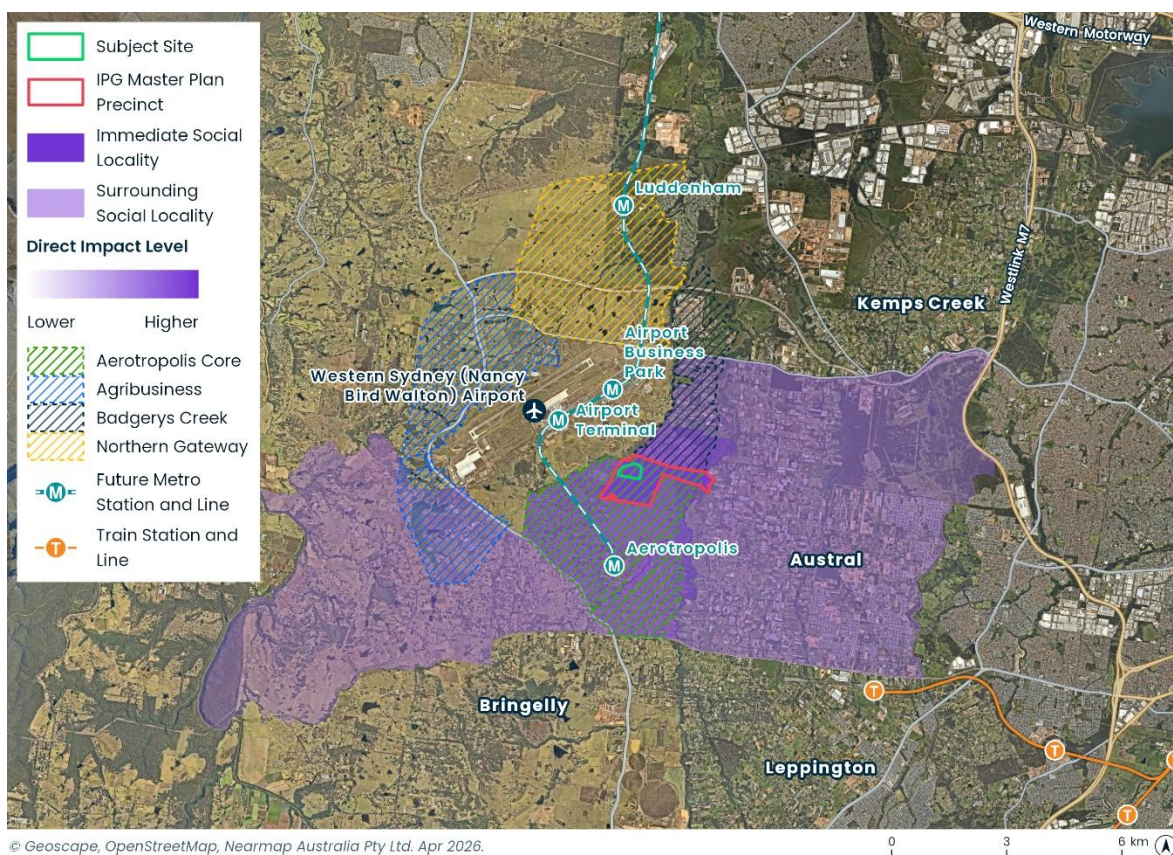
Positive impacts	Negative impacts	Opportunities as identified by community stakeholders
General support for the project from the community members	- Traffic congestion and road safety concerns, particularly on Badgerys Creek Road and Elizabeth Drive - Potential for heavy vehicle movements during construction and operation to exacerbate road degradation and safety risks - Cumulative construction impacts from concurrent developments affecting local communities	- The Traffic Impact Assessment will need to consider the traffic and road infrastructure impacts for local communities surrounding the Aerotropolis - Upgrade key roads to support growth and manage truck traffic - Maintain transparent and consistent communication with the community throughout planning and construction, including construction timelines

6 Social Locality

A social locality helps identify the scale and nature of the Proposal's likely social impacts and the groups likely to be affected. The Proposal's likely social locality (shown in Figure 8) was determined based on a review of the Proposal, the surrounding context and consultation outcomes. The social locality considers two key areas and likely impacted groups:

- **Immediate social local:** This area includes existing residents, workers and local rural businesses within and surrounding the site. The directly impacted area also includes future workers, visitors, and businesses associated with the IPG Master Plan Precinct and the surrounding site and broader Aerotropolis Core Precinct. These communities may experience localised impacts during construction and operation, such as noise.
- **Surrounding social locality:** This area encompasses residents living within the suburb of Bradfield, where the site is located, and those in the broader surrounding vicinity, including current and future users of Badgerys Creek Road and Eastern Ring Road. This larger area comprises Austral – Greendale (SA2) 127011505, as outlined in the demographic profile in Section 4.4.

Figure 9 Social locality



Source: Urbis, 2026

Broader strategic considerations regarding the social locality: The site, situated within the broader Western Sydney Aerotropolis, offers a strategic opportunity to deliver employment-focused development that integrates seamlessly with major infrastructure projects and supports the vision for the Western Parkland City. Surrounding land uses will continue to transition toward higher-value employment and industrial activities, aligning with the Western Sydney District Plan, WSA Precinct Plan and the Liverpool Local Strategic Planning Statement (Connected Liverpool 2040).

7 Social Impact Assessment

This chapter provides a ranking of the identified social impacts associated with the Proposal. It is structured around the social impact categories outlined in the SIA Guideline (DPHI 2026), as shown in Table 6 Social impact category definitions.

7.1 Assessment Approach

Each impact is assessed using the risk assessment methodology in the SIA Guideline (DPHI 2026) and Technical Supplement (DPHI 2025), in which the significance of each potential social impact is determined by considering its magnitude against the likelihood of its occurrence.

This methodology and associated assessment parameters are outlined in the tables below.

Table 6 Social impact category definitions

Social impact category	Definition
Way of life	including how people live, how they get around, how they work, how they play, and how they interact each day.
Community	including composition, cohesion, character, how the community functions, resilience, and people's sense of place.
Accessibility	including how people access and use infrastructure, services and facilities, whether provided by a public, private, or not-for-profit organisation.
Culture	both Aboriginal and non-Aboriginal, including shared beliefs, customs, practices, obligations, values and stories, and connections to Country, land, waterways, places and buildings.
Health and wellbeing	including physical and mental health, especially for people vulnerable to social exclusion or substantial change, psychological stress resulting from financial or other pressures, access to open space and effects on public health.
Surroundings	including ecosystem services such as shade, pollution control, erosion control, public safety and security, access to and use of the natural and built environment, and aesthetic value and amenity.
Livelihoods	including people's capacity to sustain themselves through employment or business.
Decision-making systems	including the extent to which people can have a say in decisions that affect their lives, and have access to complaint, remedy and grievance mechanisms.

Source: SIA Guideline (DPHI 2026, p.13)

Table 7 Significance matrix

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

Source: SIA Guideline: Technical Supplement (DPHI 2026, p.17)

Table 8 Likelihood levels

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

Source: SIA Guideline: Technical Supplement (DPHI 2026, p.16)

Table 9 Magnitude levels

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

Source: SIA Guideline: Technical Supplement (DPHI 2026, p.17)

Table 10 Dimensions of social impact magnitude

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

Source: SIA Guideline: Technical Supplement (DPHI 2026, p.16)

7.2 Mitigation and enhancement measures

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

Mitigation and enhancement measures, which are committed to and have informed the assessment of mitigated and enhanced social impacts, are detailed in the 'mitigated' and 'enhanced' sections of each social impact throughout this Chapter and summarised in the Section 8.1.

7.3 SIA recommendations

SIA recommendations are proposed throughout the impact assessment to further enhance positive social impacts further and mitigate negative social impacts. These measures have not been included in the assessment of mitigated or enhanced impacts but instead are recommended as additional measures for the proponent to consider improving the Proposal's social outcomes. SIA recommendations are summarised in the Section 8.2.

7.4 Assessment of social impacts by category

This section provides an assessment of the key social impacts of the Proposal, in accordance with the categories set out in the SIA Guideline (DPHI 2026).

7.4.1 Way of life

Guideline definition: *Way of life, including how people live, how they get around, how they work, how they play, and how they interact each day.*

7.4.1.1 Contribution to Bradfield's establishment as an employment, business and industry hub aligned with the strategic vision for the Aerotropolis

Affected stakeholders	Duration of impact
Regional social locality, including future workers and businesses	Operation
Assessment – without mitigation: High positive	

The *Western City District Plan* emphasises the importance of leveraging industry opportunities arising from the WSI and Aerotropolis, noting the economic benefits of supporting airport-related operations. Similarly, the *Greater Sydney Region Plan 2018* recognises the need for infrastructure that supports Western Sydney's growing population while enabling economic growth.

Additionally, the proposed development, an Automated Distribution Centre (ADC), aligns with the purpose of the *IPG Badgerys Creek Road Master Plan (2025)* by supporting the delivery of an enterprise estate comprising warehouse and distribution centres, light industry, a small-scale local centre with commercial uses, and open space. In doing so, it contributes to a thriving, connected and innovative economic hub that supports WSI, as envisaged in the Master Plan (2025).

The Proposal aligns with these strategic directions by delivering an ADC within the Western Sydney Aerotropolis. The purpose of the ADC is to provide high-quality warehousing to support freight, logistics, and manufacturing activities, including goods storage and distribution to off-site third-party sortation providers. Located near planned freight transport infrastructure, the development would support an efficient, continuous supply chain, promote safe freight movement, and contribute to the early activation of the Aerotropolis.

Given the likely likelihood and moderate magnitude of this impact, the unmitigated significance rating is **high positive**.

Assessment – with enhancement: High positive

As specified in the EIS, the proposal is consistent with the strategic planning context established within the Western Parkland City SEPP and the Western Sydney Aerotropolis Precinct Plan.

Furthermore, the proposed development also aligns with the wider strategic context set by the Region Plan and District Plan, as evidenced in Chapter 4 of this SIA.

It is anticipated that the proposal will deliver an employment generating land use near Western Sydney Airport, creating a significant number of new jobs and various other benefits to the local and regional economy and community (refer to section 7.4.2).

Given the Proposal's goal of delivering enabling infrastructure, it is expected to make a substantial positive contribution to supporting employment opportunities and the operation and growth of businesses and industry in the Aerotropolis. This impact would be predominantly experienced by future workers and businesses operating within this context, as well as associated industries.

As such, no further enhancement measures are identified at this stage, and the mitigated impact significance rating remains **high positive** given the likely likelihood and moderate magnitude.

SIA recommendations – additional social mitigations

- Ensure that ongoing stakeholder consultation procedures are implemented throughout project delivery to inform community members about anticipated impacts. This could include additional mechanisms to provide information or maintain communication channels with the community, such as establishing an information hotline during construction.
- Undertake consultation with surrounding planned developments to understand expected construction timelines, road disruptions, and activities to minimise cumulative impacts.
- Ensure clear communication with residents and businesses during construction to keep them fully informed and provide access to necessary project information, grievance channels, and contact details for construction management in case of issues.

7.4.2 Community

Guideline definition: *Community, including composition, cohesion, character, how the community functions, resilience, and people's sense of place.*

7.4.2.1 Changes to community composition associated with broader strategic growth

Affected stakeholders	Duration of impact
Immediate and surrounding social locality, including existing surrounding residents, workers and business-owners	Construction and operation

Assessment – without mitigation: Low positive

The site is located in the Aerotropolis Core Precinct as outlined in Section 1.1, which is expected to transform from the existing rural residential, agricultural and light manufacturing uses into higher-intensive enterprise, industry and business employment uses. The precinct is envisioned to accommodate approximately 50,000 to 60,000 jobs once operational. The Aerotropolis Core Precinct is also expected to include residential development in areas less affected by aircraft noise. The site is located near the Rossmore Precinct, which is anticipated to support mixed-use communities with a range of housing types, contributing to a more diverse local population over time.

Given the Proposal's location within the IPG Masterplan, it will contribute to the transformation of the Aerotropolis Precinct to provide employment-focused technology, advanced manufacturing, and industrial uses. It is also strategically located within the Western Sydney Aerotropolis which will facilitate jobs closer to home for the emerging residential communities in the Rossmore Precinct, realising the '30 Minute City' concept. The site's proximity to the future Bradfield Metro station is expected to further enhance access to employment opportunities for the community.

According to the Estimated Development Cost (EDC) report (Rider Levett Bucknall, 2026), construction is expected to generate 3,123 job years across direct on-site roles, manufacturing and supply, and indirect services. Once operational, the ADC will provide ongoing employment for 83 managers and 724 warehouse staff, delivering significant economic benefits to the community.

This increase in working aged people (who may or may not live in the local area) during the construction and operational phases may alter the sense of community for well-established surrounding communities. In the longer term, increased in the population and opportunities for employment, as well as changes to the existing community composition and way of life may be experienced cumulatively as both the population and workforce grows with additional future development.

While there was minimal feedback from the community during SIA consultation (refer to Chapter 5), stakeholder engagement with Western Sydney Aerotropolis Community Consultative Committee

(WSACCC) demonstrated general support for the development and the broader growth of the area but concern about the impact on local roads.

Noting the potential changes to the community composition and size, as well as the emerging workforce, the unmitigated impact is assessed as **low positive** given the possible likelihood and minor magnitude.

Assessment – with mitigation/ enhancement: Low positive

The proposed development's provision of job opportunities near residents of the social locality and emerging residential areas would be a key step towards a more connected and sustainable community. Workers living near the site would enjoy shorter commutes, enhance their quality of life and allow more time for family and local activities.

With consideration of the proposed development's expected job creation and its potential contributions to local employment for nearby residents, the enhanced impact is assessed as **low positive**, given the likely likelihood and minimal magnitude.

SIA recommendations – additional social mitigations

- Maintain communication with key stakeholders to ensure they are informed, as relevant, about job opportunities, project development and approvals processes.
- Consider workforce and procurement strategies which support employment for local workers and procurement of goods and services from local businesses.
- Seek opportunities to continue engagement with the Council and provide information on design updates, construction milestones, local employment and training opportunities to ensure the proposal's anticipated positive impacts are maximised.

7.4.3 Accessibility

Guideline definition: *Accessibility, including how people access and use infrastructure, services and facilities, whether provided by a public, private, or not-for-profit organisation*

7.4.3.1 Increased traffic on the local road network during construction and operation

Affected stakeholders	Duration of impact
Immediate and surrounding social localities, including current and future residents, workers, business-owners and visitors	Construction and operation
Assessment – without mitigation:	
▪ Construction: Medium negative	
▪ Operation: High negative	

The incoming worker population, and construction vehicle/truck movements associated with the construction and operation of the Proposal will result in increased traffic generation. This can impact the daily lives and movements of current and future residents, as well as the local and regional workforce.

During consultation with the WSA CCC (refer to Chapter 5), concerns were raised regarding the existing condition of Badgerys Creek Road and Elizabeth Road, as well as potential implications for traffic congestion, road safety and cumulative construction impacts. Stakeholders noted that the poor condition of Badgerys Creek Road, combined with increased heavy vehicle movements during construction, could further exacerbate safety risks.

The road network surrounding the site includes Badgerys Creek Road, a regional collector road with one lane in each direction, no kerb or gutter and no on-street parking, which connects to Elizabeth Drive to

the north and The Northern Road to the south of the site. As part of the Precinct Plan, Badgerys Creek Road and Eastern Ring Road will be developed to ensure road safety standards are met, assisting with the operation of the proposed development. Elizabeth Drive is an east-west arterial road with one lane in each direction and a dedicated right-turn lane at the intersection with Badgerys Creek Road. The Northern Road is a north-south arterial road with two lanes in each direction, and no stopping is allowed.

The site is currently not well connected by public or active transport with the nearest metro station located more than 800m walking distance, while the closest bus stop to the site which serves the 801 bus route to Liverpool is located over 3.5km from the site. However, the future Sydney Metro Western Sydney Airport Line is currently under construction and, when completed, will provide 6 metro stations between St Marys and Aerotropolis stations, and 5 new permanent bus routes are planned that will connect Penrith, Mount Druitt, Liverpool and Campbelltown to the WSI Airport along Badgerys Creek Road, commencing in July 2026.

Construction

According to the Transport Assessment (Ason Group, 2026), construction activities and traffic generation will vary by phase. However, peak construction traffic is not expected to exceed the operational peak (602 AM, 605 PM movements per hour). Construction activities will generally occur during standard working hours: Monday to Friday (7:00 AM – 6:00 PM), Saturday (8:00 AM – 1:00 PM), with no planned work on Sundays or public holidays. Occasional night works may be required for special deliveries. The main haulage route will utilize Badgerys Creek Road via The Northern Road, subject to final contractor input. Light vehicles (staff) will travel mostly outside traditional peak traffic times. Heavy vehicle movement estimates and management will be detailed in a Construction Traffic Management Plan (CTMP).

Furthermore, the CTMP will include ongoing monitoring and scheduled reviews, with key aspects such as tracking heavy vehicle flows, updating traffic management plans as needed, and ensuring load safety compliance.

Considering the concerns raised during stakeholder consultation and the potential increase in traffic volumes from construction activities, the unmitigated impact is assessed as **medium negative**, given the possible likelihood and moderate magnitude.

Operation

The Transport Assessment indicates that the Proposal would generate additional traffic volumes than originally anticipated by the approved masterplan for the allocated Lots 208, 209 and 201 during the peak hours of the approved Master Plan at 7:00am–8:00am and 2:00pm–3:00pm. Furthermore, the Proposal generates a greater peak at 5:00pm–6:00pm which effectively shifts the approved afternoon peak. The following traffic will be generated from the Proposal across Lots 208, 209 and 210 during peak hours:

- AM peak (7am–8am): The proposed development generates 602 movements, exceeding the approved threshold of 185 by +417.
- PM approved peak (2pm–3pm): The proposed development generates 26 movements, which is 184 below the approved threshold of 210.
- PM revised peak (5pm–6pm): The proposed development generates 605 movements, exceeding the approved threshold of 142 by +463.

The Transport Assessment indicates that during the operational phase the proposed development would exceed previously approved traffic volume thresholds, especially during peak hours, and shifts the afternoon peak to a later time. The proposal would generate more traffic mainly due to increased heavy vehicle activity. Traffic modelling undertaken for the Traffic Assessment shows that most intersections perform acceptably. However, Badgerys Creek Road / IPG Access Road 03 intersection would require upgrades to meet standards. Sensitivity testing suggests that with these upgrades, intersections would continue to operate at an acceptable level despite higher traffic volumes.

Considering the expected exceedance of the approved volumes of traffic generation from the Proposal and operational traffic concerns raised by the WSA CCC, the unmitigated impact is assessed as **high negative**, given the likely likelihood and moderate magnitude.

Assessment – with mitigation:

- **Construction: Low negative**
- **Operation: Low negative**

The Traffic Accessibility and Impact Assessment (Ason Group, 2026) outlines mitigation measures to be implemented during the Proposal's construction and operation phases to mitigate potential traffic impacts. This includes:

- A Preliminary Construction Traffic Management Plan (CTMP) has been prepared to manage construction related traffic, with agreed upon staging and duration of work, construction hours, proposed access routes, site management, traffic control and monitoring and communication strategies.
- Proposed upgrades to the Roundabout of Badgerys Creek Road / IPG Master Plan Estate Road 03 (approved as part of DA-424/2024), which is being delivered by IPG. It is noted that the proponent is committed to funding and delivering the upgrades to the approved roundabout. The upgrades include the construction of 2 additional short approach lanes – one short approach lane on the north leg and another short approach lane, in addition to one short departure lane on the south leg.
- The Transport Assessment includes a Preliminary Green Travel Plan (GTP) to accompany the SSD for the proposed ADC. The Preliminary GTP sets measurable targets: reducing the site's environmental footprint, enhancing sustainable transport access and safety, promoting walking and cycling for short- and medium-distance trips, and lowering dependence on private vehicles.

The Transport Assessment concludes that the proposed development's traffic generation will remain within approved thresholds, even under peak or hypothetical worst-case scenarios. Parking provision exceeds minimum requirements, offering ample flexibility for operational needs and future-proofing against on-street parking impacts. Onsite loading facilities will prevent truck parking on the road network, and access design meets relevant standards. According to the Transport Assessment there are no anticipated adverse effects on surrounding roads or parking availability due to the proposal.

Considering the above and the proposed mitigation measures, the mitigated impact is assessed as **low negative** during construction given the possible likelihood and minor magnitude and **low negative** during operation given the possible likelihood and minor magnitude.

SIA recommendations – additional social mitigations

- Provide advanced notice of construction timeline and road closures to nearby residents and businesses.
- Maintain communication with key stakeholders to ensure they are informed, as relevant, about project development and approvals processes, including Transport for NSW, to address stakeholder concerns around the Proposal's impact on the local road network.

7.4.4 Culture

Guideline definition: *Culture, both Aboriginal and non-Aboriginal, including shared beliefs, customs, practices, obligations, values and stories, and connections to Country, land, waterways, places and buildings*

7.4.4.1 Impact on Aboriginal culture, heritage and Connection to Country

Affected stakeholders	Duration of impact
Broader social locality, including local Aboriginal community members and stakeholders, future workers, and visitors to the site	Construction and operation
Assessment – without mitigation: High negative	
The construction of any urban development should consider impacts on Aboriginal objects, the landscape, and the spiritual connection that Aboriginal people have with Country. Aboriginal people have a deep and enduring connection with the land, and the impact on the Aboriginal community's connection to Country, as well as the impact on Aboriginal objects and the landscape, should be carefully considered in the planning, construction and operation of a Proposal. The Aboriginal Cultural Heritage Assessment (ACHA) Addendum Report, prepared by Eco Logical Australia (ELA) (2026), indicates that the site is situated within an area where the Dharug, Dharawal and Gundungurra language groups intersect. The ACHA Addendum Report found a total of 83 Aboriginal sites within the 2km search parameters. Most Aboriginal sites were artefact scatters or isolated finds (92%). There are five AHIMS sites within 200 metres of the ADC site, AHIMS ID 45-5-2660, AHIMS ID 45-5-2686, AHIMS ID 45-5-2780, AHIMS ID 45-5-5370, and AHIMS ID 45-5-5371. Aboriginal objects within the ADC site were recognised in the ACHA Addendum Report (ELA, 2026) as socially and culturally significant as evidence of ongoing occupation and connection to Country, and impacts to these sites may affect cultural identity, community wellbeing and the recognition of Aboriginal heritage beyond physical disturbance alone. The ACHA Addendum Report notes the presence of waterways and past landscape modifications, including extensive vegetation clearance. An updated Aboriginal Heritage Information Management System (AHIMS) search in February 2026 identified one low-significance Aboriginal artefact (silcrete flake, AHIMS ID 45-5-2787) within the site and several others nearby. An Aboriginal Heritage Impact Permit (AHIP 5532) was issued to IPG on 6 March 2026, allowing for the destruction of the low-significance artefacts across the approved Masterplan footprint and which will not be affected by the proposed development. Consultation with Registered Aboriginal Parties (RAPs) occurred. The ACHA Addendum Report does not alter previous findings or recommendations. No further assessment or approvals are required following implementation of the IPG AHIP. The AHIP is supported by the findings from the Masterplan ACHA (ELA 2025). All harm to Aboriginal objects within the ADC site is covered by AHIP 5532. As such, harm to human remains is not permitted under the IPG AHIP. If suspected human skeletal remains are uncovered at any time throughout undertaking the proposed works, procedures outlined in Requirement 25 of the <i>Code of Practice for Archaeological Investigation of Aboriginal Objects in NSW</i> (DECCW 2010) would be followed. Noting the presence of Aboriginal objects within and near the site, the deep and enduring connection of Aboriginal people to Country, and the potential for impacts to cultural identity, community wellbeing and heritage values beyond physical disturbance, the unmitigated impact is assessed as high negative, given the likely likelihood and moderate magnitude.	
Assessment – with mitigation/ enhancement: Low positive	
The ACHA Addendum Report (ELA, 2026) advises implementing the recommendations from the Masterplan ACHA (ELA, 2014) including: Aboriginal sites located within designated open space must be conserved and actively managed, with protection measures and further assessment required if future works are proposed.	

- Aboriginal objects recovered during investigations must be managed in accordance with AHIP conditions, with long-term care or reburial arrangements determined through consultation with the Aboriginal community.
- Embed Aboriginal cultural interpretation through design, naming, landscape treatments and public information developed in consultation with Aboriginal stakeholders.

The Proposal offers opportunities to implement Connecting with Country design principles and celebrate and honour Aboriginal culture. The Architectural Design Report (SBA Architects, 2026) outlines a range of Connecting with Country design principles and measures that are integrated within the development and IPG Masterplan. In particular, the report:

- Incorporates cultural references to waterways and landscape through built form setbacks and landscaping used to strengthen blue-green corridors, restore creek environments, and reinforce creek-to-creek connections within the precinct.
- Acknowledges the convergence of the Dharug, Dharawal and Gundungurra language groups by interpreting cultural narratives, celebrating local flora and fauna, and providing communal spaces for gathering.
- Adopts a community-driven approach through a Designing with Country process, using the key themes to inform spatial design and delivering well-designed outdoor communal amenities and landscape-led built form responses that foster connection and a strong relationship with the surrounding natural environment.
- Indigenous language, naming and wayfinding are integrated through landscape design, placemaking and public open spaces, using Aboriginal language, knowledge and art to support learning, strengthen cultural Connection to Country.

The Landscape Design Report (SBA Architects, 2026) describe a range of Connection to Country considerations that have occurred, including:

- Landscape design responds to existing landforms, ridges, valleys and waterways, using natural site features to guide the layout and treatment of key and highly visible areas.
- Waterway health is protected and enhanced by limiting earthworks, reducing runoff and soil degradation, incorporating passive irrigation where possible, and regenerating endemic riparian vegetation, while responding to aviation safeguarding requirements.
- A diverse range of landscape spaces is provided to support different user experiences and to reflect the cultural values and natural character of the site.

Considering the proposed mitigations and the Proposal's associated opportunities to celebrate and honour Aboriginal culture the mitigated impact is assessed as **low positive**, given the likely likelihood and minor magnitude.

SIA recommendations – additional social mitigations

- No further recommendations.

7.4.4.2 Impact on European culture and heritage

Affected stakeholders	Duration of impact
Immediate, surrounding and broader social locality	Construction
Assessment – without mitigation: Negligible	
The construction and operation of any urban development can have impacts on European culture and heritage.	

The Historical Heritage Assessment (HHA) Addendum (ELA, 2026) states no changes to identified heritage items from the Historical Heritage Assessment (HHA) (ELA, 2024) where two heritage items were located. State heritage item 'Kelvin' is located 1.7km from the site while local heritage item 'Mount Pleasant Homestead' is located 1.4km from the site. The report found due to the significant distance of these heritage items (>1 kilometre), development within the study area would not directly (physically) impact their significant heritage values and is unlikely to impact them indirectly (visually).

Additionally, the study area has low archaeological potential, and if an archaeological resource is present, it would not meet the heritage criteria to be considered locally significant.

Given the unlikely likelihood and minor magnitude, the unmitigated impact is **negligible**.

Assessment – with mitigation: Negligible

The Historical Heritage Assessment Addendum (2026) recommendation remains consistent with the HHA (ELA, 2024), which states should any unexpected historical archaeology be uncovered during any future excavation works, the *unexpected finds procedure* must be adhered to.

Given the unlikely likelihood and minor magnitude, the mitigated impact remains **negligible**.

SIA recommendations – additional social mitigations

- No further recommendations.

7.4.5 Health and wellbeing

Guideline definition: *Health and well-being, including physical and mental health, especially for people vulnerable to social exclusion or substantial change, psychological stress resulting from financial or other pressures, access to open space and effects on public health*

7.4.5.1 Air quality impacts

Affected stakeholders	Duration of impact
Immediate and surrounding social locality, including residents, workers, visitors and business-owners	Construction and operation
Assessment – without mitigation: ▪ Construction: Low negative ▪ Operation: Negligible	

Air quality impacts associated with the Proposal's construction and operation activities may affect the health and wellbeing of the local and surrounding community. Construction-related dust impacts can degrade air quality, which has the potential to worsen health issues including respiratory conditions and reduce the comfort, safety and overall health of people living and working nearby.

As outlined in the demographic profile (refer to Section 4.4), asthma was the second most common health condition in the study area (5.4% of study area residents identified having asthma), highlighting a cohort of potential sensitive receivers in the local area.

The Air Quality Impact Assessment (AQIA) prepared by Northstar Air Quality (2026) identifies potential sensitive industrial and residential receivers to be located southwest of the site, with the closest sensitive receiver located between approximately 20–50m from Badgerys Creek Road kerbside, which borders the site.

Construction

The AQIA identifies that the main sources of emissions during the construction phase are expected to be fugitive particulate matter including combustion-related pollutants from plant and equipment generated through earthworks, pavement works, handling, crushing or unloading of materials. It notes that dust emissions are likely to be influenced by existing soil conditions and wind speed. It also identifies that emissions generated from heavy vehicle movements are not anticipated to have significant impacts.

Given the proximity of sensitive receivers to the site, the dust risk assessment in the AQIA concludes construction works including construction activities, track-out and construction traffic have the potential to result in large dust emission magnitudes if no mitigation measures are applied. However, it does conclude that these emissions will result in overall low air quality risks to human health.

Considering the above, the unmitigated impact during construction is assessed as **low negative** given the possible likelihood and minor magnitude.

Operation

The AQIA further identifies the primary source of emissions to arise from fuel combustion and road dust generated from transportation vehicles during operation. It indicates that the predicated concentrations of these emissions will comply with the relevant criteria for all sensitive receivers and concludes that the Proposal will result in negligible or slight impacts to existing air quality.

As a result, the unmitigated impact during operation is assessed as **negligible**, given the unlikely likelihood and minimal magnitude.

Assessment – with mitigation/ enhancement:

- **Construction: Negligible**
- **Operation: Negligible**

The AQIA recommends mitigation measures to control potential emissions during the Proposal's construction and operation.

Construction

The recommended mitigation measures identified in the AQIA that are relevant to addressing social impacts include:

- Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.
- Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environmental manager/engineer or the site manager.
- Display the head or regional contact information.
- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.
- Make the complaints log available to the relevant authority when asked.
- Further detail of mitigation measures is anticipated to be outlined and implemented in the Construction Environmental Management Plan (CEMP) prepared for the Proposal. The AQIA concludes that the implementation of these mitigation measures will ensure that all construction-related works can be performed without causing health and amenity impacts on surrounding land users.

Considering the above, the mitigated impact during construction remains **negligible**, given the unlikely likelihood and minimal magnitude.

Operation

The AQIA further notes that given the Proposal's negligible to slight impacts to existing air quality during operation, no specific operational air quality mitigation measures are considered necessary beyond standard operation and maintenance practices.

Therefore, the mitigated impact during operation remains **negligible** given the unlikely likelihood and minimal magnitude.

SIA recommendations – additional social mitigations

- Implement the recommendations and mitigation measures outlined in the AQIA to address any identified impacts on human health and wellbeing during the Proposal's construction phase. These should be outlined in the Proposal's Construction Environmental Management Plan (CEMP).

7.4.5.2 Potential local amenity impacts due to increased noise and vibration

Affected stakeholders	Duration of impact
Immediate and surrounding social locality, including residents, workers, visitors and business-owners	Construction and operation
Assessment – without mitigation:	
Construction: Low negative Operation: Negligible	

Construction and operation activities associated with the Proposal may have adverse health and wellbeing impacts on nearby residents, workers and members of the community. These activities may generate adverse levels of noise which can result in increased levels of stress, disturbances to sleep and potential aggravation of current health conditions. These impacts will be felt most acutely by current residents of the surrounding community.

Construction

The Noise and Vibration Impact Assessment (NVIA) prepared by EMM (2026) includes noise modelling for civil works, warehouse construction, and fit-out activities. According to the NVIA during civil works, up to three receivers may experience noise levels exceeding standard management levels by up to 5 dB. However, this is considered a worst-case and unlikely daily. The affected receivers are remaining residences within the Aerotropolis which have been subject to noise exposure from construction of the Western Sydney Airport and bulk earthworks for the IPG Master Plan site. Although noise exceedances are limited to the civil works stage, which is a small proportion of the overall construction period, these receivers may experience construction fatigue. According to the NVIA, appropriate work practices will also be implemented during construction to reduce construction noise levels below the threshold. From earthmoving, construction noise is predicted to remain below the highly noise-affected level at all assessment locations for the duration of the proposed construction works. The recommended mitigation measures include best practice construction methods, scheduling of high-noise activities, and communication with affected residents.

Vibration impacts are not expected. Residential properties are more than 600 meters from construction; the nearest commercial property (Aldi warehouse) is not at risk of cosmetic damage or human comfort impacts.

Considering that the NVIA predicts that construction noise will mostly comply with Noise Management Levels (NMLs), except during Stage 1 (Civil Works), when up to three receivers may experience minor exceedances the unmitigated impact during construction is **low negative** given the unlikely likelihood and minor magnitude.

Operation

According to the NVIA key noise sources include heavy vehicle movements, loading/unloading, robotic and conveyor operations, electric forklifts, and mechanical plant. Noise predictions show compliance with project-specific trigger levels at all assessed locations, for both daytime and night-time. Emergency plant (such as smoke exhaust fans) could temporarily exceed trigger levels at four receivers during rare night-time emergencies, but this is permissible and expected to be mitigated by future development. Sleep disturbance criteria (maximum noise levels at night) will be met at all residences. Lastly, vibration during operation is not expected to be significant due to the nature of activities and separation distances.

According to the NVIA, the site's operational noise levels would comply with all relevant requirements and assessment procedures, and noise is predicted to meet criteria during all periods, with no exceedances – including for sleep disturbance– additional mitigation would not be required. The assessment indicates that the operation of emergency mechanical plant, such as smoke extraction fans, may result in noise levels marginally exceeding prescribed limits at night at several locations. However, this is not considered significant as such equipment operates only during emergency situations, and emergency services are generally exempt from standard noise criteria.

Regarding road traffic noise and given the significant upgrades and development in the IPG Master Plan and greater Aerotropolis further assessment would be required to assess road traffic noise impacts.

The unmitigated impact during operation is assessed as **negligible**, given the unlikely likelihood and minimal magnitude.

Assessment – with mitigation:

- **Construction: Negligible**
- **Operation: Negligible**

The NVIA indicates that with the proposed management measures, construction and operational noise impacts would be minimised. Specifically, the NVIA outlines a range of mitigation measures to ensure noise levels are not exceeded, including:

- Verification monitoring to be completed once the site is fully operational, to confirm the accuracy of predicted noise levels.
- Broadband (non-tonal) ambient level adjusting reversing alarms to be installed on all fleet to avoid any potential instances of tonal noise impacts during operation.
- Residents to be notified prior to construction works commencing.
- Feasible and reasonable mitigation measures to reduce construction noise levels will be reviewed and implemented where complaints are received and validated, including in relation to work practises and plant and equipment.
- The proposed development will not result in any predicted exceedance of Project Noise Trigger Levels (PNTL) or sleep disturbance criteria. Accordingly, mitigation measures are not required for the operational phase of the proposed development.

Considering the findings of the NVIA and the proposed mitigation measures the mitigated impact during both construction and operation remains **negligible**, given the unlikely likelihood and minimal magnitude.

SIA recommendations – additional social mitigations

- Continued community consultation is recommended to keep residents informed of construction periods and significant milestones in the project's construction. This could include establishing a management procedure to handle complaints during construction activities.

7.4.5.3 Contributions to urban heat island effect

Affected stakeholders	Duration of impact
Immediate social locality, including workers and visitors of the site	Operation
Assessment – without mitigation: Medium negative	
An urban heat island occurs when natural land cover is replaced by dense concentrations of urban structures and hard pavement, such as roads, car parks, and buildings. These structures absorb solar radiation and radiate it back into the environment, creating high localised temperatures. This can have flow-on health and wellbeing impacts for people, such as dehydration, fatigue and heat stress. The urban heat island effect is a well-recognised challenge within the Western Sydney Aerotropolis, particularly as the area undergoes significant change under the strategic vision for the Western Parkland City. Existing conditions in Western Sydney already include higher ambient temperatures compared with other parts of Greater Sydney, and ongoing urban development has the potential to worsen the high levels of urban heat if not carefully managed. The Western City District Plan (2018) and the Liverpool Community Strategic Plan (2022) explain that increases in urban heat place added pressure on the local community and can adversely affect personal health and wellbeing. The proposed development involves the operation of a warehouse or distribution facility (ADC), requiring the replacement of existing agricultural and pastoral land with extensive hardstand areas, car parking and large-format built structures. This change in land use and surface cover is likely to increase heat retention at the site and, cumulatively with other development across the IPG Master Plan area, contribute to the urban heat island effect, which has been anticipated in the Master Plan. As such, this reinforces the importance of embedding climate-responsive design and cooling strategies across all stages of planning, design and delivery to support future workers' comfort, health and wellbeing. Given the almost certain likelihood and minor magnitude, the unmitigated assessment is medium negative.	
Assessment – with mitigation/ enhancement: Low negative	
The Architectural Design Report (SBA Architects, 2026), Landscape Design Report (SBA Architects, 2026) and Ecologically Sustainable Development (ESD) Report (Northrop Consulting Engineers, 2026) outlines key mitigation measures to reduce the effects of urban heat island, including: ▪ The development incorporates outdoor shelters as well as landscape elements designed to reduce heat island effects ▪ Trees are proposed throughout landscaped areas. Generous tree canopy along streetscapes, Warehouse frontages and amenity areas will provide amenity cooling and shade ▪ Façade materials have been selected with appropriate reflectivity to reduce heat absorption, while light-coloured roofing materials are utilised to minimise solar radiation gain and associated heat build-up. ▪ Permeable pavers will be used in pedestrian areas and hardstands, while light-coloured pavements and concrete are proposed to reflect more sunlight and reduce heat absorption. Additionally, within the IPG Master Plan this impact has been anticipated, with blue-green infrastructure included across the broader IPG site to help reduce the urban heat island effect. Given the possible likelihood and minor magnitude, the mitigated assessment is low negative.	
SIA recommendations – additional social mitigations	
▪ No further recommendations.	

7.4.6 Surroundings

Guideline definition: *Surroundings, including ecosystem services such as shade, pollution control, and erosion control, public safety and security, access to and use of the natural and built environment, and aesthetic value and amenity.*

7.4.6.1 Changed sense of place and potential loss of connection to the rural landscape

Affected stakeholders	Duration of impact
Immediate and surrounding social localities including current residents, workers, business-owners and visitors	Construction and operation

Assessment – without mitigation: Negligible

The visual environment is an essential component that links people to their surroundings and sense of place. Changes to the visual environment, which may result from changes to remnant landscapes, vegetation and the construction of the development (consider height, bulk size), can influence a community's attachment and sentiment towards a place.

As outlined in the regional context section (refer to Section 1.1), the site and its surrounds are undergoing a rapid transition from the current rural residential and agricultural uses to a mix of light-industrial, enterprise and business employment uses as part of the IPG Master Plan to support the operations of the Western Sydney Aerotropolis. While this change is consistent with the broader strategic directions for the Aerotropolis Core Precinct (refer to Section 7.4.2), it may be perceived as a significant change to local character by existing residents, workers, business-owners and visitors.

The demographic profile (refer to Section 4.4), identifies outdoor vegetable growing as the fourth most common industry of employment in the study area, meaning the broader transformation of the local area is likely to be felt most acutely by residents connected to agricultural land uses. While the proposal will change the current vacant and vegetated land and result in visual changes for nearby residents in line with the IPG Master Plan Precinct, the Visual Impact Assessment (VIA) prepared by Urbis (2026) notes that the site has low scenic quality, characterised by a utilitarian working landscape with limited vegetation and minimal built form.

VIA (Urbis, 2026) notes the proposal is considered visually compatible with the future character of the area, acknowledging the planned transition of the Bradfield and Aerotropolis precincts toward a more urbanised, employment-focused environment with large-scale built form.

Given the unlikely likelihood and minimal magnitude, the unmitigated assessment is **negligible**.

Assessment – with enhancement: Low positive

The Landscape Design Report (SBA, 2026) and Architectural Design Report (SBA, 2026) outlines that the Proposal will utilise a landscape-led approach to soften civil and engineering elements and improve visual amenity. This will be achieved through strong screening planting through generous tree canopy along streetscapes and lot boundaries to break up built forms, achieving 15% canopy coverage on the site. It identifies throughout the site, tree species will vary in height and width, to increase the visual impact of canopies, break up the scale of proposed buildings and reestablish the Cumberland Plain character and riparian landscape. Further feature planting at publicly accessible lot entries will be utilised to indicate points of interest to pedestrians at street level and enhance visual amenity. The Architectural Design Report further highlights that the Proposal will provide visual interest through delivering balanced street presentation and building articulation with varied materials, colours and textures, breaking down the perceived bulk and scale of the Proposal's façade.

The VIA (Urbis, 2026) assesses the overall visual impact of the proposed ADC as low and acceptable given the site's strategic location, surrounding land use transition and approved master planning

framework, noting that as development within the broader IPG Master Plan and surrounding precincts progresses, visual compatibility is expected to increase, and residual impacts further reduce over time.

Considering the Proposal's changes to existing visual character and acknowledging the efforts to ensure the landscape maintains visual amenity and provides visual screening and alignment with surrounding IPG Master Plan site, the mitigated impact is assessed as **low positive**, given the possible likelihood and minor magnitude.

SIA recommendations – additional social mitigations

- No further recommendations.

7.4.7 Livelihoods

Guideline definition: Livelihoods, including people's capacity to sustain themselves through employment or business, whether they experience personal breach or disadvantage, and the distributive equity of impacts it has.

7.4.7.1 Increased employment opportunities during construction and operation

Affected stakeholders	Duration of impact
Immediate, surrounding and broader social localities, including future workers in the construction, transport, logistics or warehousing industries	Construction and operation
Assessment – without mitigation:	
▪ Construction: high positive	
▪ Operation: medium positive	

As outlined in the regional context (refer to Section 1.1), the Western Sydney Aerotropolis Precinct Plan identifies the Aerotropolis Core Precinct to accommodate approximately 50,000 to 60,000 jobs once the precinct is development, with a focus on higher-intensive enterprise, industry and business employment land uses.

This is also notes in the policy context (refer to Section 4.3) which highlights that leveraging industry opportunities from the Western Sydney Airport and Aerotropolis is a planning priority within the Western City District Plan (DPHI 2018), further noting the vision for the Aerotropolis Core to capitalise on the airport's economic influence.

The Proposal will contribute to economic and employment growth in the local and surrounding area, aligning with the strategic vision of the Aerotropolis Core by delivering higher-order technology, advanced manufacturing and industry uses. However, it is also acknowledged that the Proposal may indirectly contribute to a decrease in the number of people working in agriculture, where vegetable growing (outdoors) is identified as the fourth most common industry of employment in the study area (refer to Section 4.4), thereby affecting the longevity and strength of the industry in the Western Parkland City region.

Construction

The Estimated Development Cost (EDC) report prepared by Rider Levett Bucknall (2026) indicates that the construction phase is expected to generate 3,123 job years across direct on-site roles, manufacturing and supply, and indirect services.

Employment opportunities created during construction are likely to have a workforce catchment for workers living in Liverpool and surrounding LGAs (including Penrith LGA). Construction-related jobs will

align with the existing skills and capabilities of residents in these communities, as identified in the demographic profile (refer to Section 4.4), where 15.2% of the study area's residents are employed in the construction industry.

Based on the provision of construction jobs, the significance rating for the unmitigated impact during construction is assessed as **high positive**, given an almost certain likelihood and moderate magnitude. The magnitude of this impact could be increased if local construction contractors were appointed (see recommendations at the conclusion of this impact). It is noted that these impacts are temporary (i.e. during the construction phase).

Operation

Once operational, the ADC will provide ongoing employment for 83 managers and 724 warehouse staff, delivering significant economic benefits to the community.

Once operational, the Proposal will create ongoing work for local businesses, including contractors, suppliers and service providers, delivering broader flow-on economic benefits. This work aligns with the proposed land uses for the IPG Master Plan Precinct and Aerotropolis Core Precinct.

As the proposal's jobs align with the skill sets of the local population and the objectives of key strategic policies, the unenhanced operational impact is assessed as **medium positive**, given a possible likelihood and a moderate magnitude. As above, the magnitude of this impact could be increased if the proponent adopted local procurement opportunities and initiatives (see recommendations at the conclusion of this impact).

Assessment – with mitigation/ enhancement:

- **Construction: high positive**
- **Operation: medium positive**

No enhancement measures are proposed at this stage. The significance rating for the identified impact, therefore, remains assessed as **high positive** (during construction) and **medium positive** (during operation).

SIA recommendations – additional social mitigations

- Consider seeking opportunities to encourage employment for identified staff, supporting a diverse workforce and local employment outcomes.
- Consider implementing workforce procurement strategies which support employment opportunities for local community groups, including First Nations and migrant communities, locals without tertiary education qualifications and people with disabilities.
- Consider undertaking consultation with key business groups (e.g. Business Western Sydney) during future planning stages to identify employment and training collaboration opportunities.
- Consider engaging with local high schools / TAFE institutions to create opportunities for students to tour the site and engage in educational projects that contribute to local learning and work readiness

7.4.7.2 Contribution to the transformation of the local economy

Affected stakeholders

Duration of impact

Broader social locality, including current and future workers within the Aerotropolis, regional businesses and workers

Assessment – without mitigation: Medium positive

The proposed ADC would make a positive contribution to the transformation of the local economy by supporting the evolution of Western Sydney from low-intensity land uses to a more advanced, connected and productive economic environment aligned with the Western Sydney Aerotropolis vision. The facility would provide modern logistics and fulfilment infrastructure that local and regional businesses can access without needing to invest in their own distribution systems, improving supply chain efficiency, reliability and competitiveness. This capability supports broader economic participation by enabling businesses to scale operations, respond more effectively to customer demand and integrate into regional and global markets. For local businesses, this means easier access to modern distribution and fulfilment services that would otherwise be difficult or costly to provide on their own. It allows businesses to store, pack and ship products more efficiently, helping them reach customers faster and more reliably.

The Proposal will also support job creation, workforce participation and greater economic stability for surrounding communities. This, in turn, can strengthen community resilience by enabling people to access a broader range of employment and business opportunities closer to home

Stakeholder feedback documented in the Engagement Outcomes Report (Urbis, 2026) indicates support for the development's role in contributing to innovation, advanced manufacturing and the broader economic objectives of the Aerotropolis. The proposed development will strengthen the local economic ecosystem through improved infrastructure, connectivity and business capability, reinforcing Western Sydney's transition to a more diverse and resilient economic base. Given the possible likelihood and moderate magnitude, the unmitigated impact is **medium positive**.

Assessment – with enhancement: Medium positive

No further enhancement measures are identified at this stage, as such the **mitigated impact** remains **medium positive**.

SIA recommendations – additional social mitigations

- Undertake consultation with key business groups (e.g. Business Western Sydney) post consent design development and construction phases to identify collaboration opportunities.

7.4.8 Decision-making systems

Guideline definition: *Decision-making systems, including the extent to which people can have a say in decisions that affect their lives, and have access to complaint, remedy and grievance mechanisms.*

7.4.8.1 Opportunities for community involvement in decision-making processes

Affected stakeholders	Duration of impact
Local, surrounding and broader social locality, including workers, visitors and residents	Construction and operation

Assessment – without mitigation: Low positive

The ability to contribute to or influence the decision-making process and have a say in a community's development is a fundamental aspect of the social impact a Proposal could generate. Important decisions about the natural or built environment can positively or negatively affect how people live and interact within communities and how they interact with a Proposal and the Proponent.

There have been opportunities for community and stakeholder inputs throughout the planning process, including key stakeholder interviews, an online Social Impact Assessment (SIA) survey and project newsletters, as outlined in the SIA Field Study (refer to Chapter 5). Requests for consultation were issued to six intensive agricultural landowners as part of the Land Use Conflict Risk Assessment (LUCRA) (Edge

Land Planning, 2026)), with limited responses received and not likely to be any land use conflict risks associated with the development. The Badgerys Creek community and the broader Liverpool LGA have been provided ongoing and accessible opportunities to provide feedback on the Proposal.

Further consultation efforts for the Proposal were undertaken including a community and stakeholder engagement strategy outlined in the Engagement Outcomes Report (Urbis, 2026). Engagement activities undertaken between February to April 2026, included delivering a project newsletter to 111 surrounding properties, conducting a briefing with a representative from the Western Sydney Aerotropolis Community Consultative Committee and establishing communication channels via an enquiry email and phone number.

Overall, minimal feedback was received during community and stakeholder engagement, and during the SIA Field Study, with no responses to the SIA survey, one enquiry email and no phone calls received. In the context of the size and impact of the Proposal within the broader development context of the Aerotropolis, this may indicate a low level of concern, consultation fatigue, or that issues of importance have been addressed through earlier regional and strategic planning processes for the Western Sydney Aerotropolis (refer to Section 6.3 on Cumulative Impacts).

Therefore, considering the channels available for stakeholders and the community to provide feedback during the decision-making process, the **unmitigated impact** is assessed as **low positive**, given the possible likelihood and minor magnitude.

Assessment – with mitigation/ enhancement: Medium positive

The proponent seeks to continue to keep stakeholders and the community informed of the project approval process through the exhibition and determination phases by continuing to enable the community to seek clarification about the project through the two-way communication channels.

Given this commitment to ongoing communication, the **mitigated impact** is assessed as **low positive**, given the possible likelihood and minor magnitude.

SIA recommendations – additional social mitigations

- Ensure the surrounding community is kept informed and meaningfully involved in decision-making, with clear communication on how feedback has been considered, and accessible grievance and feedback channels available throughout construction.
- Continue engagement with relevant agency and key stakeholders to address stakeholder concerns around the proposal's influence on the local road network and any unanticipated impact.

7.4.9 Cumulative impacts

Cumulative impacts result from the incremental, sustained, and combined effects of human action and natural variations over time and can be positive or negative (DPHI 2022, p. 4). They can be caused by the compounding effects of a single project or multiple projects in an area, and by the accumulation of impacts from past, current, and future activities as they arise (ibid., p.4).

Several significant state and local projects operating or intended to operate in and around the social locality may contribute to the Proposal's cumulative impacts. These are summarised in Table 11 below.

Table 11 Concurrent development projects

Development	Description	Status
DHL Logistics Facility, Badgerys Creek	Construction of two single storey warehouse buildings, landscaping works, associated vehicle crossings and drainage connection to the road drainage system, signage and wayfinding.	Response to submissions

Development	Description	Status
(North) SSD-70817958		
Building 2 Advanced Manufacturing Research Facility 215 Badgerys Creek Road, Bradfield SSD-58591961	Construction, fit out and use of AMRF. The AMRF will provide services, specialist equipment and workspaces for small to medium enterprises, start-ups and large multinationals.	Approved 07/04/2025 MOD-1: prepare report
Altis Warehousing Estate, 2289-2309, 2311 Elizabeth Drive, Luddenham SSD-48438209	Construction and operation of a warehouse and distribution estate.	Approved 15/04/2025
Elizabeth Enterprise Precinct - Stage 1 11669-1723 Elizabeth Drive, Badgerys Creek SSD-19618251	Concept Masterplan and Stage1 Development for general industry and warehouse distribution centres	Under Assessment
First Building Bradfield City Centre SSD-25452459	Construction and operation of an advanced manufacturing research facility, including workspaces, manufacturing hall, exhibition spaces, landscaping, parking and ancillary works.	Approved 09/09/2022 Mod-1: approved 14/04/2023 Mod-2: approved 05/07/2024
230 Martin Road Industrial Development SSD-65529236	Construction and operation of two large format warehouses	Prepare EIS
Elizabeth Drive Upgrades	The upgraded road will provide two lanes in each direction together with a median island, landscaping and paths. The proposed upgrades relate to 11.4km of road.	REF determined in November 2024
Boral's Badgerys Creek Industrial Area 235 Martin	Concept and Stage 1 application for Boral's Badgerys Creek Industrial Area comprised of: Stage 1 - concrete batching plant and research & development lab Stage 2 - resource	No Result Found on Major Projects Portal or Planning Portal

Development	Description	Status
Road, Badgerys Creek SSD-60644466	management facility for the processing of construction & demolition waste.	
50 Martin Road, Badgerys Creek DA-723/2022	Demolition of existing buildings, remediation of site, construction of gravel hardstand areas, temporary office, temporary use as depot.	Deemed Refusal 27/02/2023. 24/03/2025 Appeal Upheld - s34 Agreement by Land and Environment Court
Western Sydney Airport Business Park The Northern Road, Luddenham SSD-64409468	Construction and operation of the Western Sydney Airport Business Park comprising earthworks, retaining walls, estate wide infrastructure, development of nine buildings for agribusiness uses, landscaping and riparian corridor works.	Response to submissions
40 The Retreat, Bringelly SSD-65729209	Construction and operation of mixed-use residential development within the Western Sydney Aerotropolis	Response to submissions
Luddenham Resource Recovery Facility 275 Adams Road, Luddenham SSD-10446	Construction of a Resource Recovery Facility accepting up to 600,000 tonnes per annum of construction and demolition waste and commercial and industrial waste.	Approved 13/08/2024
Central Park, Bradfield City Centre SSD-65490715	Construction of the Bradfield City Centre Central Park including associated structures and landscaping works.	Approved 06/03/2025 MOD-1: approved 02/05/2025
WSI Airport 2014-7391	Staged Proposal comprising the construction and operation of a new international airport.	Under construction, proposed to be operational by December 2026.
M12 Motorway SSI-9364	A new dual-carriageway motorway to connect the M7 Motorway with the Western Sydney Airport and The Northern Road. The motorway will be initially two lanes in each direction, with capacity for an additional future lane in each direction.	Approved 23 April 2021. Currently slated for early-mid 2026 open.
Western Sydney Freight Line	Proposed dedicated freight rail line connection between the Western Parkland City and Port Botany. The new freight rail line will free up the Main West Rail Line to allow more passenger services over time.	Stage 1 Corridor – connecting from OSO to Horsley Park and M7 is now protected and acquiring properties.

Development	Description	Status
Sydney Metro – Western Sydney Airport SSI-10051	A new metro line to service Western Sydney International Airport, the Western Sydney Aerotropolis and interchanging with the T1 Western Line at St Marys	Approved 23 July 2021. Construction is to commence in December 2022 and to be completed in late 2026 to coincide with the WSA. Mod-2: approved 20/12/2024
Western Sydney International Airport	New international and domestic airport, anticipated to accommodate up to 10 million passengers per year. Located approximately 2km northwest of the subject site.	Under construction, anticipated second half of 2026.
Bradfield City Centre	New major city planned at the heart of the Aerotropolis. Located approximately 2.5km south of the subject site.	First building constructed. New SSDs included below in <i>New Development</i> section.
Aerotropolis Metro Station	New major transport infrastructure, connecting Bradfield and the Western Sydney Airport to greater Sydney.	Under construction. Anticipated to open 2026.
Base Farm Greendale Masterplan	Masterplan that provides framework for future development including super lot subdivision, public roads, stormwater infrastructure and public open space, delivering: - Over 10,000 jobs within proximity to Western Sydney International Airport, Bradfield City Centre, and public transport services. - Up to 1.4 million square metres of gross floor area, including: - large-scale warehouses and industrial buildings - a small-scale local centre, for retail, commercial, community, and recreation uses, creating a vibrant hub for business and lifestyle - more than 115 hectares of open space, with riparian corridors, pedestrian pathways and cycleways along Lake Duncan.	Under assessment
Burrah Park 1953-2109 Elizabeth Drive SSD-70316465	State Significant Concept Masterplan Burrah Park warehouse and logistics estate, comprising forty-two (42) building envelopes. Located approximately 3.5km north of the subject site.	Under assessment

Development	Description	Status
Badgerys Creek Industrial Park 85 Martin Road SSD-74191717	Construction of a warehouse and distribution facility consisting of three warehouse buildings with ancillary offices and associated services, infrastructure, on-site parking and landscaping	Response to Submissions
ALDI Automated Distribution Centre, 475 Badgerys Creek Road SSD-76913969	Construction and operation of an automated warehouse and distribution centre.	Under assessment
1320 The Northern Rd, Bradfield SSD-101688710	Demolition of existing structures and construction of a mixed use residential building comprising of 230 apartments with ground floor retail, associated basement parking, landscaping and public domain works.	SEARS
225-245 Martin Road, Bradfield Bulk Earthworks SSD-97711727	Bulk earth works to facilitate future warehouse development.	Prepare EIS
Building 2 Advanced Manufacturing Research Facility, 215 Badgerys Creek Road, Bradfield SSD-58591961	Construction and operation of an advanced manufacturing research facility within the Bradfield City Centre with associated car parking and landscaping.	Approved 07/04/2025
60 Kelvin Park Drive, Bradfield SSD-74765211	The Proposal includes the subdivision of two lots and construction of eight residential buildings incorporating ground floor retail and commercial uses.	Prepare EIS
Steel processing Facility, 155 Mersey Road, Bradfield SSD-81301710	Construction and operation of a steel processing facility.	Prepare EIS
MU Resi & Commercial, 135 Badgerys	Concept application including a mixed-use residential and commercial development located on land at 135 Badgerys Creek Road, Bradfield	Prepare EIS

Development	Description	Status
Creek Road, Bradfield SSD-77458970		
Central Park, Bradfield City Centre SSD-65490715	Construction of the Bradfield City Centre Central Park including associated structures and landscaping works.	Approved 06/03/2025
Fashion Biz Warehouse and Distribution Centre, 1-3 Shannon Road, Bradfield SSD-72398961	Construction of Fashion Biz Warehouse and Distribution Centre	Prepare EIS
Project Maverick – Internal Works, 225-245 Martin Road, Bradfield SSD-97688711	Construction, fit-out and operation of 14 warehouses, active open space and amenities precinct, and internal estate infrastructure works.	Prepare EIS
225-245 Martin Road, Bradfield Bulk Earthworks SSD-97711727	Bulk earth works to facilitate future warehouse development.	Prepare EIS

Source: Major Projects (DPHI 2026)

7.4.9.1 Cumulative social impacts during construction

Given the site's location within the approved IPG Master Plan Precinct and the large number of projects associated with the development of the Aerotropolis Core Precinct, there are likely to be cumulative social impacts during construction. These impacts may affect people's connections to their surroundings, as well as contributing to health, wellbeing and accessibility impacts as a result of noise, vibration, air quality and traffic network changes. At this stage, it is challenging to assess these impacts as the construction timelines of surrounding developments within the Aerotropolis are still unknown.

Residents within the immediate and surrounding social localities, specifically those located along Badgerys Creek Road, southwest of the site would be the communities most impacted by the Proposal's construction-related cumulative social impacts.

As such, it is recognised that a Construction Environmental Management Plan (CEMP) must be prepared prior to issuing the construction certificate for the Proposal. The plan should include an assessment of the likely construction-related impacts, including noise, vibration, air quality and traffic, as well as cumulative impacts with surrounding developments within the Aerotropolis Core Precinct. It is also recommended that consultation with surrounding future developments, including those on the IPG Master Plan Precinct, for expected construction timelines and activities be aligned to minimise cumulative impacts.

7.4.9.2 Timely provision of infrastructure within the Aerotropolis

The Proposal forms part of a broader program of industrial and logistical infrastructure delivery within the Western Sydney Aerotropolis, alongside major projects such as the Western Sydney International Airport, the Sydney Metro – Western Sydney Airport line, the M12 Motorway and multiple State Significant Developments for industrial and logistics uses. Cumulatively, these projects have the potential to accelerate the delivery of enabling infrastructure, including transport, utilities, drainage and public domain improvements, to support the growing number of workers, visitors and future communities within the Aerotropolis.

As development progresses, the timely provision of infrastructure will be critical to maintaining accessibility, safety and amenity. Infrastructure delivery is proposed through a range of mechanisms, including NSW Government and Australian Government funding programs (such as the Western Sydney Infrastructure Plan, which focuses on road infrastructure) and by the private sector through special infrastructure contributions, local infrastructure contributions and work-in-kind (WIK) agreements.

In recognising the consultation undertaken to date, it is recommended that the Proponent continue to collaborate with Liverpool City Council and agency stakeholders responsible for the delivery of infrastructure (e.g. Transport for NSW and Sydney Water).

7.4.9.3 Loss of agricultural and productive land

The Proposal is situated within an area of the IPG site that is highly modified and reflective of its former use for intensive agriculture (poultry farming). The land, which is primarily zoned for employment uses, is located near several future Federal and State significant transport infrastructure projects. The IPG Badgerys Creek Master Plan (Urbis, 2024) highlights that the site will transition to a new employment precinct. It has been rezoned to meet the vision and objectives of the Aerotropolis Core Precinct outlined in the Western Sydney Aerotropolis Precinct Plan (DPHI, 2023).

The transition of the broader IPG site to a light industrial precinct may be viewed unfavourably by some in the surrounding community, particularly given the loss of agricultural and productive land. Nevertheless, this transition is consistent with the approved Master Plan and the area's strategic planning objectives. Furthermore, the NSW Government has designated new agricultural land uses to be located on the western edge of the Airport within the Agribusiness Precinct. This Precinct will provide intensive and innovative food production and food-related freight, and distribution facilities close to the future Outer Sydney Orbital (OSO) and the Western Sydney Airport. Developing the Agribusiness Precinct within the Aerotropolis is anticipated to offset the loss of agricultural land at the IPG site. These new agrarian facilities would likely be highly productive, leveraging modern techniques and proximity to major transport infrastructure.

7.4.9.4 Change of character and sense of place

The Proposal is located within the IPG Master Plan Precinct and is part of the broader transformation of the Western Sydney Aerotropolis. The Proposal would contribute to the significant transformation of the Western Sydney Aerotropolis from a predominantly rural and agricultural landscape to a hub of industrial, transport, and airport-related employment. This change is occurring alongside other large-scale developments in the area, including warehouse and logistics estates, the Western Sydney International Airport, and associated infrastructure projects.

Cumulatively, these developments will significantly alter the character and sense of place of the surrounding Badgerys Creek and Kemps Creek area. The progressive replacement of open rural landscapes with built form, increased building scale and intensified land uses is likely to reduce connections to the former rural character and change how residents, workers and visitors experience the area.

Managing cumulative impacts on character and sense of place will require ongoing engagement with the community, clear communication about the benefits and opportunities arising from the transformation, and design responses that retain and celebrate elements of the area's heritage and natural environment. Continued engagement with the Aerotropolis Community Consultative Committee (CCC) is

recommended to support collaboration with residents and landowners throughout the planning and development of the Aerotropolis.

8 Mitigation, Enhancement and Management

This chapter provides a summary of:

- Identified positive and negative social impacts,
- Corresponding unmitigated and mitigated risk rankings, and
- Proposed mitigation, enhancement and management strategies.

Key potential stakeholders and/or partners have been identified to inform the implementation of the proposed mitigation and enhancement strategies. Their involvement and participation in monitoring and managing social impacts and social benefits will improve the outcomes of the proposed mitigation and management strategies.

Not all potential impacts will be the (sole) responsibility of the proponent to mitigate or manage. In some cases, the proponent's role may be to cooperate with mitigation efforts and provide data and information to the responsible party. In other cases, they may have direct responsibility for mitigating and managing the identified potential social impacts and for pursuing partnerships.

8.1 Summary of proposed mitigation, enhancement and management of social impacts

A summary of the identified social impacts and benefits, risk ratings and proposed mitigation, enhancement, and management strategies is provided in Table 12.

Table 12 Summary of proposed mitigation, enhancement and management strategies of social impacts

Theme	Matter	Unmitigated /Unenhanced	Mitigated /Enhanced	Proposed mitigation, enhancement and management strategies	Responsibility	Potential partners
Way of life	Contribution to Bradfield's establishment as an employment, business and industry hub aligned with the strategic vision for the Aerotropolis	High positive	High positive	▪ N/A	N/A	N/A
Community	Changes to community composition associated with broader strategic growth	Low positive	Low positive	▪ N/A	N/A	N/A
Accessibility	Increased traffic on the local road network during construction and operation	Construction: Medium negative Operation: High negative	Construction: Low negative Operation: Low negative	▪ Implement the mitigation measures outlined in the Traffic Accessibility and Impact Assessment, including the provision of new road infrastructure.	The proponent Construction partner	Traffic and access consultant
Culture	Impact on Aboriginal culture, heritage and Connection to Country	High negative	Low positive	▪ Aboriginal sites located within designated open space should be conserved and actively managed.	The proponent Construction partner	SBA

Theme	Matter	Unmitigated /Unenhanced	Mitigated /Enhanced	Proposed mitigation, enhancement and management strategies	Responsibility	Potential partners
				- Manage Aboriginal objects recovered in accordance with AHIP conditions, in line with the guidance within the ACHA. - Embed Aboriginal cultural interpretation through design, naming, landscape treatments and public information. - Landscape design does respond to existing landforms, using natural site features to guide the layout and treatment of key and highly visible areas. - Waterway health is protected and enhanced by limiting earthworks, reducing runoff and soil degradation, incorporating passive irrigation where possible, and regenerating endemic riparian vegetation. - A diverse range of landscape spaces is provided to support different user experiences and to reflect the cultural values and natural character of the site. - Incorporate cultural references to waterways and landscape through built form - Acknowledge the convergence of the Dharug, Dharawal and Gundungurra language groups by interpreting cultural narratives, celebrating local flora and fauna, and provide communal spaces for gathering. - Adopt a community-centred approach through Designing with Country, using the key themes to inform spatial design that foster connection and a strong relationship with the surrounding natural environment.		Landscape Design consultant

Theme	Matter	Unmitigated /Unenhanced	Mitigated /Enhanced	Proposed mitigation, enhancement and management strategies	Responsibility	Potential partners
				Aboriginal language, naming and wayfinding are integrated through landscape design, placemaking and public open spaces.		
	Impact on European culture and heritage	Negligible	Negligible	Implement the recommendations from the Historical Heritage Assessment Addendum should any unexpected historical archaeology be uncovered during any future excavation works.	The proponent Construction partner	N/A
Health and wellbeing	Air quality impacts during construction and operation	Construction: Low negative Operation: Negligible	Construction: Negligible Operation: Negligible	- Develop and implement a stakeholder communications plan that includes community engagement before construction commences on site. - Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environmental manager/engineer or the site manager. - Display the head or regional contact information. - Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.	The proponent Construction partner	Engagement consultant
	Potential local amenity impacts due to increased noise and vibration	Construction: Low negative Operation: Negligible	Construction: Negligible Operation: Negligible	- Verification monitoring to be completed once the site is fully operational, to confirm the accuracy of predicted noise levels - Broadband (non-tonal) ambient level adjusting reversing alarms be installed on all fleet to avoid any potential instances of tonal noise impacts. - Surrounding neighbours will be notified prior to construction works commencing - Feasible and reasonable measures to reduce construction noise will be reviewed and	The proponent Construction partner	Engagement consultant

Theme	Matter	Unmitigated /Unenhanced	Mitigated /Enhanced	Proposed mitigation, enhancement and management strategies	Responsibility	Potential partners
				implemented where validated complaints are received.		
	Contributions to urban heat island effect	Medium negative	Low negative	- The development incorporates outdoor shelters as well as landscape elements designed to reduce heat island effects - Trees are proposed throughout landscaped areas. Generous tree canopy along streetscapes and Warehouse frontages will provide amenity cooling and shade - Façade materials have been selected with appropriate reflectivity to reduce heat absorption, while light coloured roofing materials are utilised to minimise solar radiation gain and associated heat buildup. - Permeable pavers will be used in pedestrian areas and hardstands, while light-coloured pavements and concrete are proposed to reflect more sunlight and reduce heat absorption	The proponent	
Surroundings	Changed sense of place and potential loss of connection to the rural landscape	Negligible	Low positive	- Utilise a landscape-led approach to soften civil and engineering elements and improve visual amenity. - Strong screening planting through generous tree canopy along streetscapes and lot boundaries to break up built forms, achieving 15% canopy coverage on the site. - Feature planting at publicly accessible lot entries. - Delivering balanced street presentation and building articulation with varied materials, colours and textures, breaking down the perceived bulk and scale of the Proposal's façade.	The proponent Construction partner	Landscape Design consultant

Theme	Matter	Unmitigated /Unenhanced	Mitigated /Enhanced	Proposed mitigation, enhancement and management strategies	Responsibility	Potential partners
Livelihoods	Increased employment opportunities during construction and operational phases	Construction: high positive Operation: medium positive	Construction: high positive Operation: medium positive	▪ N/A	The proponent	Local service providers Local and regional business groups
Livelihoods	Contribution to the transformation of the local economy	Medium positive	Medium positive	▪ N/A		
Decision making systems	Opportunities for community involvement in decision-making processes	Low positive	Low positive	▪ Continue to inform stakeholders and the community of the project approval process through the exhibition and determination phases by continuing to enable the community to seek clarification about the project through the two-way communication channels.	The proponent Construction partner	Engagement consultant
Cumulative Impacts	▪ Social impacts during construction ▪ Timely provision of infrastructure within the Aerotropolis ▪ Perceived loss of agricultural and productive land ▪ Change of character and sense of place					Construction partner City of Liverpool Council Transport for NSW Aerotropolis CCC

8.2 Further SIA recommendations

The following provides a summary of the recommendations proposed to enhance positive impacts further and mitigate negative impacts as previously identified in Chapter 7. These measures have not been included in the assessment of mitigated or enhanced impacts but have been identified as additional measures for the proponent to consider to improve the Proposal's social outcomes.

Communication

- Maintain communication with key stakeholders to ensure they are informed, as relevant, about project development and approvals processes, including Transport for NSW, to address stakeholder concerns around the Proposal's impact on the local road network.
- Provide advanced notice of construction timeline and road closures to nearby residents and businesses.
- Undertake consultation with key business groups (e.g. Business Western Sydney) during future detailed construction design and construction stages to identify collaboration opportunities.
- Ensure the surrounding community is kept informed and meaningfully involved in decision-making, with clear communication on how feedback has been considered, and accessible grievance and feedback channels available throughout construction.

Construction management

- Implement the recommendations and mitigation measures outlined in the AQIA to address any identified impacts on human health and wellbeing during the Proposal's construction phase. These should be outlined in the Proposal's Construction Environmental Management Plan (CEMP).

Operation management

- Consider workforce and procurement strategies which support employment for local workers and procurement of goods and services from local businesses.
- Consider seeking opportunities to encourage employment for identified staff, supporting a diverse workforce and local employment outcomes.

Acronyms and Definitions

Acronyms	Term
ABS	Australian Bureau of Statistics
ACHAR	Aboriginal Cultural Heritage Assessment Report
ADC	Automated distribution facility
AHIMS	Aboriginal Heritage Information Management System
AQIA	Air Quality Impact Assessment
BOCSAR	NSW Bureau of Crime Statistics and Research
CEMP	Construction Environmental Management Plan
CMP	Construction Management Plan
CSP	Community Strategic Plan
CTMP	Construction Traffic Environmental Plan
CTPMP	Construction Traffic and Pedestrian Management Plan
DA	Development Application
DPHI	NSW Department of Planning, Housing and Infrastructure
EIS	Environmental Impact Assessment
GCCSA	Greater Capital City Statistical Area
GFA	Gross Floor Area
GTP	Green Travel Plan
HANML	Highly Affected Noise Management Levels
HIS	Heritage Impact Statement
IEO	The Index of Education and Occupation (IEO) is designed to reflect communities' educational and occupational levels. The education variables in this index show either the level of qualification achieved or whether further education is being undertaken. A low score indicates relatively lower general education and occupation status of people in the area. A high score suggests relatively higher educational attainment and a higher general occupational status among people in the area.
IER	The Index of Economic Resources (IER) focuses on the financial aspects of relative socio-economic advantage and disadvantage by summarising variables related to income and wealth. This index excludes education and occupation variables because they are not direct measures of economic resources. A low score indicates a relative general lack of access to economic resources. A high score indicates relatively greater access to economic resources in general.
IRSAD	The Index of Relative Advantage and Disadvantage (IRSAD) summarises information about the economic and social conditions of people and households within an area, including relative advantage and disadvantage measures. A low score indicates a

Acronyms	Term
	relatively more significant disadvantage and a lack of advantage in general. A high score indicates a relative lack of disadvantage and a more substantial advantage in general.
IRSD	The Index of Relative Socio-economic Disadvantage (IRSD) is a general socio-economic index summarising a range of information about the economic and social conditions of people and households within an area. Unlike the other indexes, this index includes only measures of relative disadvantage. A low score indicates relatively greater disadvantage in general. A high score indicates a relative lack of disadvantage in general.
LALC	Local Aboriginal Land Council
LGA	Local Government Area
LSPS	Local Strategic Planning Statement
NCA	Noise Catchment Area
NVIA	Noise and Vibration Impact Assessment
POM	Plan of Management
RAP	Registered Aboriginal Parties
RL	Reduced Level
SAL	Suburbs and Localities
SEARs	Secretary's Environmental Assessment Requirements
SEIFA	Socio-Economic Indexes for Areas
SEPP	State Environmental Planning Policy
SIA	Social Impact Assessment
SSDA	State Significant Development Application
The project	The SSDA seeks consent for a proposed warehouse or distribution centre (as defined), referred to throughout this report as an automated distribution facility (ADC).
TIA	Traffic Impact Assessment
VIA	Visual Impact Assessment
WSACCC	Western Sydney Aerotropolis Community Consultative Committee
WSAP	Western Sydney Aerotropolis Plan
WSAPP	Western Sydney Aerotropolis Precinct Plan

References

This SIA has been informed by a range of data sources, information and technical studies. The following data sources have been used:

Demographic, crime and health data

Australian Bureau of Statistics, Census of Population and Housing, 2021, Greater Sydney, Liverpool LGA (SA3), Austral – Greendale SA2 data.

Australian Curriculum, Assessment and Reporting Authority, 2021, School enrolment data.

NSW Bureau of Crime Statistics and Research, Badgerys Creek Liverpool LGA and NSW hotspot maps and crime rates.

NSW Department of Planning, Housing and Infrastructure, 2022, NSW population projections.

Profile id. Western Area community profile

Policy documents

- Western City District Plan (2018)
- Western Sydney Aerotropolis Plan (2020)
- Western Sydney Aerotropolis Precinct Plan (2024)
- Western Sydney Aerotropolis Development Control Plan (2024)
- Western Sydney Aerotropolis Social Infrastructure Strategy (2022)
- Western Sydney Aerotropolis Urban Design Report (2021)
- Western Sydney Aerotropolis Aboriginal Engagement Report (2020)
- Draft Sydney Plan (2025)
- IPG Badgerys Creek Road Master Plan (2025)
- Connected Liverpool 2040: Local Strategic Planning Statement (2020)
- Liverpool Community Strategic Plan 2022-2032 (2022)
- Liverpool Centres and Corridors Strategy (2020)
- Liverpool Economic Development Strategy (2022)
- Liverpool Crime Prevention Plan (2019)
- Liverpool City Council Disability inclusion Action plan 2024-2028 (2024)
- Liverpool Social Justice Policy (2018)
- Liverpool Recreation, Open Space and Sports Strategy (2018)

Technical studies prepared for this Proposal

Aboriginal Cultural Heritage Assessment Addendum Report, Eco Logical Australia, 2026

Air Quality Impact Assessment, Northstar Air Quality, 2026

Architectural Design Report, SBA, 2026

Ecologically Sustainable Development Report, Northrop Consulting Engineers, 2026

Engagement Outcomes Report, Urbis, 2026

Historical Heritage Assessment Addendum, Eco Logical Australia, 2026

Land Use Conflict Risk Assessment, Edge Land Planning, 2026

Landscape Design Report, SBA, 2026

Noise and Vibration Impact Assessment, EMM, 2026

Traffic Assessment, Ason Group, 2026

Visual Impact Assessment, Urbis, 2026

Other

NSW Department of Planning, Housing and Infrastructure, 2026, Social Impact Assessment Guideline for State Significant Projects.

NSW Department of Planning, Housing and Infrastructure, 2025, Social Impact Assessment Guideline for State Significant Projects Technical Supplement.

NSW Department of Planning, Housing and Infrastructure, 2022, Cumulative Impact Assessment Guidelines for State Significant Projects.

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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 SIA Consultation Materials

WSI3 Social Impact Assessment Survey Lot 8,9 & 10 Automated Distribution Centre

Introduction

Urbis has been engaged by a retailer client to undertake a Social Impact Assessment (SIA) to inform a development at 475 Badgerys Creek Road, Bradfield, which seeks approval via a State Significant Development Application (SSDA) for the delivery of an Automated Distribution Centre (ADC).

This survey aims to gather insights from the community and key stakeholders about how the proposed industrial estate may impact them and the local area. Survey responses will be used to help inform the SIA report about any potential positive or negative impacts that community members may experience.

Your feedback will also assist the retailer client in identifying mitigation or enhancement measures that can be implemented during the design, construction, and operation of the proposed development to minimise negative impacts and maximise positive ones.

This survey should take approximately 5–10 minutes to complete, and all responses will remain anonymous. This survey closes at **5:00 p.m. on March 20, 2026**. Thank you in advance for your contribution.

The SIA will be available for public viewing during the SSDA exhibition period, during which public submissions will be accepted via the NSW Major Projects website: <https://www.planningportal.nsw.gov.au/major-projects>.

About the Proposal

A new automated distribution centre is proposed on Ingham Property Group's land at 475 Badgerys Creek Road, Bradfield. The development represents the next stage planned under the approved Ingham Property Group Master Plan, which envisages logistics and distribution centres of this nature. The ADC is designed to support Western Sydney's emerging airport led economy.

Located near Western Sydney International Airport and the future Bradfield City Centre, the proposed ADC will improve how goods are stored and distributed locally, nationally and internationally, supporting faster deliveries, local business growth and ensuring the community benefits from the public investment in the airport.

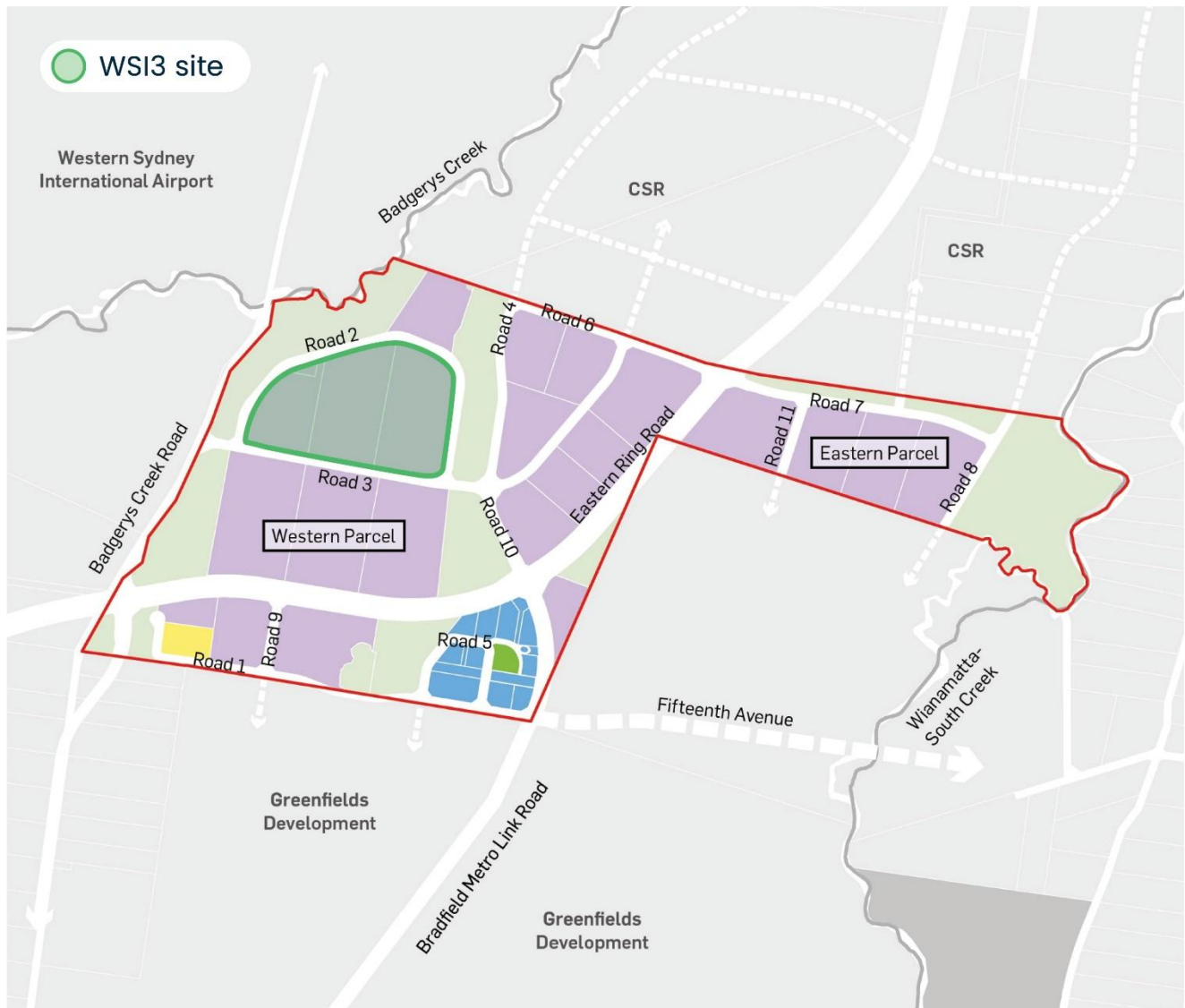
Proposal Overview

Approval is being sought from the NSW Department of Planning, Housing and Infrastructure via the State Significant Development Application (SSDA) planning pathway. Specifically, approval is being sought for:

- One warehouse building with a height of approximately 28.5 metres
- Landscaping across approximately 15% of the site
- Approximately 900 car parking spaces to support staff and operational needs

The SSDA is expected to be lodged in April 2026.

Figure 10 WSI3 Site and Masterplan



Questions

Part One: About the surrounding area

Please select the category that best describes you.

- i. Resident of Bradfield
- ii. Resident of a nearby suburb (please specify)
- iii. Existing user on the site
- iv. Employee or business owner in a neighbouring or nearby property
- v. Regular visitor to the area
- vi. Other (please specify)

What do you like most about living in, working in, or visiting Bradfield?

Long answer.

What are the most significant challenges for the area?

Long answer.

SECTION BREAK

Part Two: Potential social impacts

Social impacts could include perceived or actual positive or negative impacts on nearby residents, businesses, workforce, and other stakeholders, including short- or long-term impacts, impacts during construction, and/or impacts during the proposed development's operational phase.

Positive or negative impacts may concern:

- How you live, work, play, and interact with others
- How your community looks and functions
- How you access services and facilities
- How you express your beliefs and customs (including First Nations Connection to Country)
- Your health and wellbeing (physical and mental)
- Your access to, use of, and impact on the natural and built environment
- Your work or your capacity to sustain yourself through employment or business
- Your ability to have a say in decisions that affect your life

SECTION BREAK

In what way do you anticipate the proposed development will mainly impact the community?

- vii. Positively
- viii. Negatively
- ix. Both positively and negatively
- x. Neither positively nor negatively
- xi. Not sure

What specific groups or community members would be particularly impacted (positively or negatively) by the proposed development?

Long answer.

Please describe any positive impacts you anticipate will be generated by the development.

Long answer.

In what ways could these positive impacts be enhanced?

Long answer.

Please describe any negative impacts you anticipate will be generated by the development.

Long answer.

In what ways could these negative impacts be avoided or reduced?

Long answer.

Do you have any additional comments on the proposed development?

Long answer.

SECTION BREAK

Thank you for your participation.

Please get in touch with the Urbis Engagement Team at 1800 244 863 or engagement@urbis.com.au if you have any questions or would like to discuss the SIA with us directly.

Survey Details

<https://urbis.questionpro.com.au/WSI3>



Powered By QuestionPro

Discussion Guide: Liverpool Council

Introduction

Urbis has been engaged to undertake an independent Social Impact Assessment (SIA) to inform a development at 475 Badgerys Creek Road, Bradfield, which seeks approval via a State Significant Development Application (SSDA) for the delivery of an Automated Distribution Centre (ADC) proposed on Ingham Property Group's land at 475 Badgerys Creek Road, Badgerys Creek.

The SIA will be available for public viewing during the SSDA exhibition period, during which public submissions will be accepted via the NSW Major Projects website: <https://www.planningportal.nsw.gov.au/major-projects>.

Proposal Overview

The ADC will be a distribution centre for goods storage and distribution direct to offsite third-party sortation service providers. The facility will have:

- One warehouse building with a height of approximately 28.5m

- Landscaping across approximately 15% of the site
- Approximately 900 car parking spaces to support staff and operational needs

Social Impact Assessment

A Social Impact Assessment (SIA) is an objective, independent study undertaken to identify and assess potential positive and negative social impacts associated with a proposed development. Social impacts are the consequences that people (individuals, households, groups, communities, and organisations) experience when a new development brings about change.

An SIA considers social impacts on people's way of life, community, accessibility, culture, health and wellbeing, surroundings, livelihoods, and decision-making systems. Definitions for each category are provided in the table below. The SIA process is being guided by the Department of Planning, Housing, and Infrastructure's (DPHI) SIA Guideline (2025).

SOCIAL IMPACT CATEGORY	DEFINITION
Way of life	Including how people live, how they get around, how they work, how they play, and how they interact each day.
Community	Including composition, cohesion, character, how the community functions and people's sense of place.
Accessibility	Including how people access and use infrastructure, services and facilities, whether provided by a public, private or not-for-profit organisation (e.g., health services, community services, roads, etc.).
Culture	Both Aboriginal and non-Aboriginal, including shared beliefs, customs, values and stories, and connections to Country, land, waterways, places and buildings.
Health and wellbeing	Including physical and mental health especially for people vulnerable to social exclusion or substantial change, psychological stress resulting from financial or other pressures, and changes to public health overall.
Surroundings	Including ecosystem services such as shade, pollution control, and erosion control, public safety and security, access to and use of the natural and built environment, and aesthetic value and amenity.
Livelihoods	Including people's capacity to sustain themselves through employment (e.g., jobs) or business, whether they experience personal breach or disadvantage, and the distributive equity of impacts and benefits.
Decision-making systems	Particularly whether people experience procedural fairness, can make informed decisions, can meaningfully influence decisions, and can access complaint, remedy and grievance mechanisms.

Source: DPHI's SIA Guideline (2025)

About the interview

Stakeholder feedback is crucial for informing the Social Impact Assessment. It informs our understanding of the local context and community, as well as any mitigation or management measures.

The interview will be approximately 45 minutes and conducted online via Microsoft Teams by two Urbis representatives. Any information provided will not be attributed to individuals in the SIA report; however, we

typically identify the organisations represented by key stakeholders. Please let us know if you would prefer not to be named in our reports.

Thank you in advance for your time and for sharing your knowledge and insight.

Interview Questions

The following interview questions provide a starting point for discussion. We will share draft architectural plans for the proposed development on the screen during the interview.

Socia and site context

As part of the SIA, we have examined ABS 2021 Census data to understand the key demographic characteristics of the current Liverpool LGA population.

- **Are there any observations or insights you can share on the key characteristics, needs and aspirations of the local community?**
 - How do you predict this community may change in the future?
- **In what ways does the proposed warehousing and logistics estate align with the strategic vision for Liverpool LGA, and the Aerotropolis more broadly?**
- **Are there any existing issues with local services and/or infrastructure that should be considered as part of the SIA assessment?** (e.g. access to transport and road networks, difficulty accessing services)
- **Are there any vulnerable people or groups that you think may be impacted by the proposal?**
- **How do you anticipate the local community to perceive the proposed development?**

Potential social impacts

Potential social impacts could include both positive and negative effects on adjacent residents, businesses, workers, visitors, and the Bradfield community, as well as the broader Greater Sydney community, with both short-term and long-term effects, including those during the construction and operation of the estate.

Also consider all aspects of the proposed development, including warehouse buildings, car parking areas, driveways, landscaping, hardstand areas and stormwater basins.

- **Do you anticipate the proposed development will generate any positive impacts?**
 - If so, how could these positive impacts be further enhanced?
- **Do you anticipate the proposed development will generate any negative impacts?**
 - If so, how could these negative impacts be mitigated or reduced?
- **Do you anticipate the proposed development will generate any additional cumulative social impacts?** This may include both positive and negative impacts, including those from the nearby Aerotropolis and/or any nearby projects

Other

- Do you have any other comments on the proposal or feedback to inform the SIA report?



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