

SOCIAL IMPACT ASSESSMENT

**Warehouse and Logistics Hub
155-217 Aldington Road, Kemps Creek**

Prepared for:

Fraser's Property Industrial
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BASIS OF REPORT

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1 Introduction

SLR Consulting have been engaged by Frasers Property Industrial (Frasers) to undertake a Social Impact Assessment (SIA) to address the planning, construction and operation of Aldington Road Estate, a proposed warehouse and logistics hub to be located at 155-217 Aldington Road, Kemps Creek. This report has been prepared to provide a summary of the assessment of social impact of the Project and to report on the outcomes and findings of the study.

1.1 Site Description

The Project site is legally described as 155-217 Aldington Road, Kemps Creek (Lot 33 DP258949 and Lots 25-28 DP255560).

The entire Site comprises a total area of approximately 43 hectares (ha) and is located on the western side of Aldington Road. The Site affords a primary frontage of approximately 647m to Aldington Road to the east. Currently no formal access has been established, however formal vehicular access to the site would logically be provided from Aldington Road. In its existing state, the Site comprises a plant nursery, rural housing, agricultural land, farm sheds and undeveloped land with dams and waterbodies connected to the tributaries of South Creek.

1.2 Site Context

The Site is bound by agricultural land and rural residential dwellings. The Site is located within the Western Sydney Employment Area (WSEA) and is situated approximately 5km from Badgerys Creek, 20km from Parramatta and 39km from the Sydney CBD. The Site affords road linkages to Mamre Road, Elizabeth Drive, Lenore Drive, Erskine Park Road and the M4 Western Motorway. The Site is also within close proximity to transport infrastructure routes (predominantly the bus network), as well as sharing direct links with the wider regional road network, including Mamre Road and both the M4 and M7 Motorways. All of which provide enhanced connectivity to the Subject Site and immediate vicinity, as well as the wider locality. Additionally, the Subject Site is located within close proximity to active transport links, such as bicycle routes, providing an additional mode of accessible transport available to the Subject Site.

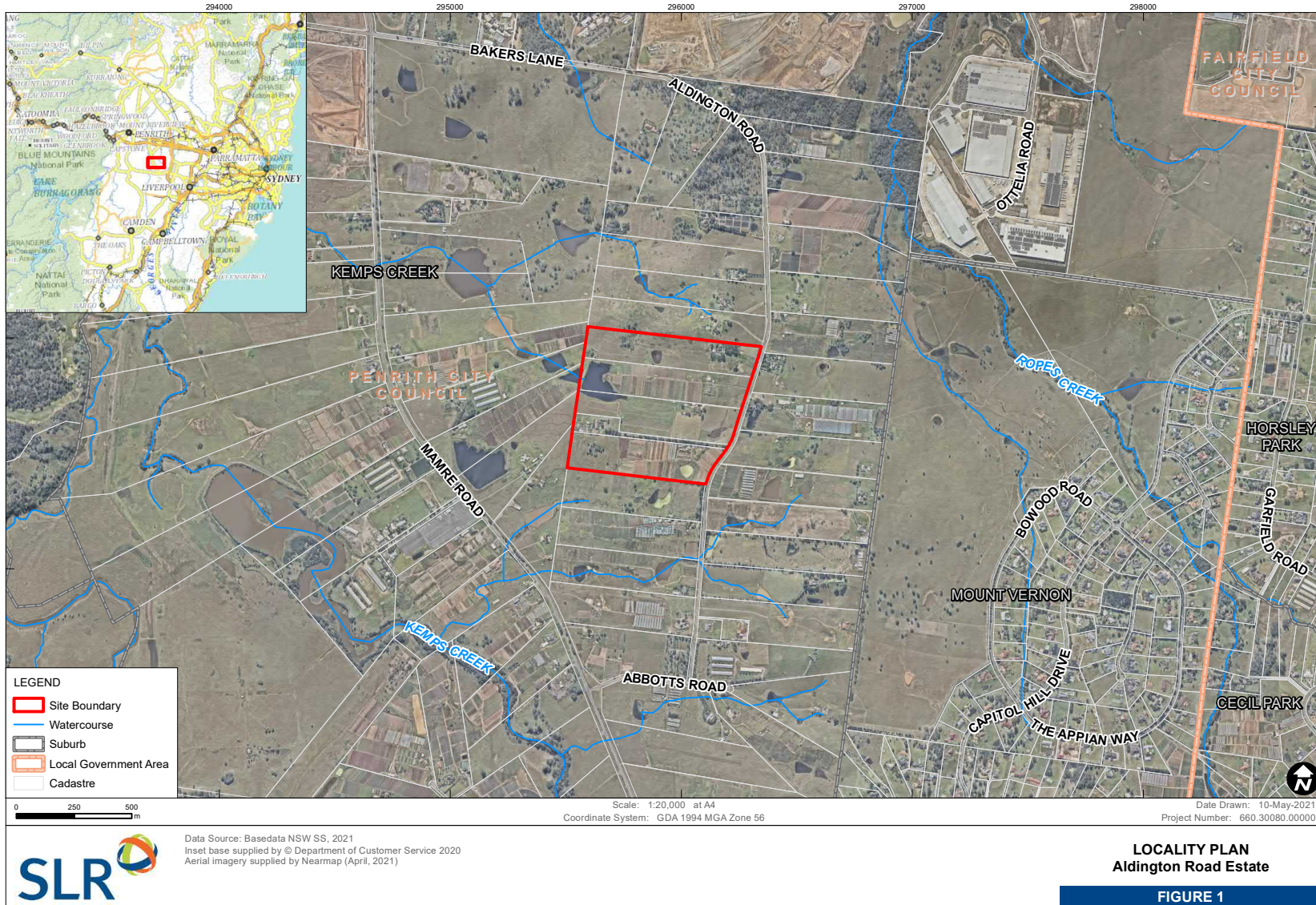
The Site is subject to the provisions outlined within the *State Environmental Planning Policy (Western Sydney Employment Area) 2009* (SEPP WSEA), which is the primary Environmental Planning Instrument (EPI) and categorises the Site within the IN1 General Industrial zone under the *Penrith Local Environment Plan 2010*. The Site and surrounding context are illustrated in **Figures 1** and **2** below.

Figure 1 Site Plan



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Figure 2 Locality Plan



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1.3 Project Description

Aldington Road Estate is a proposed warehouse and logistics hub, comprising a total of one warehouse and distribution centre over two wings and an internal access road. Specifically, the proposal entails the following:

- Bulk earthworks involving cut and fill works;
- Vegetation clearing;
- 9-lot Torrens title subdivision;
- Proposed construction of one access road off Aldington Road and an internal access road;
- Infrastructure comprising civil works and utilities servicing; and
- Construction of one warehouse and distribution centre with two parts (33,095m² and 30,600m²).

1.4 Scope of this Report

This report has been prepared to demonstrate how the proposal has met the requirement of the Planning Secretary's Environmental Assessment Requirements (SEARs) for the Project with respect to Social Impact. SEARs were issued for the proposal on 12 May 2021. The requirements of the SEARs and cross references to where these are addressed within this report are included in **Table 1** below.

Table 1 SEARs Requirements and Cross References

SEARs Requirement	Report Cross Reference
The EIS must address the following specific matters: ... Social impact – including:	
- a social impact assessment in accordance with the Department's Draft Social Impact Assessment Guideline – State significant projects (October 2020)	This Report Section 1.6
- an analysis of any potential economic impacts of the development, including a discussion of any potential economic benefits to the local and broader community.	Section 3

Communications and consultation undertaken to inform this SIA has been undertaken in accordance with the Community and Stakeholder Participation Strategy (CSPS) prepared for the Project. The Project CSPS identified key community and agency stakeholders to the Project and outlined the appropriate strategy for communication and consultation with these parties across the lifespan of the Project.

1.5 Methodology

This SIA has been prepared under the guidance of the *Social Impact Assessment Guideline for State significant mining, petroleum production and extractive industry development* (DPIE 2017) (The Guideline) and the *Draft Social Impact Assessment Guideline* (DPIE 2020) (The Draft Guideline) in the absence of a specific or in force document for the undertaking of social impact assessment for warehouse and industrial developments and at the direction of the SEARs issued for the Project.

The methodology for this SIA has been derived utilising concepts and tools provided under the Guidelines and process and formats recommended under the Draft Guidelines.

The Guideline identifies social impact as:

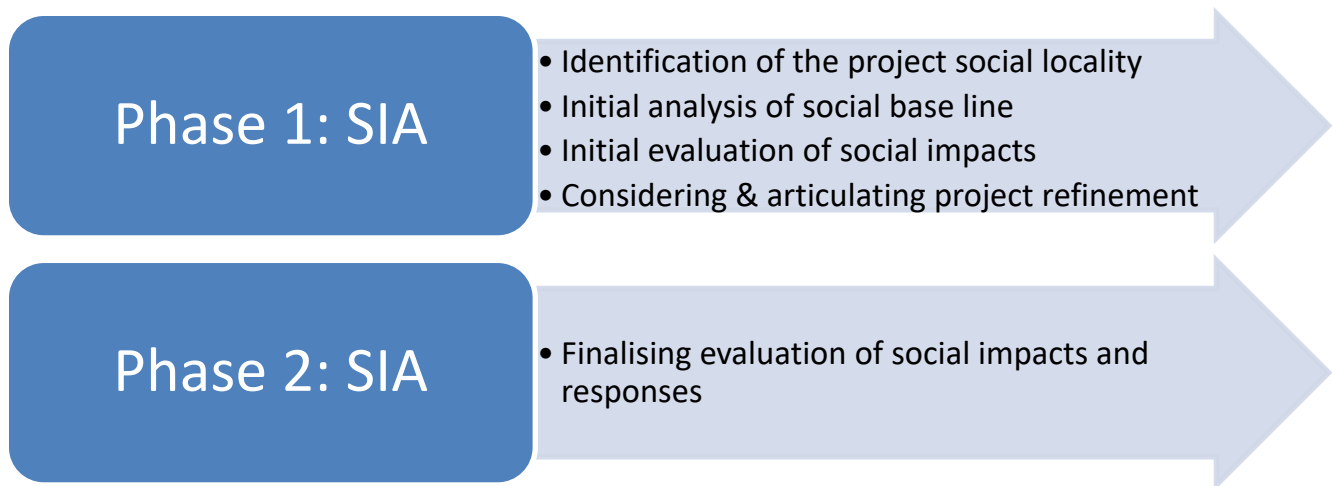
... a consequence experienced by people due to changes associated with a State significant resource project. As a guide, social impacts can involve changes to people's:

- *way of life, including:*
 - *how people live, for example, how they get around, access to adequate housing*
 - *how people work, for example, access to adequate employment, working conditions and/or practices*
 - *how people play, for example, access to recreation activities*
 - *how people interact with one another on a daily basis*
- *community, including its composition, cohesion, character, how it functions and sense of place*
- *access to and use of infrastructure, services and facilities, whether provided by local, state, or federal governments, or by for-profit or not-for-profit organisations or volunteer groups*
- *culture, including shared beliefs, customs, values and stories, and connections to land, places, and buildings (including Aboriginal culture and connection to country)*
- *health and wellbeing, including physical and mental health*
- *surroundings, including access to and use of ecosystem services, public safety and security, access to and use of the natural and built environment, and its aesthetic value and/or amenity*
- *personal and property rights, including whether their economic livelihoods are affected, and whether they experience personal disadvantage or have their civil liberties affected*
- *decision-making systems, particularly the extent to which they can have a say in decisions that affect their lives, and have access to complaint, remedy and grievance mechanisms*
- *fears and aspirations related to one or a combination of the above, or about the future of their community*

The above identified social impacts have been considered (where applicable) in the context of the Project within this SIA.

The following process, derived from the Draft Guideline (where relevant), has been utilised to undertake the SIA for the site and the preparation of this report:

Figure 3 Phase 1 and 2 SIA Inclusions



The Draft Guideline recommends the timing of the Phase 1 SIA occur prior to seeking SEARs for the Project, as illustrated in **Figure 3**. As this cannot be facilitated retrospectively, the considerations of both Phase 1 and 2 have been included in the undertaking of the SIA and the preparation of this Report.

As per the recommendations of the Draft Guidelines and the accompanying technical supplement, the following general process for the undertaking of the SIA for the Project (including Phase 1 and Phase 2 SIA) has been applied and is reflected within the information contained within this report:

Step 1: Stakeholder and Impact Scoping

Step 2: Social Locality and Baseline Study

Step 3: Stakeholder Engagement and Consultation

Step 4: Identification of Expected and Perceived Impacts

Step 5: Evaluation of Likelihood and Magnitude of Social Impact

Step 6: Social Impact Enhancement, Mitigation and Residual Impacts

1.6 Stakeholder and Impact Scoping

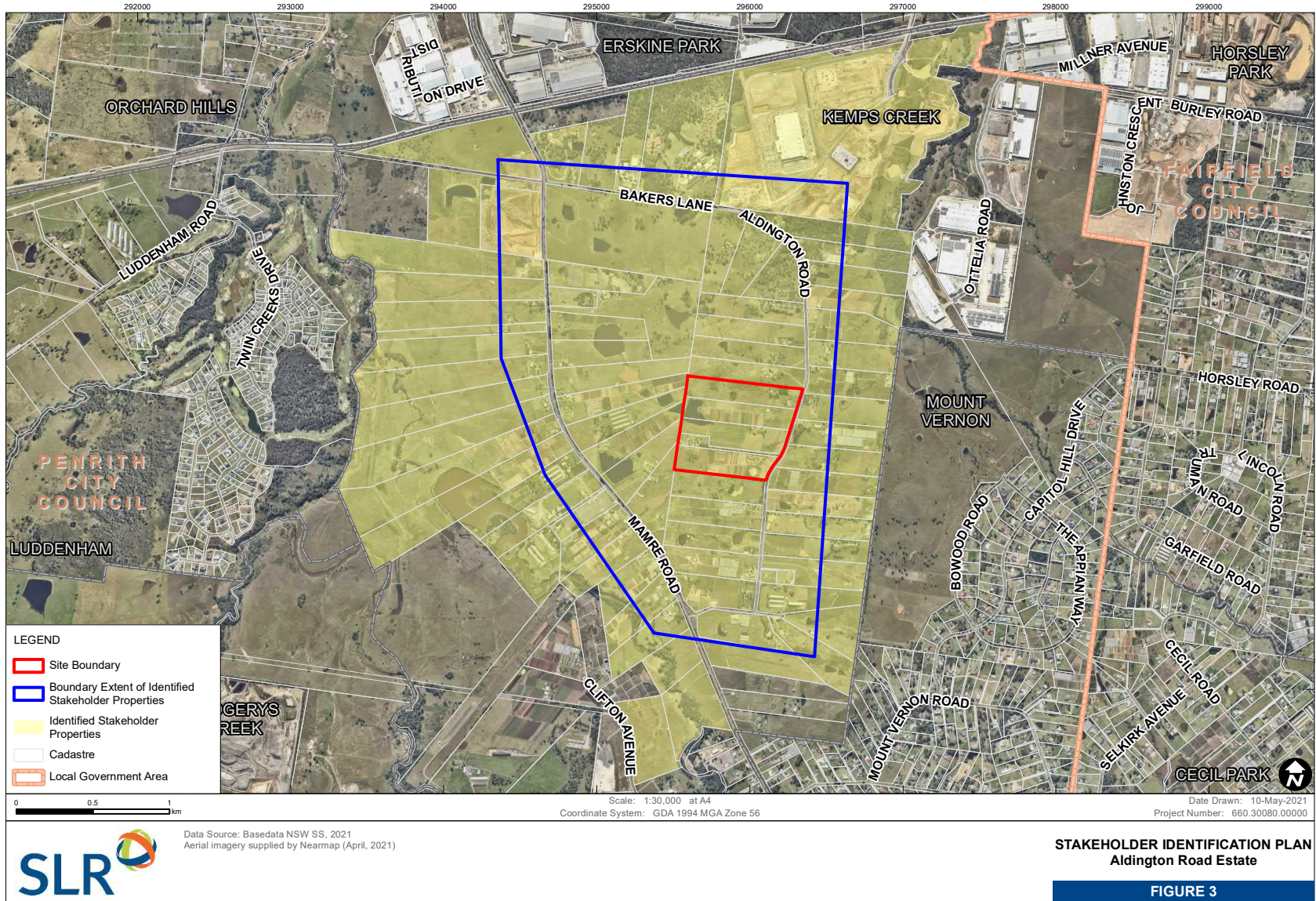
Early scoping was undertaken to obtain a baseline understanding of who the stakeholders to the development were and to identify potential social impacts to these parties from the development.

The scoping exercise was undertaken as a desktop study and utilised a modified version of the scoping tool provided to inform the Guidelines. The scoping tool examined potential social impacts within the categories of amenity, access, built environment, heritage, community, economic, air biodiversity, land and water and determined who the potentially impacted stakeholders would be for these impacts. The scoping tool identified where these matters would be addressed in full through non-SIA specialist studies (e.g. Acoustic Assessment for noise impacts) and where these matters should be included within the impacts identified and addressed within this SIA.

From this tool a list of potentially impacted stakeholders was developed, with ancillary and adjacent occupiers identified as the primary stakeholders to the development and the broader community (for example users of the surrounding road network) identified as secondary stakeholders to the development.

The identified stakeholder properties are shown in **Figure 4**. A copy of the Social Impact and Stakeholder Scoping Report is attached at **Appendix A**.

Figure 4 Community Stakeholder Identification Plan



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1.7 Community and Stakeholder Engagement Strategy

In conjunction with the undertaking of this SIA, a CSPS has also been developed to identify the methods of engagement with identified community and stakeholder parties. The CSPS outlined the following methods of engagement to be utilised to consult on the proposed Project during the planning stage of the development.

- **Letterbox Drop** – Letters were distributed by post to all proximate properties providing a brief summary of the proposed Project and outlining the options available for communication and consultation during the planning stage of the Project. A copy of the letterbox drop is attached at **Appendix B**
- **Email Notification** – Email correspondence was distributed to a number of identified Bakers Lane Stakeholders, with a brief introductory email and attached letter providing a summary of the proposed Project and outlining the options available for communication and consultation during the planning stage of the Project. A copy of the email notification is attached at **Appendix C**
- **Agency Consultation Letter** – email correspondence was distributed to identified Agency Stakeholders by the consultants engaged to prepare the EIS for the Project. The emailed correspondence included a brief introductory email, summary letter and plans of the development and invited Agency review and comment on the proposal. A copy of the Agency consultation letter is attached at **Appendix D**.

Consultation required to inform the CSPS and this SIA were undertaken as one package, with the outcomes of consultation informing both documents and their outcomes.

1.8 Agency and Authority Consultation

Numerous Agency and Public Authority stakeholders have been identified for the development during the EIS scoping process, prior to the issue of Project SEARs. Stakeholders were identified as having involvement in decision making and advisory roles with respect to their area of jurisdiction.

Early consultation with all applicable agency and authority parties was undertaken by WillowTree Planning as part of their preparation of the overarching EIS for the Project. A summary of consulted agencies and the nature of consultation undertaken with these parties is included in **Table 2** below.

Table 2 Summary of Agency Consultation

Agency or Authority	Summary of Consultation
Environment, Energy and Science Group (EES)	No response received, consultation and/or comment expected during the EIS assessment period if required. Comments dated 3 May 2021 received as part of the SEARs and are addressed in the EIS.
Crown Lands	No response received, consultation and/or comment expected during the EIS assessment period if required.

Agency or Authority	Summary of Consultation
DPI Agriculture	No response received, consultation and/or comment expected during the EIS assessment period if required.
DPI Fisheries	No response received, consultation and/or comment expected during the EIS assessment period if required. Comments dated 26 April 2021 received as part of the SEARs and are addressed in the EIS.
Endeavour Energy	No response received, consultation and/or comment expected during the EIS assessment period if required. Comments dated 28 April 2021 received as part of the SEARs and are addressed in the EIS.
Environment Protection Authority	EPA acknowledged receipt of the consultation letter and provided no comment, advising they would review and provide comment whilst the EIS is on exhibition. Comments dated 29 April 2021 received as part of the SEARs and are addressed in the EIS.
Fire and Rescue NSW	No response received, consultation and/or comment expected during the EIS assessment period if required. Comments dated 30 April 2021 received as part of the SEARs and are addressed in the EIS.
Heritage NSW - Heritage Council	No response received, consultation and/or comment expected during the EIS assessment period if required. Comments dated 27 April 2021 received as part of the SEARs. Heritage Council advised that they do not need to be referred in the subsequent stages of the proposal.
NSW Aboriginal Land Council	Response received providing confirmation the subject site was not subject to an Aboriginal Land Claim and did not include a Registered site of Aboriginal culture and heritage significance. They further requested that the NSW Aboriginal Land Council be engaged through the SEARs process. Comments dated 20 April 2021 were also received as part of the SEARs and are addressed in the EIS.
Rural Fire Service	No response received, consultation and/or comment expected during the EIS assessment period if required. Comments dated 28 April 2021 received as part of the SEARs and are addressed in the EIS.
Sydney Water	No response received, consultation and/or comment expected during the EIS assessment period if required. Comments dated 27 April 2021 received as part of the SEARs and are addressed in the EIS.
Transport for NSW	No response received, consultation and/or comment expected during the EIS assessment period if required. Comments dated 22 April 2021 received as part of the SEARs and are addressed in the EIS.
Water Group including Natural Resources Access Regulator (NRAR)	No response received, consultation and/or comment expected during the EIS assessment period if required. Comments dated 26 April 2021 received as part of the SEARs and are addressed in the EIS.

Agency or Authority	Summary of Consultation
Western City and Aerotropolis Authority	No response received, consultation and/or comment expected during the EIS assessment period if required.
Western Sydney Airport	No response received, consultation and/or comment expected during the EIS assessment period if required. Comments dated 28 April 2021 received and are addressed in the EIS.
Western Sydney Planning Partnership	No response received, consultation and/or comment expected during the EIS assessment period if required. Comments dated 30 April 2021 received and are addressed in the EIS.
NSW Department of Planning, Industry and Environment Central (Western) team, Place Design and Public Spaces Group	No response received, consultation and/or comment expected during the EIS assessment period if required. - Consultation letter was sent on 25/5 and the Central (Western) Team has until 8/6 to respond.
NSW Department of Planning, Industry and Environment Green and Resilient Places, Place Design and Public Spaces Group	No response received, consultation and/or comment expected during the EIS assessment period if required. - Consultation letter was sent on 26/5 and the Green and Resilient Places Team has until 9/6 to respond.
WaterNSW	WaterNSW responded and advised they had no specific comments to make and requested that their response to SEARs requirements be considered in the preparation of the EIS. It is noted that comments dated 26 April 2021 were received as part of the SEARs. The comments are addressed in the EIS.
Penrith City Council	No comment provided in response to the consultation letter however a pre-lodgement meeting was undertaken with Council on 27 May 2021, with comprehensive pre-lodgement advice provided in writing prior to the meeting outlining the various matters Council wish to be addressed through the project planning and assessment process. These matters have been addressed within the EIS and appended impact assessments.

Further consultation with relevant agencies and authorities will be continue following submission of the EIS and during its assessment. It is expected that ongoing consultation will be undertaken throughout the full duration of approval and construction of the development.

1.9 Local Aboriginal Groups

It is noted that local Aboriginal Groups also constitute stakeholder to the Project. In response to this and the Cultural heritage and Aboriginal cultural heritage requirements of the issued SEARs, Biosis have been engaged to undertake an Aboriginal Cultural Heritage Assessment (ACHA) to be prepared in consultation with Aboriginal parties (including the local Aboriginal Council). The process undertaken and outcomes of this process is provided within the ACHA to be submitted as part of the EIS package.

2 Social Locality and Baseline Study

The Draft Guidelines states:

There is no prescribed meaning or fixed, predefined geographic boundary to a social locality; rather, the social locality should be construed for each project, depending on its nature and its impacts. The term 'social locality' is similar to the idea of an 'area of social influence' that is commonly used in social science practice.

Furthermore, the Draft Guideline identifies the social baseline study as describing "...the social context without the project".

The social locality and baseline study for the proposed Project has been determined utilising a desktop assessment of the following data sources:

- Australian Bureau of Statistics (ABS) Data;
- Material from similar projects in the general locality; and
- Relevant local, State and Commonwealth strategic plans and policies.

2.1 ABS Data

2016 Census data from the Australian Bureau of Statistics has been utilised to prepare a brief community profile analysis of the Statistical Area Level 1 (Mamre Road Precinct) in which the site is located (**Figure 5**), with comparisons drawn between the greater Kemps Creek Suburb and the Penrith Local Government Area. Key information on demographics and employment status is provided in **Table 3** below.

Table 3 Demographic and Employment Comparison

Characteristic	Mamre Road Precinct	Kemps Creek Suburb	Penrith LGA
Median Age	60	41	34
Unemployment	8.2	6.9	5.7
Industry of Employment (Top Responses)	Vegetable Growing (Outdoors) 11.1% Site Preparation Services 11.1% Primary Education 9.5%	Vegetable Growing (Outdoors) 6.6% Road Freight Transport 5.2% Primary Education 2.8%	Hospitals 3.4% Supermarket and Grocery Stores 2.7% Road Freight Transport 2.7%
Median weekly household income	\$1,562	\$1,613	\$1,658

The community profiling exercise revealed the Mamre Road Precinct has a far older population than both Kemps Creek and the Penrith LGA and higher rates of unemployment than those experienced in the broader locality. At the 2016 census date, agricultural activities (vegetable growing) made up the primary industry of employment for both the Mamre Road Precinct and the Kemps Creek Suburb.

Figure 5 Statistical Area 1 Plan “Mamre Road Precinct”



Data Source: Basedata NSW SS, 2021
Aerial imagery supplied by Nearmap (April, 2021)



STATISTICAL AREA PLAN
Aldington Road Estate

FIGURE 4



2.2 Projects in the Locality

Two existing SSD projects were reviewed as part of the desktop study. The projects were for developments of a similar industrial and/or warehousing purpose and located within the Mamre Road Precinct (in close proximity to the site) comprising:

- Industrial Development – 200 Aldington Road, Kemps Creek (SSD-10479) seeks development consent for 50,930sqm warehousing and associated infrastructure and concept approval for 357,355sqm of warehousing and associated infrastructure. The site is located immediately opposite the subject site, on the eastern side of Aldington Road.
- Warehouse and Logistics Development – 657-769 Mamre Road, Kemps Creek (SSD-9522) was approved for 162,355sqm of warehousing and associated infrastructure, with future development of the wider site subject to separate approval. The site is located north west of the subject site beyond the Mamre Road.

A review of consultation undertaken to inform the SIA for each of the projects was undertaken, with **Table 4** below outlining social impacts identified with each of the studies.

Table 4 Surrounding Development SIA Review

Project Description and Consultation Undertaken	Impacts Identified
200 Aldington Road – Industrial Development	
<p>Proposed construction of a warehouse building with a total of 50,930 sqm of GFA, including:</p> <ul style="list-style-type: none"> • 48,430 sqm of warehouse GFA; • 2,500 sqm of ancillary office GFA; and • 231 car parking spaces. • Demolition, earthworks and civil infrastructure <p>Concept plan for an indicative building area of:</p> <ul style="list-style-type: none"> • 357,355 sqm of warehouse • 18,200 sqm of ancillary office GFA; – 200 sqm of café GFA; – 13 individual development lots for warehouse buildings with associated hardstand areas; – Internal road layouts and road connections to Aldington Road; – Provision for 1700 car parking spaces. 	<p>Identified impacts:</p> <ul style="list-style-type: none"> • Visual amenity and traffic congestion as a result of truck movements, during construction and operation, with knock on impacts associated with noise, air quality and visual. • Health impacts during construction and operation, with knock on impacts associated with noise and air quality. • Declining residential population and reduced sense of place associated with a decline in the areas character. • Changes to service and infrastructure provision during construction and operation.

Project Description and Consultation Undertaken	Impacts Identified
<p>An SIA has been prepared for the Project titled <i>Social and Economic Impact Assessment</i> (Ethos Urban, 2020) based on the NSW DPIE <i>Social Impact Assessment Guideline for state significant mining, petroleum production and extractive industry development</i> (September 2017) and drawing on the guidelines published by the International Association for Impact Assessment (IAIA), <i>International principles for social impact assessment</i> (Vanclay 2003).</p> <p>The SIA has relied on engagement undertaken during the course of the rezoning of the Mamre Road Precinct, as identified within the Mamre Road Finalization Report (June, 2020). The previous engagement campaign received 88 submissions, with the issues raised identified and addressed within the SIA. Consequently, no further engagement has been undertaken given the site’s location within this Precinct and the alignment of the use with the strategic intent for the land.</p> <p>The SIA is based on a primary study area bound to the west by Mamre Road, east by the site boundary, then extending further north east beyond the existing Oakdale South industrial development. The Southern boundary is just north of Kerrs Road and the Western Sydney Freight Line Corridor comprises the northern boundary.</p> <p>The study considers demographic data and both residents and workers within the area</p>	<p>Mitigation and Management:</p> <ul style="list-style-type: none"> • Impacts are proposed to be addressed through management plan measures and monitoring of the potential for impact, as well as the provision of new open space within the broader Precinct. • Development of a community program, engaging with local people through construction and operation. <p>The SIA identified that subject to the implementation of the identified mitigation and management measures there “are no a significant or detrimental social or economic impacts anticipated to arise as a result of the development, which cannot be effectively mitigated and managed” (Ethos Urban, 2021).</p>
657-769 Mamre Road – Industrial Development	
<p>Development approval for:</p> <ul style="list-style-type: none"> • Construction of 162,355sqm of warehouse space with associated office and logistics uses • 744 car parking spaces • Bulk earth works and civil infrastructure. <p>An SIA has been prepared for the project <i>Social Impact Assessment</i> (Hill PDA, 2019) based on the NSW DPIE Social Impact Assessment Guideline. The SIA identified potential impacts based on an understanding of the community profile that considered a study area that comprised the Horsley Park - Kemps Creek SA2 under the Australian Bureau of Statistics Main Statistical Area Structure. The SIA considered residents and employees, as well as the existing social fabric of the area. The desk top assessment was supplemented by community and agency engagement in the form of two community meetings with a total of four attendees.</p> <p>No objections were raised, with queries around traffic and future operations.</p>	<p>Identified impacts:</p> <ul style="list-style-type: none"> • Amenity – light, noise, odour during construction • Access to utilities, transport • Public domain and infrastructure impacts • Health and safety, as well as community cohesion <p>Mitigation and Management:</p> <ul style="list-style-type: none"> • Impacts are proposed to be addressed through management plan measures and monitoring of the potential for impact • Delivery of social infrastructure for future employees of the area, as part of the project • Ongoing community liaison.

The potential for cumulative impact can be addressed through the implementation of management and mitigation measures. While the areas character and service provision will change, this is a change supported by government, as articulated for the strategic and statutory planning for the Mamre Road Precinct within the Western Sydney Employment Area (WSEA). Consequently, while the land use will change and with that the character of the area, this change is desirable, as it will create significant employment and drive economic growth across the Region, NSW and beyond. Furthermore, the changes will create improved infrastructure specifically designed to service the needs of these industrial uses, while also aligning with the retaining and enhancing access for existing users of the area.

2.3 Local, State and Commonwealth strategic plans and policies

Applicable plans and policies of relevance to the social and economic context of the Project are discussed below.

2.3.1 Greater Sydney Region Plan –Metropolis of Three Cities

The Greater Sydney Region Plan aims to facilitate respectful, equitable and sustainable development within the Greater Sydney Region. The Plan is supported by the commitments within the Western Sydney City Deal signed between the NSW and Commonwealth Governments to deliver infrastructure within this area of the Sydney Region.

The Plan identifies the need for great places for people, while also articulating the demand for housing, jobs and services. The Plan clearly articulates that the land use outcomes to achieve these goals are not all complimentary, with specific areas identified for specific uses, with the comment that there are areas of 'Fast movement, Less Place' and 'Slow movement, More Place'. To successfully deliver all these land use types to service the existing and future needs of the Western Parkland City a key priority is rapid access to employment, residences, services and recreation all within a 30-minute travel window. This would be achieved through a range of transport infrastructure programs.

The Site is within the Western Economic Corridor of the Western Parkland City. This area is identified for freight, logistics and manufacturing, providing employment with ready access to the Western Sydney Airport and Aerotropolis. Consequently, while the Plan articulates the need for a range of land uses and highly liveable spaces the focus of the area in which the subject site is located is employment generation, with the infrastructure requirements needed to ensure efficient and effective business operations. The social impacts of existing residents and future workers must be met while acknowledging the area is going through significant change from rural residential to industrial and commercial. These changes and the associated policies as they relate to socioeconomic impacts are discussed below.

2.3.2 Western City District Plan

The Western City District Plan is a 20-year plan to help deliver a 40-year vision for Greater Sydney, providing the guidance for implementing the Greater Sydney Region Plan. The District Plan then informs the local strategic planning statements and local environmental plans of the eight local councils within the Western City District.

The District Plan includes a number of priorities of relevance to socioeconomic assessment:

- Provision of services and social infrastructure to meet people's changing needs
- Fostering healthy, culturally rich and socially connected communities
- Providing housing supply, choice and affordability
- Establishment of land use and transport structures to deliver a liveable and productive city
- Maximising freight and logistics opportunities
- Leveraging industrial opportunities from the Western Sydney Airport and Aerotropolis

The varied priorities of the District Plan reinforce the intent of the Regional Plan to provide great places for people, while delivering infrastructure and employment lands to achieve economic outcomes for the Region and beyond.

2.3.3 State Environmental Planning Policy (Western Sydney Employment Area) 2009

State Environmental Planning Policy (Western Sydney Employment Area) 2009 (Western Sydney SEPP) includes the area of the Site within Precinct 12 Mamre Road. The aims of the Western Sydney SEPP are:

- (a) to promote economic development and the creation of employment in the Western Sydney Employment Area by providing for development including major warehousing, distribution, freight transport, industrial, high technology and research facilities,*
- (b) to provide for the co-ordinated planning and development of land in the Western Sydney Employment Area,*
- (c) to rezone land for employment, environmental conservation or recreation purposes,*
- (d) to improve certainty and regulatory efficiency by providing a consistent planning regime for future development and infrastructure provision in the Western Sydney Employment Area,*
- (e) to ensure that development occurs in a logical, environmentally sensitive and cost-effective manner and only after a development control plan (including specific development controls) has been prepared for the land concerned,*
- (f) to conserve and rehabilitate areas that have a high biodiversity or heritage or cultural value, in particular areas of remnant vegetation.*

The proposed development provides for the economic development and job creation within the WSEA, while facilitating the outcomes of the Regional and District Plans to ensure orderly planning. Consequently, the development aligns with the policy context delivering economic benefits for the Region and beyond.

2.3.4 Penrith Local Strategic Planning Statement

The Penrith Local Strategic Planning Statement (LSPS) outlines Penrith's economic, social and environmental land use needs over the next 20 years. The LSPS aligns with the Community Strategic Plan and articulates how growth and change will be managed. The LSPS identifies the site within the economic triangle, with the planning priorities including:

Planning Priority 1 – Align development, growth and infrastructure

Planning Priority 12 – Enhance and grow Penrith's economic triangle

The LSPS acknowledges the value of ensuring “communities have jobs and services close to home, to satisfy the long-term demand for employment lands and to ensure timely and cost-effective infrastructure delivery”.

The LSPS recognises the contribution industry has to social resilience through job creation and the associated economic links that allow people to live closer to employment, reducing travel times, with the associated health benefits associated with reduced commutes and more time within the community. The LSPS also aligns with the higher order Plans, providing employment in proximity of residences and recreational areas.

2.3.5 Mamre Road Precinct in the Western Sydney Employment Area

The Mamre Road Precinct is identified as delivering approximately 850 hectares of industrial land with the potential to provide approximately 5,200 construction jobs and 17,000 ongoing jobs when fully developed. The rezoning of the Mamre Road Precinct for industrial development was publicly exhibited between 20 November and 18 December 2019, with 88 submissions received. These submissions are valuable to this SIA as they illustrate the opinions of a range of stakeholders including local people, business and interest groups.

Submissions identified stakeholder's positive and negative perceptions of the development. Positive elements generally related to the economic benefits of the future industrial land uses interspersed with environmental corridors, as well as the implementation of State and local strategic plans for the area.

Negative responses highlighted impacts associated with flooding, traffic and transport, deficient infrastructure, biodiversity and heritage. These negative responses are considered further within this SIA given they are concerns of the community, with management and mitigation measures identified as necessary.

2.4 Cumulative Summary - Social Locality and Social Baseline

Based upon the data analysed in **Sections 2.1 – 2.3** the social baseline for the Project and surrounding area is considered to be a precinct under land use and subsequent social and economic transition. It is noted that at the 2016 census date, the shift from agriculture to industry was in its infancy or had not commenced, with results showing an aging population of lower economic advantage residing in the immediate precinct. An analysis of local, State and Commonwealth strategic plans and policies reveals a strategic framework in place to facilitate the land use transition of the area whilst the analysis of existing projects in the area shows that the transition has commenced, and the social and economic implications of the transition continue to be assessed and where required mitigated.

3 Economic Impact Analysis

The issued SEARs require that the SIA for the Project include “an analysis of any potential economic impacts of the development, including a discussion of any potential economic benefits to the local and broader community”. It is the strategic intent of the NSW Government to transition the Mamre Road Precinct from predominantly agricultural and rural land uses to an industrial precinct, facilitated by State and local strategic planning and policy (see **Section 2.3**). This transition is expected to provide broad economic benefit through the provision of employment opportunities for residents of Western Sydney closer to people’s homes and its general contribution to the NSW economy.

As demonstrated through the EIS the Project has been designed to be consistent with the strategic intent for the precinct and proposes the development of this site for industry and warehousing. The outcome of the Project will include the provision of employment opportunities to Western Sydney residents and a contribution to the economic and rational development of the site in line with the desired future for the Mamre Road Precinct.

4 Stakeholder Consultation and Community Engagement

4.1 General outcomes of consultation and community engagement

During the consultation campaign responses were received from two principals from Bakers Lane Schools and four residents of the precinct. Correspondence included two email submissions and four phone interviews.

The level of response received was considered low given the number of stakeholders approached and the general nature of feedback received was considered neutral or positive with respect to the Project. It is known that a large amount of consultation associated with changes to the strategic land use of the precinct, as well as other projects of this nature in the area has been conducted and it is considered that this may have led to a level of consultation fatigue and/or level of acceptance for the developments representative of the transition of the precinct from large lot residential/agricultural land uses to industrial purposes.

4.2 Summary of Consultation

Table 5 below provides a summary of consultation undertaken for the proposed development with community stakeholders. The table includes non-identifying information on the community stakeholder party, nature/form of consultation and a summary of matters raised and discussed during consultation activities.

Table 5 Summary of Consultation

Community Stakeholder and nature of interaction	Summary of Consultation or Communication
Principal – Bakers Lane School (email correspondence)	Email received from Principal of one of the Bakers Lane Schools advising they have no objection to the proposed development

Community Stakeholder and nature of interaction	Summary of Consultation or Communication
Principal – Bakers Lane School (email correspondence)	<p>Email received from Principal of one of the Bakers Lane Schools querying whether access to the development for trucks for construction is proposed via Bakers Lane or via Abbots Road.</p> <p>Following consultation with developer, response provided to Principal stating it's intended to utilise Abbots Road only for truck access and advising it is noted that this issue is important to the Schools given existing traffic issues along Bakers Lane.</p>
Resident – Aldington Road (phone interview)	<p>Resident sought general information about the approval process, timing for lodgement and general durations for approval of SSD activities.</p> <p>Resident advised they have no objection to the proposed development, nor the general shift toward this form of development in the Kemps Creek area.</p> <p>Resident noted that the only impact currently experienced in the area due to development of this nature was a limited amount of construction noise but this was not at a level where it caused issue to their way of life and not at times where it was disruptive.</p> <p>Resident advised that changes to land rates due to rezoning of the area has made staying in place almost impossible due to lack of affordability, particularly for the elderly, retired or unemployed.</p> <p>Resident noted that there is a generally positive impact of the proposed development and trend in the area toward this form of development in the creation of much needed employment opportunities in the outer areas of Sydney, meaning residents of the area would be provided with employment opportunities closer to home.</p>
Resident – Aldington Road (phone interview)	<p>Resident sought general information about the proposed development and advised they are in support of this form of development for the area and did not have any concerns or objections to the proposed project</p>
Resident – Mamre Road (phone interview)	<p>Resident sought general information on the proposed development and specific information on the proposed servicing of the development (specifically water and sewer) and whether this was expected to impact on any surrounding properties (by way of easement requirements etc), including their own.</p> <p>The developer was contacted for further information on plans for services beyond the site and advised connections are still being determined and would be the sole responsibility of the relevant service authority. This advice was provided to the resident.</p>

5 Expected and Perceived Impacts

Following the initial impact scoping exercise, social locality and baseline study and stakeholder consultation, expected or perceived impacts have been identified for the Project. These impacts have been considered utilising the Draft Guideline Technical Supplement’s Social Impact Tables to evaluate the likely significance of the impact. The assessment framework is provided in **Table 6 – 8** and **Figure 6** below:

Table 6 Likelihood of Impact Occurring (Without Mitigation or Management Measures)

Likelihood level	Meaning
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: *Technical Supplement to support the Social Impact Assessment Guideline for State-significant projects*, DPIE (2020)

Table 7 Definition for Magnitude Levels

Magnitude Level	Meaning and Examples
Transformational	Substantial change experienced in community wellbeing, livelihood, amenity, 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	Minor Mild deterioration/improvement, for a reasonably short time, for a small number of people who are generally adaptable and not vulnerable.
Minimal	No noticeable change experienced by people in the locality

Source: *Technical Supplement to support the Social Impact Assessment Guideline for State-significant projects*, DPIE (2020)

Figure 6 Social Impact Significance Matrix

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

Source: *Technical Supplement to support the Social Impact Assessment Guideline for State-significant projects*, DPIE (2020)

Details of the potential impact, potentially impacted parties and the significance level of potential impact are provided in **Table 8**, noting that these outcomes are based on a scenario without mitigation.

Table 8 Potential Social Impact Summary

Potential Social Impact (without mitigation)	Potentially Impacted Parties	Likely Significance of Impact
Acoustic construction associated noise (heavy machinery and works)	Ancillary and Adjacent occupiers	High
Odour and Air Quality potential air quality impacts (dust) associated with construction	Ancillary and Adjacent occupiers	High
Access to property and utilities potential temporary interruptions to access to neighbouring properties and interruption to services during works	Ancillary and Adjacent occupiers	Low
Road and rail network additional on road construction traffic and ongoing site user traffic	Ancillary and Adjacent occupiers Users of the broader road network	High
Public infrastructure development will access services (water, electricity etc) - potential for impact to shared infrastructure	Ancillary and Adjacent occupiers	Low
Aboriginal cultural heritage Potential impact to items or places of Aboriginal cultural heritage	Local Aboriginal Groups	High

Potential Social Impact (without mitigation)	Potentially Impacted Parties	Likely Significance of Impact
Housing Project will result in demolition of dwelling houses within the Project Site	Current residents of the Project Site	Medium
Community cohesion, capital and resilience Project is part of a broader shift in land use in the precinct from agriculture to industry - may have an impact on community cohesion during transition	Ancillary and adjacent occupiers	Medium
Livelihood positive impact expected due to employment and commercial opportunity	The broader Western Sydney Community	Very High
Business Opportunity positive impact expected due to employment and commercial opportunity	The broader Western Sydney Community	Very High
Water quality, availability and hydrological flows Potential impacts to downstream water quality, availability and hydrological flows during construction and operation	Ancillary and adjacent occupiers	Medium

Where likely significance of impact was identified at a level of medium or higher, analysis of the identified potential social impact and measures proposed to enhance positive impacts and mitigate negative impacts has been provided in **Section 6**.

6 Social Impact Enhancement, Mitigation and Residual Impacts

Where potential social impacts have been identified as having a significance level of medium or higher, mitigation (negative impacts) or enhancement (positive impacts) measures will be implemented through the life of the Project to minimise or maximise the impact. Details of these measures, as well as the level of significance of residual social impacts is outlined in **Table 9** below.

Table 9 Potential Social Impacts – Mitigation and Enhancement Measures

Potential Social Impact	Mitigation or Enhancement Measures	Significance of Residual Impact
Acoustic	<p>Pursuant to the issued SEARs for the Project, a quantitative noise and vibration impact assessment for construction and operation of the development, including traffic noise, has been undertaken by Acoustic Works.</p> <p>The assessment includes the identification of impacts associated with construction, site emission and traffic generation at noise affected sensitive receivers and details and analysis of the effectiveness of proposed management and mitigation measures to adequately manage identified impacts.</p> <p>It is considered that through the approval and subsequent implementation of the noise and vibration impact assessment, that the project will manage and mitigate it's potential acoustic and vibration impacts to nearby receivers.</p> <p>The impact assessment also details compliance monitoring program to ensure ongoing adherence to the management and mitigation of noise impacts and to allow for remedial action if and when an exceedance occurs.</p>	Low
Odour and Air Quality	<p>Pursuant to the issued SEARs, Northstar Air Quality have prepared an assessment of air quality impacts at sensitive receivers during construction and operation in accordance with NSW Environment Protection Authority guidelines and details of mitigation, management and monitoring measures.</p> <p>It is considered through adherence to these measures that the impact on odour and air quality (eg dust) arising from the project will be managed and mitigated to an acceptable level.</p>	Low

Potential Social Impact	Mitigation or Enhancement Measures	Significance of Residual Impact
Road and rail network	<p>Pursuant to the issued SEARs, a Traffic Impact Assessment has been prepared by Ason detailing all traffic types and volumes likely to be generated during construction and operation of the Project, including an assessment of the predicted impacts of this traffic on road safety and the capacity of the road network.</p> <p>The assessment concluded that the site is well located for industrial development in consideration of existing and future/proposed connections to the sub regional and regional network. The assessment included SIDRA analysis which identified that interim and ultimate access arrangements proposed would more than provide for the development as proposed. It is considered that with the implantation of project specific and future precinct wide road and network upgrades that the potential impact of the proposed development can be mitigated to an acceptable level.</p>	Low
Aboriginal cultural heritage	<p>The ACHA prepared by Biosis included a number of recommendations regarding further investigation, how the discovery of unanticipated finds should be handled and ongoing consultation with registered Aboriginal parties. It is considered through the implementation of these recommendations that the risk to Aboriginal cultural heritage could be mitigated to a low residual impact level.</p>	Low
Housing	<p>The Project will impact upon the existing supply of housing currently present within the subject site.</p> <p>This impact cannot be mitigated but is considered of minimal magnitude, given the small scale of housing impacted and the willingness of the current landowners to vacate the properties (having sold the properties to the developer).</p>	Medium
Community cohesion, capital and resilience	<p>The Project represents a shift in land use on the site from agriculture to industry and is reflective of this transition in the broader Mamre Road Precinct. This shift has the potential for short term, negative impacts to community cohesion, as the existing agricultural based community is gradually “broken up” with the introduction of a vastly different land use.</p> <p>Mitigation of this impact is difficult, with the ultimate transition of the local area a definite and predetermined outcome. It is considered that residents of the area have been significantly consulted on this matter by the NSW State Government and their awareness of the intended shift is high.</p> <p>To assist in reducing negative impacts of the shift, the Project will adhere to the CSPS prepared for the Project, which will ensure communication and consultation occurs with potentially affected occupiers over the lifespan of the project.</p>	Low

Potential Social Impact	Mitigation or Enhancement Measures	Significance of Residual Impact
Livelihood and Business Opportunity	<p>The site is currently used for agricultural and low-density residential purposes, with a transition to industrial land use proposed under the Project. The execution of the Project will provide local employment and business opportunities to residents of Western Sydney, in line with the strategic intent for the site and precinct.</p> <p>Construction (including earthworks and warehouses) will provide initial employment opportunities with ongoing employment and business opportunities provided through the operation of the site in perpetuity.</p>	High
Water quality, availability and hydrological flows	<p>The EIS for the Project included an assessment of the development’s potential impacts on soil and water resources, including groundwater and watercourses and riparian lands on or nearby to the site, including measures proposed to reduce and mitigate impacts.</p> <p>This is in accordance with the DCP that will require measures to be included that manage stormwater quantity and quality.</p> <p>It is considered that through the implementation of the strategy that the risk to water quality, availability and hydrological flows can be managed to an acceptable level.</p>	Low

7 Conclusion

This SIA has been prepared to assess the potential social impacts and to provide a brief analysis of the likely economic impacts of the Project. Following the social baseline study and community consultation undertaken, the potential social impacts of the Project were identified and categorised into their level of significance, pursuant to the Draft Guidelines. This SIA further outlines the mitigation or enhancement measures proposed as part of the Project and concludes that with implementation, the potential negative social impacts identified can be adequately managed and mitigated.

To manage and mitigate negative impacts, it is recommended that measures proposed within the prepared impact assessments for the Project be implemented and monitored for ongoing compliance.

It should also be recognised that there are long term, positive social and economic impacts resulting from the Project, through the provision of employment and business opportunity in the immediate and broader Western Sydney community.

Following assessment of the Project through this SIA, it is considered on balance that the Project is worthy of support with respect to social and economic impacts.

APPENDIX A

Social Impact and Stakeholder Scoping Report

		Potential Social Impact	Potentially Impacted Stakeholders	To be addressed within non SIA specialist study	To be addressed within SIA	
What does the proposal mean for people?	AMENITY	acoustic	construction associated noise (heavy machinery and works)	Ancillary and Adjacent occupiers	Yes - Acoustic Assessment Report	Yes
		visual	no impact expected - development is not considered offensive and is consistent with a transition to industrial/warehousing	NA	NA	NA
		odour	potential air quality impacts (dust) associated with construction	Ancillary and adjacent occupiers	Yes - Air Quality Assessment Report	Yes
		microclimate	no impact expected - development is not of an extent expected to impact on local microclimatic conditions	NA	NA	NA
		other - please specify	NA	NA	NA	NA
	ACCESS	access to property	potential temporary interruptions to access to neighbouring properties	Ancillary and adjacent occupiers	Yes - CTMP	Yes
		utilities	potential temporary interruption to service during works	Ancillary and adjacent occupiers	No	Yes
		road and rail network	additional on road construction traffic and ongoing site user traffic	Ancillary and Adjacent occupiers Users of the broader road network	Yes - Traffic Assessment Report	Yes
		offsite parking	No impact expected - all parking associated with construction and operation accommodated on site	NA	NA	NA
		other - please specify	NA	NA	NA	NA
	BUILT ENVIRONMENT	public domain	no impact expected to the public domain - development is private domain and does not adjoin public domain	NA	NA	NA
		public infrastructure	development will utilise public road system and access services (water, electricity etc) - potential for impact to shared infrastructure	Ancillary and Adjacent occupiers Users of the broader road network	Yes - Traffic Assessment Report and serviceability to be demonstrated	Yes
		other built assets	no impact expected	NA	NA	NA
		other - please specify	NA	NA	NA	NA
	HERITAGE	natural	no impact expected	NA	NA	NA
		cultural	no impact expected	NA	NA	NA
		Aboriginal cultural	unknown impacts - study required	Registered Aboriginal Parties	Yes	Yes
		built	no impact expected	NA	NA	NA
		other - please specify	NA	NA	NA	NA
	COMMUNITY	health	no impact expected	NA	NA	NA
		safety	no impact expected	NA	NA	NA
		services and facilities	no impact expected	NA	NA	NA
		housing	the proposal will result in the demolition of dwelling houses located within the project area.	current residents of project area	No	Yes
		cohesion, capital and resilience	project is part of a broader shift in land use in the precinct from agriculture to industry - may have an impact on community cohesion during transition	Ancillary and adjacent occupiers	No	Yes
	other - please specify	NA	NA	NA	NA	
	ECONOMIC	natural resource use	no impact expected	NA	NA	NA
		livelihood	positive impact expected due to employment and commercial opportunity	Broader community	No	Yes
		business opportunity	positive impact expected due to employment and commercial opportunity	Broader community	No	Yes
		other - please specify	NA	NA	NA	NA
	natural environment?	AIR	particulate matter	potential air quality impacts (dust) associated with construction	Ancillary and adjacent occupiers	Yes - Air Quality Assessment Report
gases			unlikely impact	NA	NA	NA
atmospheric emissions			unlikely impact	NA	NA	NA
other - please specify			NA	NA	NA	NA
BIODIVERSITY		native vegetation	Impacts expected to remnant native veg on site.	Unlikely to have an impact on stakeholders	Yes - Flora and Fauna Assessment Report	no
		native fauna	potential impact to native fauna on site	Unlikely to have an impact on stakeholders	Yes - Flora and Fauna Assessment Report	no

What does the proposal mean for the		other - please specify	NA	NA	NA	NA
	LAND	stability and/or structure	no social impact expected	NA	NA	NA
		soil chemistry	no social impact expected	NA	NA	NA
		capability	no social impact expected	NA	NA	NA
		topography	no social impact expected	NA	NA	NA
		other - please specify	NA	NA	NA	NA
	WATER	water quality	potential impact to downstream water quality	Ancillary and adjacent occupiers	Yes - Stormwater Management Plan	yes
		water availability	potential impact to downstream water availability	Ancillary and adjacent occupiers	Yes - Stormwater Management Plan	Yes
		hydrological flows	potential impact to hydrological flows	Ancillary and adjacent occupiers	Yes - Stormwater Management Plan	Yes
		other - please specify	NA	NA	NA	NA

APPENDIX B

Letterbox Drop (Copy)

3 May 2021

Attention: The Occupier

Community and Stakeholder Consultation Warehouse and Logistics Hub at 155-217 Aldington Road, Kemps Creek

To whom it may concern,

This letter has been prepared by SLR Consulting on behalf of Frasers Property Industrial (Frasers). Frasers are preparing to seek Consent for the construction and operation of a warehouse and logistics hub at 155-217 Aldington Road, Kemps Creek, legally described as Lot 33 DP 258949 and Lots 25-28 DP 255560.

The proposed warehouse and logistics hub located within the Western Sydney Employment Area would be constructed in a staged manner to provide a suitable platform for warehousing and industrial development. Specifically, the proposal entails the following:

- Bulk earthworks to create a suitable surface for the development;
- Vegetation clearing;
- 9-lot Torrens title subdivision;
- Proposed construction of one access road off Aldington Road and an internal access road;
- Infrastructure comprising civil works and utilities servicing; and
- Construction of one warehouse and distribution centre in proposed Lot 9 with a building area of 64,260m².

An indicative site plan identifying the proposed development area is attached.

As part of the development application for the proposed development, Frasers seek to engage with the community and stakeholders to the development. SLR Consulting have been engaged to undertake this consultation.

We are writing to you today to introduce ourselves, outline the proposed development and identify ways you can obtain further information on the development and raise questions or make comments. The two options are outlined as follows:

Face to Face Community and Stakeholder Meetings

Given COVID restrictions, face to face consultation meetings are available by appointment only. Please contact us on the below phone number or email address to arrange an appropriate time and day to meet. These meetings are open to anyone who would like to come discuss the project in person and are an available option up to and including **11 May 2021**.

Phone or Online Consultation

SLR are providing the option for consultation either over the phone or via an online platform (such as Microsoft Teams). Members of the community or stakeholders to the development who would like to discuss the project or voice an opinion on the proposal is encouraged to contact SLR on the below number or email address for an informal conversation. Alternatively we can set up a day and time for a more in depth discussion. These conversations will take place up to and including **11 May 2021**. Please contact SLR at the below to discuss.

Contact: Kate McKinnon – Associate SLR Consulting

Ph: 02 4249 1010

Email: kmckinnon@slrconsulting.com

Your time and attention to this matter are greatly appreciated. Please contact the undersigned utilising the above contact details should you have any questions regarding the content of this letter or the project in general.

Yours sincerely



KATE MCKINNON
Associate – Environmental Assessment and Management

Checked/
Authorised by: DT

APPENDIX C

Email Notification (Copy)

3 May 2021

Attention: [REDACTED]

Community and Stakeholder Consultation Warehouse and Logistics Hub at 155-217 Aldington Road, Kemps Creek

Dear [REDACTED],

This letter has been prepared by SLR Consulting on behalf of Frasers Property Industrial (Frasers). Frasers are preparing to seek Consent for the construction and operation of a warehouse and logistics hub at 155-217 Aldington Road, Kemps Creek, legally described as Lot 33 DP 258949 and Lots 25-28 DP 255560.

The proposed warehouse and logistics hub located within the Western Sydney Employment Area would be constructed in a staged manner to provide a suitable platform for warehousing and industrial development. Specifically, the proposal entails the following:

- Bulk earthworks to create a suitable surface for the development;
- Vegetation clearing;
- 9-lot Torrens title subdivision;
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- Infrastructure comprising civil works and utilities servicing; and
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An indicative site plan identifying the proposed development area is attached.

As part of the development application for the proposed development, Frasers seek to engage with the community and stakeholders to the development. SLR Consulting have been engaged to undertake this consultation.

We are writing to you today to introduce ourselves, outline the proposed development and identify ways you can obtain further information on the development and raise questions or make comments. The two options are outlined as follows:

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SLR are providing the option for consultation either over the phone or via an online platform (such as Microsoft Teams). Members of the community or stakeholders to the development who would like to discuss the project or voice an opinion on the proposal is encouraged to contact SLR on the below number or email address for an informal conversation. Alternatively we can set up a day and time for a more in depth discussion. These conversations will take place up to and including **11 May 2021**. Please contact SLR at the below to discuss.

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Ph: 02 4249 1010

Email: kmckinnon@slrconsulting.com

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Yours sincerely



KATE MCKINNON
Associate – Environmental Assessment and Management

Checked/
Authorised by: DT



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APPENDIX D

Agency Consultation Letter (Copy)



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Suite 4, Level 7, 100 Walker Street
North Sydney NSW 2060
P: 02 9929 6974
enquiries@willowtreeplanning.com.au
www.willowtreeplanning.com.au

Endeavour Energy
PO Box 811
Seven Hills NSW 1730
E: news@endeavourenergy.com.au
P: (02) 9853 6000

Attention: Endeavour Energy

RE: CONSULTATION LETTER – STATE SIGNIFICANT DEVELOPMENT (SSD) APPLICATION (SSD-17552047) – PROPOSED WAREHOUSE AND LOGISTICS HUB

PROPERTY AT: 155-217 ALDINGTON ROAD, KEMPS CREEK (LOT 33 DP 258949 AND LOTS 25-28 DP 255560)

To whom it may concern,

This letter has been prepared by Willowtree Planning Pty Ltd on behalf of Frasers Property Industrial (Frasers). The proposal seeks Development Consent for the construction and operational use of a warehouse and logistics hub at 155-217 Aldington Road, Kemps Creek, legally described as Lot 33 DP 258949 and Lots 25-28 DP 255560. The proposed warehouse and logistics hub would be constructed in a staged manner to provide a suitable platform for warehousing and industrial development. Specifically, the proposal entails the following:

- Bulk earthworks involving cut and fill works;
- Vegetation clearing;
- Nine-lot Torrens title subdivision;
- Proposed construction of one access road off Aldington Road and an internal access road;
- Infrastructure comprising civil works and utilities servicing; and
- Construction of one warehouse and distribution centres in Proposed Lot 9 with a building area of 64,260m².

The Site is located within the Penrith Local Government Area (LGA) and is zoned IN1 General Industrial under the provisions of *State Environmental Planning Policy (Western Sydney Employment Area) 2009* (SEPP WSEA). The Site is also strategically located within the Mamre Road Precinct, Western Sydney Employment Area (WSEA) and the Western Sydney Aerotropolis (WSA), which have been earmarked for major warehousing, logistics and industrial development. Development for the purposes of a warehouse and logistics hub is permissible with consent within the IN1 General Industrial zone pursuant to the provisions of SEPP WSEA.

Additionally, the proposed development satisfies the definition of State Significant Development (SSD) pursuant to Schedule 1, Clause 12 of *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP) as the Capital Investment Value (CIV) exceeds \$50 Million. Accordingly, the proposed development constitutes SSD, for which it would be assessed and determined by the NSW Department of Planning, Industry and Environment (DPIE).

STATE SIGNIFICANT DEVELOPMENT (SSD) APPLICATION – SSD-17552047

Proposed Warehouse and Logistics Hub

155-217 Aldington Road, Kemps Creek (Lot 33 DP 258949 and Lots 25-28 DP 255560)

Accordingly, a formal request for Secretary's Environmental Assessment Requirements (SEARs) was submitted to the NSW DPIE on 14 April 2021. The SEARs require, that during the preparation of the Environmental Impact Statement (EIS), consultation is to be carried out with relevant Commonwealth, State and Local Government Agencies, service providers, community groups and affected / adjoining landowners.

An EIS is currently being prepared in order to seek approval for the proposed warehouse and logistics hub comprising one warehouse and distribution centre, bulk earthworks, stormwater and drainage works, access roads, associated carparking, landscaping and nine-lot Torrens title subdivision. In particular, the proposed warehouse and distribution centre in Proposed Lot 9 would comprise approximately 64,260m² of Gross Floor Area (GFA).

The EIS would describe, assess and justify the proposed development in light of suitability of the Subject Site, the regional and local context, and relevant legislation and policy. Consideration is also being offered to the environmental, social and economic impacts of the proposed development, as well as planned management and mitigation measures, which are to be implemented to avoid any adverse impacts across the Site.

The proposed warehouse and logistics hub would be consistent with the objectives outlined within SEPP WSEA, particularly the provision for employment-generating development within an area designated for such purposes.

In light of the above, it is considered that the proposed development would not exhibit any adverse environmental impacts, rather would offer substantial benefits to the wider Western Sydney Region associated with the delivery of a new, state-of-the-art warehouse and logistics hub, which includes:

- The provision of modernised and well-articulated warehouse and logistics hub, which responds to the strategic vision of the WSEA and Mamre Road Precinct as identified in the *Greater Sydney Region Plan – A Metropolis of Three Cities*, *Western City District Plan* and the *Western Sydney Aerotropolis Plan*, to facilitate the transformation of the locality into an industrial warehousing and logistics precinct.
- Development of an undeveloped site, which is underutilised in its current state under the provisions of the IN1 General Industrial zone pursuant to SEPP WSEA.
- The creation of construction and operational job opportunities that will contribute to economic growth and development in the Mamre Road Precinct, wider WSEA and WSA.
- The creation of additional employment-generating opportunities in the WSEA by providing for improved infrastructure and major warehousing and industrial development.

While Frasers is currently awaiting the issue of SEARs, NSW DPIE have requested Frasers to consult with Endeavour Energy during the preparation of its EIS to support the proposal. Frasers therefore invites Endeavour Energy to comment on the proposed development to allow any significant concerns to be dealt with accordingly throughout the preparation of the EIS.

Should you wish to discuss the content of this letter in further detail, please contact the undersigned on (02) 9929 6974.

Yours faithfully,



Andrew Cowan
Director
Willowtree Planning Pty Ltd
ACN 146 035 707

ASIA PACIFIC OFFICES

BRISBANE

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