

# Social Impact Assessment

Elizabeth Enterprise Precinct – Stage 1

1669-1723 Elizabeth Drive, Badgerys Creek

Mirvac Projects Pty Ltd



### 'Gura Bulga'

Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.

By using the green and blue colours to represent NSW, this painting unites the contrasting landscapes. The use of green symbolises tranquillity and health. The colour cyan, a greenish-blue, sparks feelings of calmness and reminds us of the importance of nature, while various shades of blue hues denote emotions of new beginnings and growth. The use of emerald green in this image speaks of place as a fluid moving topography of rhythmical connection, echoed by densely layered patterning and symbolic shapes which project the hypnotic vibrations of the earth, waterways and skies.

Ethos Urban acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We acknowledge the Gadigal people, of the Eora Nation, the Traditional Custodians of the land where this document was prepared, and all peoples and nations from lands affected.

We pay our respects to their Elders past, present and emerging.

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# 1.0 Introduction

This Social Impact Assessment (SIA) has been prepared on behalf of Mirvac Projects Pty Ltd (Mircvac) in support of a State Significant Development Application (SSDA) to be submitted to the Department of Planning and Environment (Department). The SSDA seeks approval for approval for Elizabeth Enterprise Precinct (EEP) – Stage 1, which includes a Concept Masterplan for and industrial comprising seven (7) warehouses and Stage 1 Development works at 1669-1723 and 1669A Elizabeth Drive, Badgerys Creek (Lot 99, 100 DP 1283398 and Lot 741 DP 81011) (the Site).

The Proposal is for the purposes of *Warehouses or distribution centres* where the relevant environmental assessment requirements have been notified under the Act before 31 May 2023 and it comprises a Capital Investment Value (CIV) greater than \$30 million. As identified in Schedule 1 of *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP), it is classified as State Significant Development (SSD).

This report outlines those factors underpinning the proposed scheme from social perspective and considers likely impacts and benefits (tangible and intangible). The assessment is intended to satisfy the Secretary's Environmental Assessment Requirements (SEARs) issued for the development, in the context of a holistic appraisal of the social value of the scheme (see **Table 1**).

## 1.1 Mirvac's motivation

Mircvac is an active participant in the Western Sydney industrial and employment land market, with a strong track record of achieving high quality outcomes and with two key employment estates proposed for development within the Aerotropolis (Elizabeth Enterprise Precinct in Badgerys Creek and Aspect in the Mamre Road Precinct). Mirvac's vision for the Elizabeth Enterprise Precinct (EEP) consistent with the vision for the Aerotropolis is to develop an industry leading and connected employment precinct focused on quality, technology, flexibility and sustainability which complements the nearby Western Sydney Airport (WSA) and the vision for the Aerotropolis. Mirvac's aspiration is for EEP to have a strong connection to country incorporated throughout the entire precinct.

Currently, there is strong market demand for large format development that contain large scale and functional buildings to support industry needs, particularly in Western Sydney.

## 1.2 Structure of this report

This report is structured as follows:

**Chapter 1:** Introduction

**Chapter 2:** Explains the scope and methodology of the assessment

**Chapter 3:** Describes the site's locational context

**Chapter 4:** Describes the proposed development

**Chapter 5:** Sets out the state and local government policies and strategies applicable to the social and economic goals of the site and surrounding area

**Chapter 6:** Sets out demographic analysis of the local resident and worker population, including forecast growth and change of the employment profile of the study area

**Chapter 7:** Summarises community and stakeholder perspectives, ascertained through engagement on the project and other sources

**Chapter 8:** Provides the Social Impact Assessment as per the NSW DPE SIA Guideline 2023

**Chapter 9:** Summarising the key social impacts and benefits associated with the proposed development.

## 1.3 Secretary's Environmental Assessment Requirements

The Department of Planning, Industry and Environment has issued Secretary's Environmental Assessment Requirements (SEARs) to the applicant for the preparation of an Environmental Impact Statement for the proposed development. The SEARs were issued on 15 June 2021. This report has been prepared having regard to the SEARs as follows:

**Table 1 SEARs requirements**

SEARs	Where addressed in this report
<p>Social Impact – including the preparation of a Social Impact Assessment (SIA), which:</p> <ul style="list-style-type: none"> <li>- identifies and analyses the potential social impacts of the development from the point of view of the affected communities and other relevant stakeholders (i.e. how they experience the development);</li> <li>- considers how potential environmental changes in the locality may affect people's way of life including community, access to and use of infrastructure, services and utilities, culture, health and wellbeing, surroundings, personal and property rights, decision-making systems, and fears and aspirations, as relevant and considering how different groups may be disproportionately affected;</li> <li>- assesses the significance of positive, negative, and cumulative social impacts considering likelihood, extent, duration, severity/scale, sensitivity/importance, and level of concern/interest(s);</li> <li>- includes mitigation measures for likely negative social impacts and any proposed enhancement measures; and</li> <li>- details of how social impacts will be adaptively monitored and managed over time.</li> </ul>	<b>Chapter 0</b>

## 1.4 Qualifications of Report Authors

The SIA Guideline requires authors are 'suitably qualified persons' who hold appropriate qualifications and have relevant experience in social science or related areas. The lead author's qualifications, experience and demonstrated understanding of social impacts is outlined below.

**Name: Madeleine Beart, Project Director**

**Date the SIA was completed: 18 March 2024**

*I confirm the SIA contains all relevant information, and understand my legal and ethical obligations, and that none of the information in the SIA is false or misleading.*

Signed:



**Table 2 SIA Authors' Qualifications**

Author	Expertise/Qualifications
<b>Madeleine Beart</b> Associate Director, Social Strategy and Engagement	<p><i>BArch, MUP</i></p> <p>Madeleine has over 13 years' experience social planning, social sustainability and stakeholder engagement in both the private and public sectors.</p> <p>Member of Social Impact Measurement Network Australia (SIMNA) and Committee Member of the Victorian Organising Committee of SIMNA.</p> <p>Accredited Advanced Social Value Practitioner (Level 3) through Social Value International.</p>
<b>Amy-Grace Douglas</b> Principal, Social Strategy	<p><i>BSc, Social Planning and Community Development – Professional Short Course</i></p> <p>Amy has almost 12 years' experience in professional urban and social planning, working in local and State government, as well as the private sector where she has worked for several years in social research and strategy. Member of Planning Institute of Australia (MPIA).</p>
<b>Chloe Brownson</b> Senior Urbanist, Social Strategy and Engagement	<p><i>BComms</i></p> <p>Chloe has 3 years' experience in social research and analysis, on issues such as policy drivers for new development, identifying social sustainability outcomes and opportunities and social impacts of new infrastructure.</p>



## 2.0 Methodology

The assessment of social impacts in this report has been prepared in accordance with the SIA Guideline. SIA involves the analysis of social changes and impacts on communities that are likely to occur as a result of a particular development, planning scheme, or government policy decision.

This methodology is designed to ensure that the social environment of communities is considered as part of project decision-making. Social impacts vary in their nature and can be positive or negative, tangible or intangible, physically observable, or psychological (fears and aspirations). Social impacts can be quantifiable, partly quantifiable or qualitative. They can also be experienced or perceived differently by different people and groups within a community, or over time.

Ultimately, there can be two main types of social impacts (both positive and negative) that may arise as a result of the proposed development. First, direct impacts can be caused by the proposal which may cause changes to the existing community, as measured using social indicators, such as population, health and employment. Secondly, indirect impacts that are generally less tangible and more commonly related to matters such as community values, identity and sense of place. Both physically observable as well as psychological impacts need to be considered.

### 2.1 Assessment Objectives

This SIA seeks to identify how people will be impacted by the proposal, through:

- Identifying, analysing and assessing any likely social impacts, whether positive or negative, that people may experience at any stage of the proposal lifecycle, as a result of the proposal
- Investigating whether any group in the community may disproportionately benefit or experience negative impacts and proposing commensurate responses consistent with socially equitable outcomes
- Developing social impact mitigation and enhancement options for any identified significant social impacts.

### 2.2 Assessment Structure

The stages in the preparation of the SIA are shown in **Table 3**.

**Table 3**      **Assessment Structure**

Element	Location
Methodology	Section 2.0
Overview of site context and proposed development	Section 3.0
Review of relevant policy context at local, state and federal level	Section 5.0
Social baseline analysis of the existing socio-economic environment, involving: <ul style="list-style-type: none"><li>• Social locality definition</li><li>• Demographic analysis, including current and forecast characteristics</li><li>• Mapping of current social infrastructure local community rely on</li></ul>	Section 6.0
Analysis of findings of stakeholder and community consultation undertaken identify community and stakeholder values, concerns and aspirations	Section 7.0
Scoping of social impacts: <ul style="list-style-type: none"><li>• Scoping of impacts before, during and post-construction, with each of the directly affected communities and other stakeholders identified in relation to the way they may be affected. A SIA Scoping Checklist was prepared at the outset of this assessment, in line with the specifications of the SIA Guideline.</li><li>• Summary of which impacts have been considered material for full assessment in this SIA.</li></ul>	Section 8.1
Identification of the social impacts of the proposal. The SIA ultimately appraises the significance of each identified impact based on its duration, extent and sensitivity of impact “receivers.” This results in a social significance rating for impacts and benefits.	Section 8.3
Identification of mitigation strategies to manage impacts and enhance benefits of the proposal	Section 8.4
Concluding comments	Section 9.0



## 2.3 Social Factors for Assessment

The SIA Guideline classifies social impacts using a suite of social factors, which forms the core basis of this assessment:



### Way of life

How people live, get around, work, play and interact with one another each day



### Community

Its composition, cohesion, character, how it functions, resilience, and people's sense of place



### Accessibility

How people access and use infrastructure, services and facilities (private, public, or not-for-profit)



### Culture

Both Aboriginal and non-Aboriginal - people's shared beliefs, customs, practices, obligations, values and stories, and connections to Country, land, waterways, places and buildings



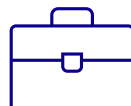
### Health and wellbeing

People's physical, mental, social and spiritual wellbeing – especially for people vulnerable to social exclusion or substantial change, psychological stress (from financial or other pressures), access to open space and effects on public health



### Surroundings

Access to and use of natural and built environment, including ecosystem services (shade, pollution control, erosion control), public safety and security, as well as aesthetic value and amenity



### Livelihoods

Including people's capacity to sustain themselves through employment or business



### Decision-making systems

The extent to which people can have a say in decisions that affect their lives, and have access to complaint, remedy and grievance mechanisms.

## 2.4 Social Significance Rating Approach

The assessment includes an assessment of the **social significance** of each impact across the suite of factors, including the **likelihood** of each identified impact, along with the envisaged **duration, extent, and potential to mitigate/ enhance**.

- Magnitude of impact generally considers the following dimensions:
- Extent – Who specifically is expected to be affected (directly, indirectly, and/or cumulatively), including any vulnerable people? Which location(s) and people are affected? (e.g., near neighbours, local, regional, future generations)?
- Duration – When is the social impact expected to occur? Will it be time-limited (e.g., over particular proposal phases) or permanent?
- Severity or scale – What is the likely scale or degree of change? (e.g., mild, moderate, severe)?
- Intensity 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.

Each impact has ultimately been assessed and assigned an overall **significance rating**, which considers both the **likelihood** of the impact occurring and the **consequences** should the impact occur. The assessment also sets out recommended **mitigation, management and monitoring measures** for the identified impacts.

The social impact significance matrix specified in the SIA Guideline has been adapted for the purposes of undertaking this social and impact assessment.

**Table 4** Defining Magnitude Levels for Social Impacts

Magnitude level	Meaning
<b>Transformational</b>	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.
<b>Major</b>	Substantial deterioration/improvement to something that people value highly, either lasting for an indefinite time, or affecting many people in a widespread area.
<b>Moderate</b>	Noticeable deterioration/ improvement to something that people value highly, either lasting for an extensive time, or affecting a group of people.
<b>Minor</b>	Mild deterioration/ improvement, for a reasonably short time, for a small number of people who are generally adaptable and not vulnerable.
<b>Minimal</b>	Little noticeable change experienced by people in the locality.

Source: NSW DPE, 2023 Technical Supplement - Social Impact Assessment Guideline for State Significant Projects

**Table 5** Defining Likelihood Levels of Social Impacts

Likelihood level	Meaning
<b>Almost certain</b>	Definite or almost definitely expected (e.g. has happened on similar projects)
<b>Likely</b>	High probability
<b>Possible</b>	Medium probability
<b>Unlikely</b>	Low probability
<b>Very unlikely</b>	Improbable or remote probability

Source: NSW DPE, 2023, Technical Supplement - Social Impact Assessment Guideline for State Significant Projects.

**Table 6** Social Impact Significance Matrix

Likelihood	Magnitude				
	Minimal	Minor	Moderate	Major	Transformational
<b>Very unlikely</b>	Low	Low	Low	Medium	Medium
<b>Unlikely</b>	Low	Low	Medium	Medium	High
<b>Possible</b>	Low	Medium	Medium	High	High
<b>Likely</b>	Low	Medium	High	High	Very high
<b>Almost certain</b>	Low	Medium	High	Very high	Very high

Source: NSW DPE, 2023, Technical Supplement - Social Impact Assessment Guideline for State Significant Projects.

## 2.5 Information Sources

Following are the key data sources and policy documents used to prepare this SIA (ordered by title):

- ABS Census of Population and Housing, 2021(ABS)
- Consultation Outcomes Report (Ethos Urban, 2022)
- NSW Population Projections, NSW Department of Planning, Industry and Environment, 2019
- Transport for NSW Travel Zone Employment Projections 2016
- Greater Sydney Regional Plan – Metropolis of Three Cities (Greater Sydney Commission, 2018)
- Greener Places (NSW Government Architect, 2020)
- Local Strategic Planning Statement – Planning for a Brighter Future City (Penrith City Council, 2020)

- Penrith City Council Community Strategic Plan (Penrith City Council 2022)
- State Environmental Planning Policy (Precincts – Western Parkland City) 2021
- Overview of the Badgerys Creek Precinct Plan (NSW DPE, 2020)
- Request for Secretary's Environmental Assessment Requirements - Elizabeth Enterprise Precinct - Stage 1 (2021)
- Sydney Green Grid (NSW Government Architect, 2017)
- Western City District Plan (Greater Sydney Commission, 2018)
- Western Sydney Aerotropolis DCP – Stage 1 (NSW DPE, 2020)
- Western Sydney Aerotropolis Precinct Plan (2023).

## 2.6 Assumptions

Assumptions applied to complete this SIA include:

The key findings of the background studies and technical reports are accurate.

Socio-economic data for each study area accurately reflects the community demographic profile.

Outcomes of the community consultation and engagement undertaken to date accurately reflect community views.

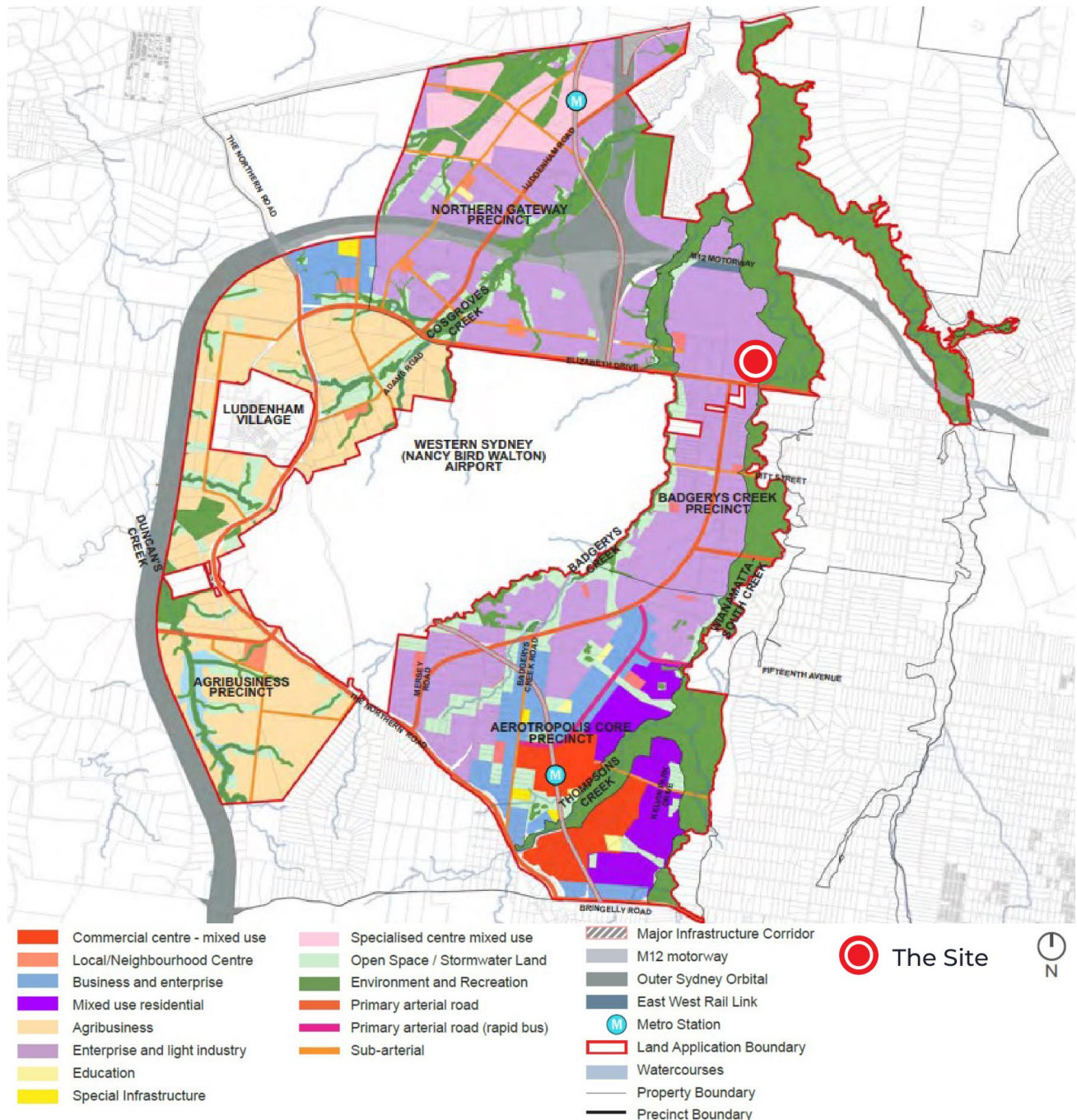
All potential social impacts to the local community and special interest groups that can reasonably be identified have been included in this report.

**A note on COVID-19:** *COVID-19 is an unprecedented global health crisis and economic event that is rapidly evolving. At the current time, the research and analysis of economic and population data – such as forecasts of population or employment growth and so on – reflects a return to "business as usual" scenario, while also noting the potential impacts that may be associated with the COVID-19 virus, travel and border restrictions impacting on migration numbers, and the anticipated return to growth in economic or population indicators.*

## 3.0 Site context

### 3.1 Site location and context

The Site is identified as being within the Badgerys Creek Precinct in the WSA and comprises land zoned as ENT as well as ENZ for land that forms part of the Wianamatta-South Creek corridor in the east of the Site (refer to **Figure 1**). As aforementioned, the Site was rezoned as part of the gazettal of the former *State Environmental Planning Policy (Western Sydney Aerotropolis) 2020* (now Chapter 4 of the Western Parkland City SEPP).

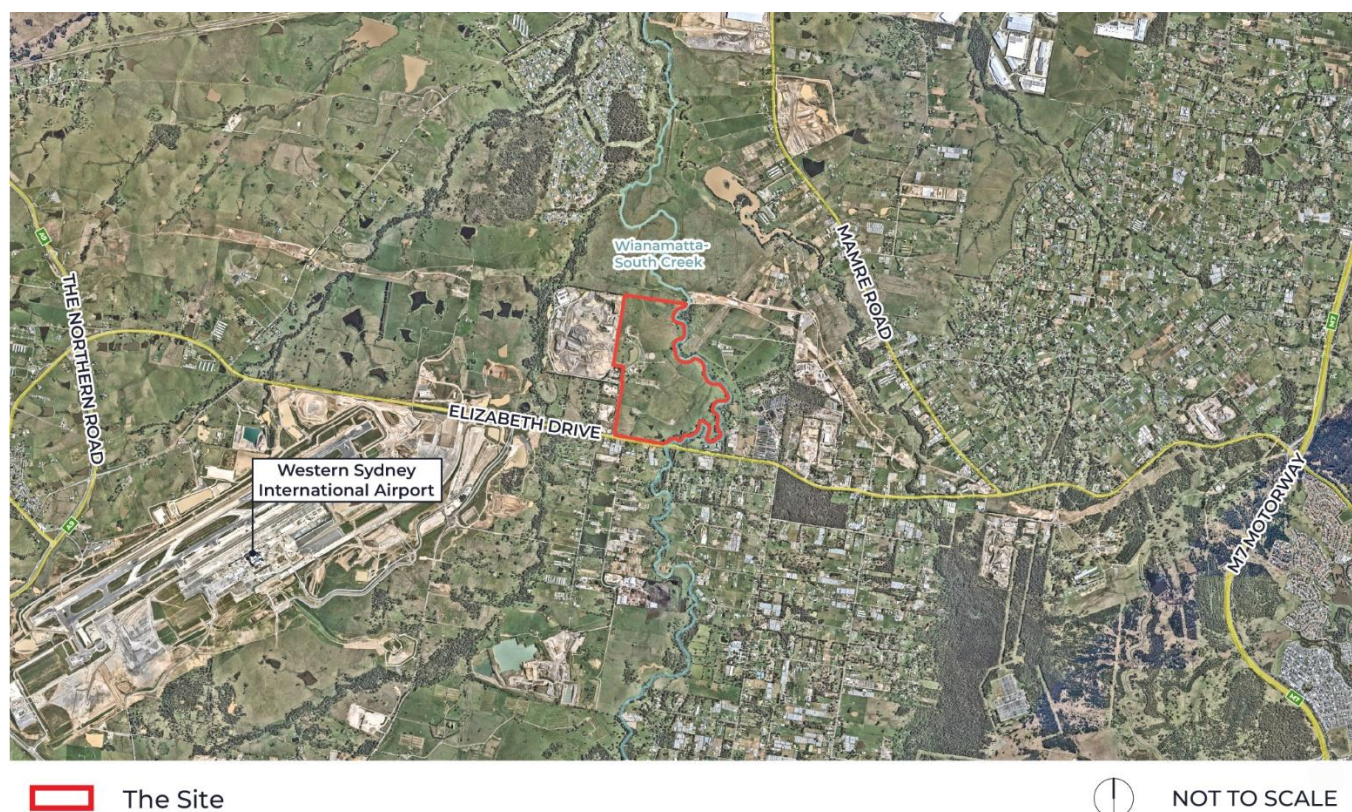




The Site is also located within proximity to transport corridors that connect the WSI Airport, broader WSA and Greater Sydney Region. These include corridors for construction and upgrade of roads including the M12 Motorway, which is currently under-construction, and the future M9 Motorway, as well as the Sydney Airport Western Sydney Airport line also currently under-construction.

The Site is located at 1669-1723 and 1669A Elizabeth Drive, Badgerys Creek within the Penrith Local Government Area (LGA). It is approximately 15km south-east of the Penrith CBD and 40km west of the Sydney CBD, and approximately 800m to the north-east of the WSI Airport, currently under construction and due to open in 2026.

The location of the Site within its surrounding context is shown in **Figure 2** below.



**Figure 2** Site Location and Context Map

Source: Nearmap, edits by Ethos Urban

## 3.2 Site description

The Site comprises three (3) lots and is legally described as Lots 99 and 100 DP 1283398 and Lot 741 DP 810111 with a combined area of approximately 133 ha. The Site is irregular in shape, with direct frontage to Elizabeth Drive to the south of approximately 560m and a public access road to the west of approximately 600m. In addition to the public access road, the Site's eastern boundary of approximately 1.6km is generally formed by the alignment of Wianamatta-South Creek, while the northern boundary of approximately 1km abuts adjoining rural land. A Site Aerial and Site Aerial View is provided on the in **Figure 3** and **Figure 4** on the following page. Existing development on the site is summarised as follows:

**Lot 99 and 100 DP 1283398** – Livestock stables and structures are located along the Site's western boundary, surrounded by smaller storage sheds. Surrounding this built form are paddocks utilised for grazing, including several dams. Primary access is via Elizabeth Drive, with a driveway located 50m east of the Elizabeth Drive and Martin Road intersection.

**Lot 741 DP 810111** – Livestock stables and structures are located in the south-west corner of the Site. Along the western side of the lot is a large farm dam and residence, including associated farm buildings. The remainder of the site can be described as paddocks utilised for grazing. Access to the lot is provided by a driveway off the public



road access which runs along the western boundary of Lot 99 and 100 DP 1283398, located approximately 340m north of the access road's intersection with Elizabeth Drive.



**Figure 3 Site Aerial Map**

Source: Nearmap, edits by Ethos Urban



**Figure 4 Site Aerial View**

Source: SBA Architects, edits by Ethos Urban

### 3.3 Surrounding development

The surrounding locality is characterised by a mixture of rural, rural residential, industrial, and light industrial land uses. These uses are generally sporadic in nature with the exception of more formalised industrial land use zoning to the north. Specific land uses and notable development are described below.

The surrounding locality is characterised by a mixture of rural, rural residential, industrial, and light industrial land uses. Specific land uses and notable development is described as follows:

- **North:**

- To the immediate north of the Site is the M12 Motorway, currently under-construction and due to open prior to the operation of WSI Airport in 2026. Also to the immediate north is the Sydney Water Upper South Creek Advanced Water Recycling Centre (AWRC), which is currently under construction and also due to complete in 2026.
- Further north can be characterised by rural paddocks, intensive market gardens and largely undeveloped floodplain areas associated with the confluence of Badgerys Creek, Wianamatta-South Creek, and Kemps Creek. Also further north is the Mamre Road Precinct and a large lot residential subdivision and associated golf club of Twin Creeks.

- **East:**

- To the immediate east of the Site is Wianamatta-South Creek with the beyond area predominately made up of rural land as well as a major plant nursery, quarrying and waste management facility.
- Further east on the opposing side of the M12 Motorway are the rural residential communities of Mount Vernon and Cecil Park.

- **South:**

- To the immediate south of the Site is Elizabeth Drive, a State arterial road, with land on the opposing side characterised by a mixture of rural-residential, intensive market gardens and industrial uses.
- Further south is the CSR brick making facility and the Australian Native Landscapes depot, both accessed via Martins Road.

- **West:**

- To the Immediate west of the Site is vacant rural-residential land along Elizabeth Drive with the Cleanaway Kemps Creek Resource Recovery Park behind, which comprises a landfill and recycling centre.
- Further west is the Sydney Metro Western Sydney Airport line and the M12 Motorway interchange which is surrounded by predominantly agriculture land uses. WSI Airport, currently under construction, is located approximately 800m south-west of the Site.





**Figure 5** View of Site looking east, riparian lands in background



**Figure 6** The Site's western boundary (looking north) and frontage to existing access way



**Figure 7** The Site's western boundary (looking south) and frontage to existing access way



**Figure 8** View of the south-west extent of the Site



**Figure 9** The Site's frontage to Elizabeth Drive at South-west boundary



**Figure 10** The Site's frontage to Elizabeth Drive and existing access driveway



**Figure 11** Riparian Plantings associated with Wianamatta-South Creek



**Figure 12** Riparian lands of Wianamatta-South Creek, as viewed from the neighbouring site further east

## 4.0 Proposed development

### 4.1 Proposed development

Specifically, this SSDA seeks approval for the following:

The Applicant seeks development consent under 'Division 4.7 – Stage Significant Development' of the EP&A Act for the first stage EEP Industrial Estate. The Proposal includes a Concept Masterplan and Stage 1 Development. Specifically, the SSDA seeks approval for the following:

#### Concept Masterplan

A Concept Proposal for the staged development of an industrial estate comprising of seven (7) warehouses including ancillary offices, dock offices, café and associated infrastructure with a total Gross Floor Area (GFA) of 139,855m<sup>2</sup>.

#### Stage 1 Development

- Site preparation works, including:
  - Demolition of existing structures and clearing of vegetation;
  - Remediation works;
  - Dam dewatering and decommissioning;
  - Bulk earthworks; and
  - Construction of retaining walls to facilitate level transitions across the estate.
- Site servicing and infrastructure works, including:
  - Construction, operation and dedication of the internal road network to Penrith City Council;
  - Construction of stormwater management infrastructure, including Basin A and a temporary berm along the Wianamatta-South Creek corridor in Lot 741 DP 810111 to create an evaporation area; and
  - Provision and construction of utility infrastructure.
- Subdivision of Lot 100 DP 1283398 and Lot 741 DP 810111 in line with the Concept Masterplan and Stage 1 Development.
- Construction of Warehouse 2 and Warehouse 6 for the purposes of *Warehouse or distribution centre* and *General industry* uses comprising a total GFA of 57,965m<sup>2</sup>, specifically including:
  - Warehouse 2 (Lot 2) comprising a total GFA of 16,325m<sup>2</sup>, including:
    - 15,065m<sup>2</sup> of warehouse GFA;
    - 1,060m<sup>2</sup> of ancillary office GFA; and
    - 200m<sup>2</sup> of dock office GFA.
  - Warehouse 6 (Lot 6) comprising a total GFA of 41,640m<sup>2</sup>, including:
    - 39,540m<sup>2</sup> of warehouse GFA;
    - 1,900m<sup>2</sup> of ancillary office GFA; and
    - 200m<sup>2</sup> of dock office GFA.
- Construction of hardstand area for loading/unloading and vehicle manoeuvring;
- Construction of on-site car parking, comprising 84 car spaces on Lot 2 and 186 car parking spaces on Lot 6;
- Landscaping, including on-lot landscaping and street reserve landscaping;
- Estate signage comprises a main estate entry signage and signage zones; and
- Operation hours of 24 hours, 7 days a week.



## 4.2 Concept Masterplan

### 4.2.1 Overview

The Applicant seeks development consent under 'Division 4.7 – Stage Significant Development' of the *EP&A Act* for the proposed Industrial Estate to be known as EEP Stage 1. It includes a Concept Masterplan for the staged development of an industrial estate comprising of seven (7) warehouses including ancillary offices, dock offices, café and associated infrastructure with a total Gross Floor Area (GFA) of 139,855m<sup>2</sup>.

The design strategy seeks to focus on three (3) core elements, being location, Wianamatta-South Creek and Design Concept. In tandem with Mirvac's Vision and the Design Principles for the Elizabeth Enterprise Precinct, SBA Architects design responses are threefold:

1. At the urban level, the proposed building envelopes and access roads intersect with the greeneries of Wianamatta-South Creek, connecting people with natural environment;
2. Profile of the creek in turn becomes the source of inspiration to the biophilia design of the proposed buildings; and
3. Integration of indirect organic elements allows for articulation of building compositions and blending of development with the surrounding context.

An aerial perspective of the proposed EEP Stage 1 Concept Masterplan is provided in **Figure 13**.



**Figure 13** Aerial Perspective of the EEP Stage 1 Concept Masterplan looking north over Elizabeth Drive

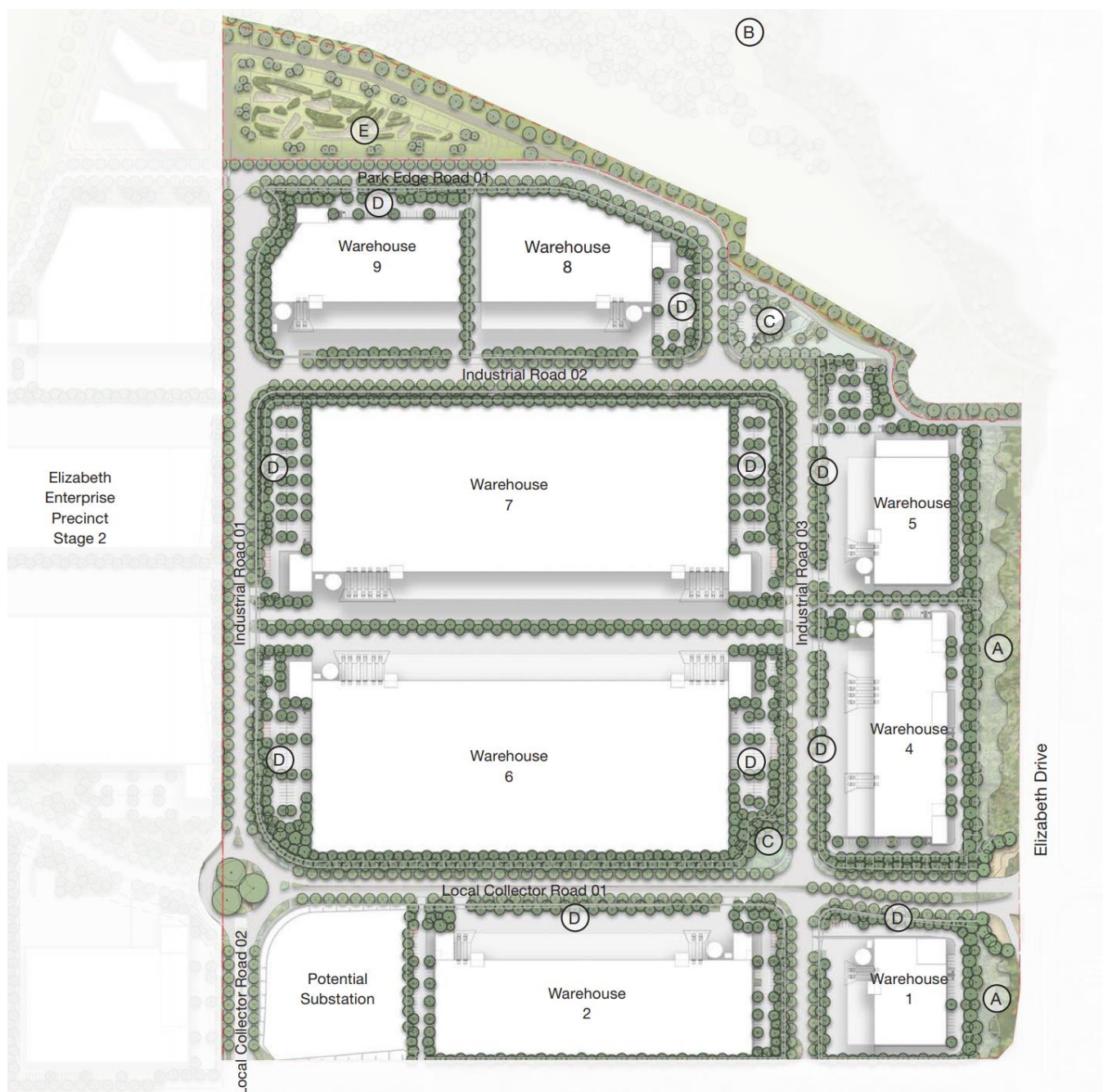
Source: SBA Architects

## 4.2.2 Landscaping and Public Domain

### Overview

A Landscape Report has been prepared by Site Image, the proposed development utilises landscaping and urban design features with the principal function to address the interface with the E2 – Environmental Conservation land, as well as to provide for landscaped areas that complement the design features of the warehousing and logistics facilities.

The proposed Landscape Concept Masterplan is provided in **Figure 14** below and demonstrates an overview of the external and landscape design for the EEP Stage 1.



**Figure 14** EEP – Stage 1 Landscape Concept Masterplan

Source: Site Image



## Amenity Area

Part of the proposed Landscape Concept Masterplan is the creation of an amenity area comprising approximately 3,809m<sup>2</sup> located on the eastern side of the Site (refer to **Figure 15**). These zones will act as a convergence point for users of EEP, users of the cycleways and visitors with this location proposed to be one of the major 'Parkside' nodes that would include a café.

This enterprise has aspirations of demonstrating the outputs of potential Indigenous enterprise, such as the growing and harvesting of native food by First Nations People. This space will enhance views to Wianamatta through its considered Site planning. Intensive shade canopy and supplementary planting will increase amenity and ecology. Carparking will be provided, with ample shade and WSUD principles lessening the impact of heat island effect from hard surfaces.

Key features of the amenity area will include:

- A new 6.5m wide cycle and pedestrian path along Wianamatta-South Creek that will provide a link to the new public open space north of the amenity node;
- Café with a large breakout terrace for dining with seating and shade; and
- Native edible species interpretation garden.



**Figure 15** Proposed Amenity Area

Source: Site Image

## Public Open Space / Drainage Reserve

A large water management (WSUD) basin is proposed adjacent to Warehouse 9. The basin is designed for the gradual permeation and transpiration of water following rain events. The basin will be dry during periods of low or no rainfall and as such plant species tolerant of all conditions.

Pathways to the perimeter of the basin allow engagement with the water and landscape by visitors expressing Water Country and Move with Country Principles. The art strategy identifies the basin as a potential 'land art' location identified on the plan with massed groundcovers and hardscape elements. The proposed indicative public open space and drainage reserve landscape plan is provided in **Figure 16** below.



**Figure 16** *Public Open Space / Drainage Reserve Landscape Plan*

Source: Site Image

# 5.0 Strategic policy context

The following section identifies the key social and economic drivers for this site, based on a review of the key state and local policies and strategies relevant to the proposed development.

## Key policy drivers

- Increased supply of industrial and urban services land is required to support Greater Sydney's long-term freight, logistics and industrial needs.
- The proposed development would contribute towards delivering on the vision for the Western Sydney Aerotropolis. Western Sydney International (Nancy-Bird Walton) Airport and Bradfield City Centre will require supporting logistics and flexible employment lands to support both airport and employment activities that serve the needs of Western Sydney.
- The site forms part of the Badgerys Creek precinct, which is expected to contribute towards meeting current and future demand for employment land supply. The enactment of the Aerotropolis SEPP (now Chapter 4 of the Western Parkland City SEPP (2021)) has rezoned the site to part Enterprise (ENT) for the area within the Badgerys Creek Precinct and part Environment and Recreation (ENZ) for the portion of the site within the Wianamatta-South Creek Precinct, and the proposed development will support the growing demand and existing shortfall of available employment land in Western Sydney.
- The proposed development supports state and local government priorities for increased job employment opportunities closer to where people live, contributing to the delivery of a "30-minute city".
- Supporting NSW government's vision for the Western Sydney Aerotropolis Plan to include an expansive network of green and blue corridors.

## 5.1 Key policy themes and directions

Key state and local policies and strategies have been reviewed to identify key social and economic drivers for this site. A summary of the key themes of this review is provided in **Table 7** below. The following documents have been reviewed:

- Greater Sydney Region Plan – Metropolis of Three Cities (Greater Sydney Commission, 2018)
- Greener Places (NSW Government Architect, 2020)
- Local Strategic Planning Statement – Planning for a Brighter Future City (Penrith City Council, 2020)
- Overview of the Badgerys Creek Precinct Pan (NSW DPE, 2020)
- Penrith City Council Community Strategic Plan (Penrith City Council 2022)
- State Environmental Planning Policy (Precincts – Western Parkland City) 2021
- Sydney Green Grid (NSW Government Architect, 2017)
- Western City District Plan (Greater Sydney Commission, 2018)
- Western Sydney Aerotropolis DCP – Stage 2 (NSW DPE, 2022)
- Western Sydney Aerotropolis Plan (DPE 2020)
- Western Sydney Aerotropolis Precinct Plan (2023).

**Table 7** Key policy themes and implications

Policy theme	Key implications for impact assessment	Source
<b>Increase supply of employment land in Western Sydney</b>	<ul style="list-style-type: none"> <li>• It is a state and local priority for the increased provision of innovative employment and logistic opportunities, as existing sites face residential rezoning pressures.</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Western City District Plan (GSC 2018)</i></li> </ul>



Policy theme	Key implications for impact assessment	Source
	<ul style="list-style-type: none"> <li>There is growing demand for flexible employment land needed in the Western Parkland City, specifically with the development of the Western Sydney International (Nancy-Bird Walton) Airport and Bradfield City Centre. There is also growing demand for industrial service land supply in the Penrith LGA due to its close proximity to the Airport and Bradfield City Centre</li> <li>To meet forecast demand for employment land, NSW DPE has rezoned the Badgerys Creek precinct primarily for enterprise purposes. This will ensure land availability to support the growing demand and existing shortfall of available employment land in Western Sydney.</li> <li>Rezoning of the Badgerys Creek Precinct will supply additional employment land for Western Sydney to meet projected demand. The rezoning will deliver flexible enterprise land that can be readily serviced and developed, integrated with the Western Sydney International (Nancy-Bird Walton) Airport. The precinct will provide for jobs closer to people's homes and contribute to the NSW economy more broadly.</li> <li>The NSW Department of Industry is leading the development of a world class aerospace and defence industry precinct adjacent to the Western Sydney International (Nancy-Bird Walton) Airport. It will cluster defence and industry facilities with advanced technology hubs.</li> <li>The Badgerys Creek Precinct will supply higher order employment uses, including freight and logistics, warehousing, technology, commercial enterprise, industry, and recreation in synergy with the adjacent Airport Business Park.</li> <li>It is an objective of the Western Sydney Aerotropolis Precinct Plan to "enable land use to evolve in line with changing economic drivers and facilitate development that will contribute to building the Western Parkland City" (p. 9).</li> </ul>	<ul style="list-style-type: none"> <li><i>Greater Sydney Region Plan – Metropolis of Three Cities (GSC 2018)</i></li> <li><i>State Environmental Planning Policy (Precincts – Western Parkland City) 2021</i></li> <li><i>Western Sydney Aerotropolis DCP – Stage 2 (NSW DPE 2022)</i></li> <li><i>Western Sydney Aerotropolis Precinct Plan (2023)</i></li> </ul>
<b>Proximity to Western Sydney International (Nancy-Bird Walton) Airport and Bradfield City Centre driving demand for enterprise and logistics</b>	<ul style="list-style-type: none"> <li>There is an unprecedented opportunity for the Western City District to provide a national freight and logistics hub, Western Sydney International (Nancy-Bird Walton) Airport and Bradfield City Centre will transform the Western Parkland City into a thriving, productive and sustainable area, with the Airport as the economic catalyst. This will drive increased population growth and emerging economic opportunities.</li> <li>Western Sydney International (Nancy-Bird Walton) Airport and Bradfield City Centre will depend on the Penrith LGA to support airport and employment activities and service the need of the Western Parkland City.</li> <li>Strategic plans have identified over 6,000 hectares for industrial activity which is proposed to support the Western Sydney International (Nancy-Bird Walton) Airport. Specifically, the Badgerys Creek Precinct Plan envisages a reciprocal relationship with the airport, developing as a support precinct with jobs in warehousing and distribution, and manufacturing.</li> <li>The proposed development's proximity to the Western Sydney International (Nancy-Bird Walton) Airport and Bradfield City Centre will catalyse increased job opportunities in infrastructure, advanced manufacturing, freight and logistics over the long term.</li> </ul>	<ul style="list-style-type: none"> <li><i>Western City District Plan (GSC 2018)</i></li> <li><i>Greater Sydney Region Plan – Metropolis of Three Cities (GSC 2018)</i></li> <li><i>Penrith's Local Strategic Planning Statement – Planning for a Brighter Future City (Penrith City Council 2020)</i></li> <li><i>Overview of the Badgerys Creek Precinct Pan (DPE, 2020)</i></li> </ul>
<b>Increase local jobs and employment opportunities to achieve the "30-minute city"</b>	<ul style="list-style-type: none"> <li>It is a state and local priority to provide job diversity and growth to encourage local workforce skills. The proposed development will contribute to increased job opportunities in construction activities as well as ongoing operation jobs in transport, storage and warehousing related industries for local residents.</li> <li>Penrith's community has expressed a desire to live and work within the LGA, and to have "diverse work opportunities close to home". This "dramatically improves your feeling of being a part of and desire to support your local community" (Draft Community Strategic Plan, p. 22.</li> <li>Over 60% of Penrith's residents travel to work outside of the local government area. As population growth increases at a faster rate than the number of jobs available in the region, the provision of local employment opportunities is demanded.</li> </ul>	<ul style="list-style-type: none"> <li><i>Penrith's Local Strategic Planning Statement – Planning for a Brighter Future City (Penrith City Council 2020)</i></li> <li><i>Penrith City Council Community Strategic Plan (Penrith City Council 2022)</i></li> </ul>

Policy theme	Key implications for impact assessment	Source
	<ul style="list-style-type: none"> <li>It is an objective of the Western Sydney Aerotropolis Plan to create high-value jobs growth and enhance existing employment, underlining the need for employment spaces and economic development in the Aerotropolis.</li> <li>Supporting the Greater Sydney Commission's "30-minute city" aspiration, the site forms part of the South West Sydney Growth Corridor, in which the proposed development will support the provision of jobs within an active employment district that is located close to existing homes, and emerging activity centres.</li> </ul>	<ul style="list-style-type: none"> <li><i>Greater Sydney Region Plan (Greater Sydney Commission, 2018)</i></li> <li><i>Western Sydney Aerotropolis Plan (DPE 2020)</i></li> </ul>
<b>Contribute to Sydney's 'Green Grid' and provide connected open space.</b>	<ul style="list-style-type: none"> <li>It is a vision of the Greener Places framework to "create a network of attractive, new, and upgraded environments, routes, and spaces" which "improve the quality of our urban and rural environments as well as help adapt and mitigate the effects of climate change". The Sydney Green Grid Strategy identifies opportunities for improving Sydney's green infrastructure in the CBD through increasing connectivity between Sydney CBD and surrounding suburbs.</li> <li>Supporting the NSW government's vision for the Western Sydney Aerotropolis Plan as an expansive network of green and blue corridors, the site enhances the valuable and contiguous green space situated along the important Wianamatta-South Creek corridor.</li> <li>It is an objective of the Western Sydney Aerotropolis Precinct Plan to "design an urban environment that responds to the climate extremes of Western Sydney and mitigates and adapts to urban heat", and to "provide landscaped, safe, activated, interesting and healthy streets that prioritise pedestrian, cycle and public transport movements" (p. 10)</li> </ul>	<ul style="list-style-type: none"> <li><i>Greater Sydney Region Plan (Greater Sydney Commission, 2018)</i></li> <li><i>Greener Places, NSW Government Architect (2020)</i></li> <li><i>Sydney Green Grid, NSW Government Architect (2017)</i></li> <li><i>Western Sydney Aerotropolis Precinct Plan (2023)</i></li> </ul>

## 6.0 Local social context

This section provides an overview of the subject site and its current social context, in relation to a defined social locality or 'area/s of social influence,' reflecting geographies of primary and secondary social impact. The baseline analysis assesses the existing social characteristics of the community within the identified study area/s to better understand the potential community characteristics and specific communities that may experience impacts as a result of construction and operation of the proposal.

It describes the following:

- Community profiles – key demographic characteristics including age, income, employment, cultural and linguistic diversity, household structure, relative levels of advantage and disadvantage, and transport and access, including journey to work travel patterns.
- Community assets – both tangible (social infrastructure) and intangible (human and social capital, community cohesion, community values and connection to place).

### 6.1 Social Locality Definition: Area/s of Social Influence

For the purposes of this assessment, a primary and secondary social locality has been defined to assess the local social and economic context within which the subject site will operate.

**Table 8**      *Social Locality Definition*

Study Area	Relevance to SIA	Definition in this SIA
<b>Social locality – primary (PSL)</b>	<ul style="list-style-type: none"> <li>• Likely to be localised social impacts relating to the immediate surrounds of the site, for example impacts associated with the construction of new buildings (i.e., amenity values, access, noise, air quality)</li> <li>• Longer term impacts such as potential noise, light, traffic and/or increased activity in the area may occur within the close proximity to the proposed development</li> </ul>	<p>The PSL has been defined as an area approximate to 500m surrounding the site boundary. This area is identified as a zone likely to experience higher impact due to its proximity to the site.</p> <p>This area has been selected in line with various technical reports which have identified likely receivers of environmental impacts, including noise and vibration impacts.</p>
<b>Social locality – secondary (SSL)</b>	<ul style="list-style-type: none"> <li>• Understand the broader impacts and benefits that the proposed development will likely have on the surrounding community</li> </ul>	<p>The SSL has been defined using Australian Bureau of Statistics (ABS) Statistical Area 1 (SA1) boundaries that best captures the Western Sydney Aerotropolis Precinct and residents living within the Twins Creek Housing Estate.</p> <p>The Western Sydney Aerotropolis Precinct is considered of most relevance to the proposed project in informing the socio-economic context of the local area and objectives for the precinct. The residents of Twin Creeks Estate, located within the northern part of the Western Sydney Aerotropolis Precinct, have also been captured within the social locality due to the geographical proximity to the site. For much of the analysis undertaken, the relevant characteristics of the SSL are compared to the broader Greater Sydney region. This is considered appropriate given the nature of the proposed development as a major industrial and warehousing precinct.</p> <p>The SSL includes major industrial precincts and growth areas, including Western Sydney International Airport, Mamre Road Precinct, and the future Aerotropolis core. The SSL also is bounded by the Western Sydney Employment Area and South West Growth Area.</p>

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While the social locality is planned to comprise a major industrial precinct in the future, currently the area consists of predominately semi-rural and rural allotments, with a small number of detached dwellings. The social locality is easily accessible to the regional road network, with easy access to the motorway network including the M4 and M7, as well as the future M12.

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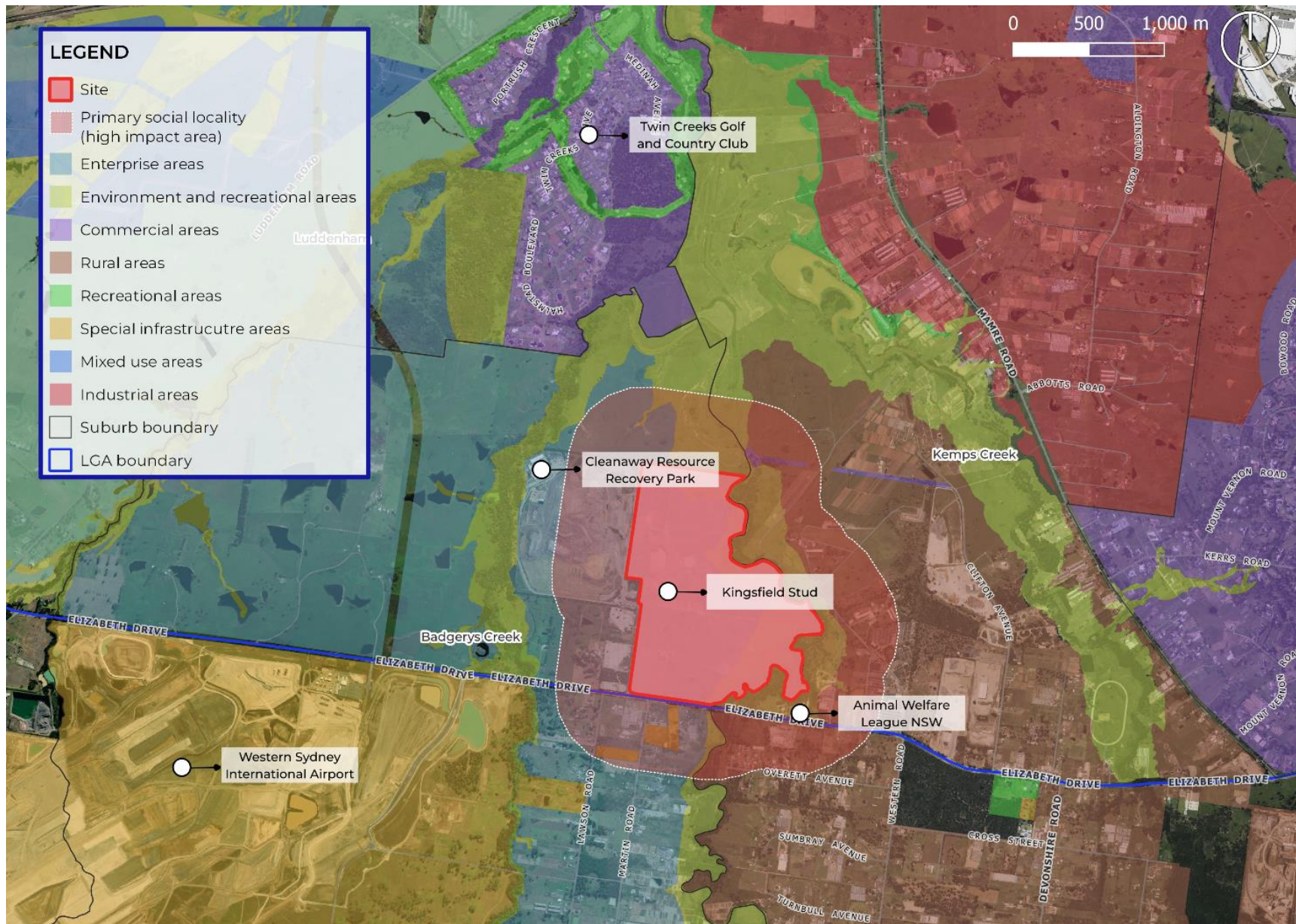
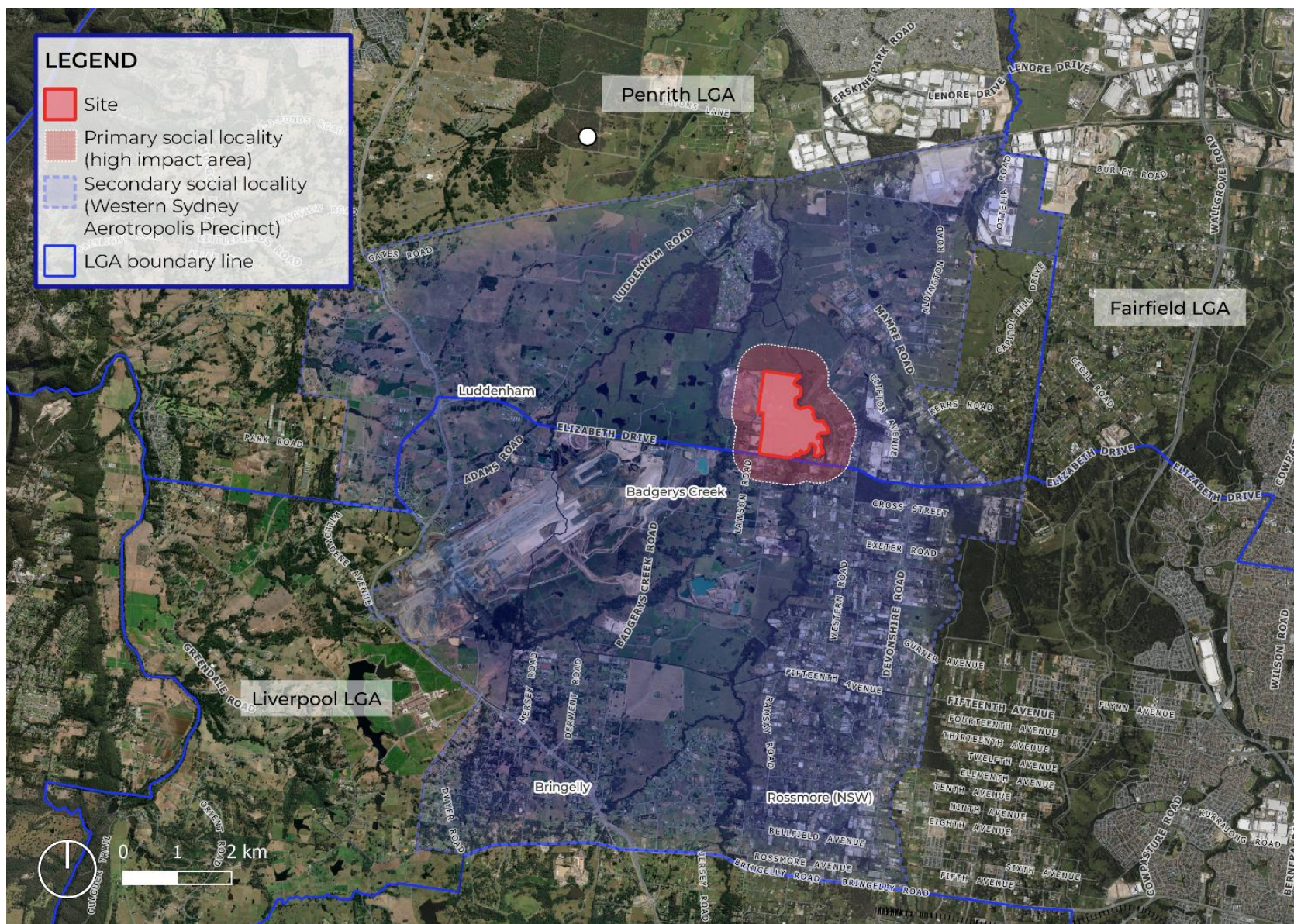


Figure 17 Primary social locality







## 6.2 Demographic characteristics

A summary of the local resident and worker population within the Secondary Social Locality (SSL) is outlined in the following section. Taking into account the nature of the proposed development, it is likely that the project will provide employment opportunities for both residents in the local area but also more broadly in the surrounding region.

For the purposes of this analysis, demographic data has been sourced from the Australian Bureau of Statistics (ABS) 2021 Census of Population and Housing. Worker estimates have been estimated taking into account data sourced from Transport for NSW.

### 6.2.1 Local community profile

Based on the ABS Census of Population and Housing 2021, the key demographic characteristics of the population in the SSL are summarised below. Refer to **0** for the full demographic profile.

- **Population:** In 2021, the SSL contained a total population of 7,689.
- **Age Structure:** The SSL contains an ageing population, with a median age of 40.0, higher than the Greater Sydney median of 37.3.
- **Household composition:** The dominant household composition in the SSL is family households, accounting for 83.5% of all occupied dwellings. This is consistent with household composition in Greater Sydney, albeit at a lower proportion (72.6%). There is also a lower representation of lone person and group households in the SSL than in Greater Sydney.
- **Dwelling structure:** Most of the dwellings within the SSL are classified as separate houses (97.7%) and are mostly situated on large rural or semi-rural allotments. In Greater Sydney, the highest portion of dwelling structures are separate house (56.1%) and apartment, units and flats representing 30.7%.
- **Tenure type:** A significant portion of occupied private dwellings in the SSL are owned outright (44.9%), while 28.2% are owned with a mortgage, and 23.3% are rented. In comparison, Greater Sydney contains a lower proportion of home ownership (28.3% owned outright and 24.0% with a mortgage), and a higher proportion of rented dwellings (36.1%).
- **Income:** The median annual household income in the SSL is similar to that of Greater Sydney (\$102,710 compared to \$108,750), with the Study Area falling 5.6% below the Greater Sydney benchmark.

**Note:** *It is our view that interpretation of small area data from the 2021 ABS Census – that is any geography smaller than a State - should have due consideration for potential outcomes arising from the COVID-19 pandemic. For example, at a small area level trend analysis relative to 2011 and 2016 Censuses should be treated with some degree of caution, as potential changes in demographics/behaviour may reflect temporary rather than structural changes as a result of COVID-19.*

### 6.2.2 Local workers

A review of local workers has been derived taking into account the latest place of work results from the ABS 2021 Census, NSW Transport Travel Zone (TZ) boundaries that align with the SSL, and information available on the NSW DPE website on key precincts within the social localities. Key characteristics of local workers within the SSL include:

Based on the ABS 2021 Census place of work results, there were 3,870 workers in the SSL as of 2021.

- Taking into account employment projections from Transport for NSW, this level of employment is projected to increase substantially in the future by an estimated +37,760 additional jobs by 2036, equating to a total of 41,630 in the SSL (see **Figure 19**). This growth will be largely driven by the ongoing development at Mamre Road, which is estimated to accommodate some +17,000 new jobs at full development, as well as the opening of Western Sydney International Airport in 2031. At its opening in 2031, it is understood that the airport will support around +11,000 new direct jobs.
- More broadly, the entire Western Sydney Aerotropolis is forecast to accommodate up to +200,000 new jobs for Western Sydney and become a highly skilled jobs hub across aerospace and defence, manufacturing,



healthcare, freight and logistics, agribusiness, education and research industries.<sup>1</sup> Many of these jobs will be concentrated in the new ‘Bradfield City Centre’, which is anticipated to have capacity to accommodate around 50,000-60,000 new jobs by 2056. Up to 11,000 jobs will be located across the Badgerys Creek precinct by 2056, comprising logistics, commercial industry, high technology industry and associated employment uses.<sup>2</sup>

- Currently, a large proportion of jobs within the SSL are within industrial related employment activities, representing 41.6% of total employment. This includes employment in industries such as transport, postal and warehousing, and wholesale trade as shown in **Table 9**.
- Other notable employment generating industries population serving industries (33.6%), and education and training (17.1%).
- The share of employment by industry is projected to significantly change between 2021 and 2036, prompted by the opening of Western Sydney International Airport, the development of the Aerotropolis Core, and the shift from traditional primary production to higher-order manufacturing and industrial related activities, that typically require a more specialised white-collar workforce of skilled professionals. This is reflected through an increasing share of knowledge workers between 2021 and 2036 of +6,050.
- Other industry groups that are forecast to rise substantially include population serving industries (+11,090 jobs), and traditional office (+5,430). A breakdown of employment growth by broad industries in the study area is shown in **Table 9**.
- Currently the existing profile reflects the semi-rural businesses that operate in the SSL. Over time, however, it is expected that the employment profile will change substantially as area is developed into the Western Sydney Aerotropolis.
- The proposed development will support the strategic direction and jobs targets anticipated for the SSL, and will also generate local construction jobs during its development phase and support other service sector jobs locally and regionally.

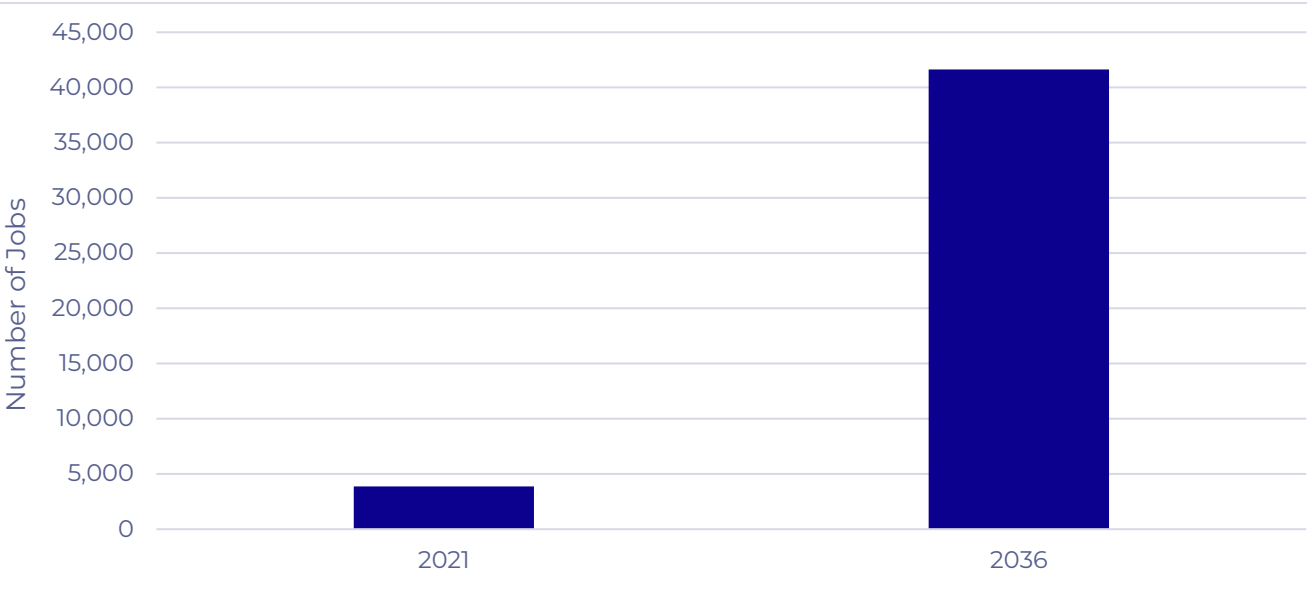


Figure 19 Employment forecasts (total) 2021-2036 – secondary social locality

Source: Transport for NSW, ABS 2021 Census, Ethos Urban

<sup>1</sup> Western Sydney Aerotropolis description on NSW DPE website [www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Western-Sydney-Aerotropolis](http://www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Western-Sydney-Aerotropolis)

<sup>2</sup> Aerotropolis Core, Badgerys Creek, Wianamatta-South-Precincts description on NSW DPE website [www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Western-Sydney-Aerotropolis/Aerotropolis-Core-Badgerys-Creek-and-Wianamatta-South-Precincts](http://www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Western-Sydney-Aerotropolis/Aerotropolis-Core-Badgerys-Creek-and-Wianamatta-South-Precincts)

**Table 9 Industry of Employment estimates – secondary social locality**

Industry	Broad Industry Categories	2021		2036		Change (2021-2036)
<ul style="list-style-type: none"><li>• Agriculture, Forestry and Fishing</li><li>• Mining</li><li>• Manufacturing</li><li>• Electricity, Gas, Water and Waste Services</li><li>• Wholesale Trade</li><li>• Transport, Postal and Warehousing</li></ul>	Industrial	1,610	41.6%	13,230	31.8%	+11,620
<ul style="list-style-type: none"><li>• Construction</li><li>• Retail Trade</li><li>• Accommodation and Food Services</li><li>• Arts and Recreation Services</li><li>• Other Services</li></ul>	Population serving	1,300	33.6%	12,390	29.8%	+11,090
<ul style="list-style-type: none"><li>• Information Media and Telecommunications</li><li>• Financial and Insurance Services</li><li>• Professional, Scientific and Technical Services</li></ul>	Knowledge workers	120	3.1%	6,170	14.8%	+6,050
<ul style="list-style-type: none"><li>• Rental, Hiring and Real Estate Services</li><li>• Administrative and Support Services</li><li>• Public Administration and Safety</li></ul>	Traditional office workers	180	4.7%	5,610	13.5%	+5,430
<ul style="list-style-type: none"><li>• Education and Training</li><li>• Health Care and Social Assistance</li></ul>	Health and education	660	17.1%	4,230	10.2%	+3,570
Total		3,870	100%	41,630	100%	+37,760

Source: Transport for NSW, ABS 2021 Census, Ethos Urban

## 6.3 Key social and economic issues and trends relevant to the project

### 6.3.1 Transformation of the Western Parkland City

The Western Parkland City sits at the western edge of the Sydney Basin, defined by green edges, Metropolitan Rural Area to the west, National Parks to the west, north and south, and to the east by the Western Sydney Parklands. The Wianamatta-South Creek catchment, including Kemps and Badgerys Creeks, runs north south throughout the length of the Western Parkland City. The 11,200-hectare Aerotropolis sits within the centre of the Western Parkland City, within the greenfield area.<sup>3</sup>

The new Western Sydney Airport, currently under construction, is the catalyst for much of Western Sydney's future urbanisation. Benefiting from proximity to the new Western Sydney International (Nancy-Bird Walton) Airport, the surrounding Aerotropolis area will contribute towards 200,000 new jobs in the Western Parkland City, by transforming from largely rural area into a high-skill jobs hub across aerospace and defence, manufacturing, healthcare, freight and logistics, agribusiness, education and research industries. The Aerotropolis ensures the Western Parkland City has world class jobs, creating more than 100,000 new job opportunities; excellent access

<sup>3</sup> Wester Sydney Aerotropolis DCP, page. 13

and connectivity, provided through public infrastructure; and excellent liveability, where a 'beyond business as usual' approach will focus on creating a cooler and greener city.<sup>4 5</sup>

### 6.3.2 New region-shaping infrastructure

Continued population growth within Western Sydney and more broadly within Greater Sydney will drive strong demand for a range of facilities, including industrial uses. The Western Sydney area is a key industrial market, benefitting from access to land, proximity to major transport infrastructure, and close proximity to a growing residential market. These advantages allow this part of Sydney to play a critical role in serving the local, regional and national economy.

Planned and ongoing investment will support growth and development across Western Sydney, including infrastructure projects such as:

- Western Sydney Airport and Aerotropolis
- New motorways including the M12 and M9 orbital
- Future Western Sydney Freight Line
- Western Sydney Intermodal
- Moorebank Intermodal Terminal.

Significant investment is occurring in the area from government as well as major national and international corporations including owners and occupiers. A recent significant investment includes Goodman and Amazon, with the recent development approval of a new Amazon distribution centre, located to the north of the subject site. The fulfillment centre will be the largest in Australia at 200,000m<sup>2</sup> and will be among the first to roll out the latest advanced robotic technology. There are numerous other examples which demonstrate the strong industrial investment activity occurring in this part of Sydney.

The ongoing investment in infrastructure and higher order industrial facilities within Western Sydney highlights the need and opportunity for a large and contemporary industrial precinct such as the proposed development.

### 6.3.3 Growth in high tech industries and flexible employment spaces

The industrial sector has become increasingly sophisticated, with more specialised facilities, and increased demand supported by population growth as well as infrastructure investment and technology advancement. This shift has generated an increased requirement for larger, modern industrial assets. Western Sydney is a popular location due to land availability, residential growth and access to transport and efficient distribution networks.

As the industrial sector has evolved, the sector has transitioned away from more traditional primary production and manufacturing activities towards more specialised, knowledge intensive industries and uses. In particular, the emergence and ongoing development in technology and automation, infrastructure investment and supply-chain logistics operations have prompted a shift to a more specialised white-collar workforce.

These highly skilled workers are increasingly required to oversee and manage modern machinery and equipment, with these workers supported by a larger proportion of sales and administration staff. This transition has implications for the types of buildings and uses required in the sector, with a need for more specialised warehouses, but also increased provision of supporting commercial office space and amenities to accommodate the increasingly white-collar workforce.

Modern industrial tenants are focused on specialised and innovative developments that provide facilities that are built to high specifications, allow increased hours of operation, integrate seamlessly with technology and provide quality fit-outs and amenities.

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<sup>4</sup> NSW DPE website [www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Western-Sydney-Aerotropolis](http://www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Western-Sydney-Aerotropolis), accessed in July 2021

<sup>5</sup> NSW DPE website [www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Western-Sydney-Aerotropolis/Western-Sydney-Aerotropolis-explained](http://www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Western-Sydney-Aerotropolis/Western-Sydney-Aerotropolis-explained), accessed in July 2021

The proposed development will be well suited to meet modern tenant and business requirements, supporting the long-term potential for the Elizabeth Enterprise Precinct.

### 6.3.4 Focus on ecologically sustainable design

Urban environments that incorporate green elements, through public spaces and green building design, improve the quality of life and wellbeing for workers and residents interacting with these spaces. Both State and local governments have recognised the importance of sustainable design and green open spaces for social sustainability and wellbeing, especially as density and populations grow.

The benefits of greening were recognised by the World Health Organisation (WHO), who link urban green space with better health and wellbeing outcomes by helping combat air pollution, noise, chronic stress, and insufficient physical activity<sup>6</sup>. The WHO appreciates the link between availability of urban green space and better health and wellbeing for everyone, but in particular for economically deprived communities, children, pregnant women, and senior citizens. Further, it has been identified that green infrastructure is essential for managing heat and other climate and environmental issues in urban areas, while increasing happiness and reducing incidences of disease and illness<sup>7</sup>.

Ecologically sustainable building design elements such as energy efficient lighting systems, a high-performance façade system designed to reduce solar heat gains, and passive and biophilic design components, can contribute to workforce and broader community health and wellbeing – as well as the environment.

Blue-green infrastructure and environmental sustainability are among the key principles and objectives of the Western Sydney Aerotropolis DCP - Phase 2 (NSW DPE, 2022).

### 6.3.5 Mitigating urban heat island effect in Western Sydney

Future proofing new precincts and neighbourhoods with climate conscious design is ever more so important in the Western Sydney area that is particularly prone to heat and other weather events. Maximum temperatures in Sydney are projected to increase by 0.7 degrees Celsius by 2030 and 1.9 degrees Celsius by 2070 as a result of global climate change. Western Sydney will be particularly vulnerable to these changes due to changes in land use to support new urban development, combined with the region's lack of proximity to the ocean and subsequent sea breeze<sup>8</sup>. The implications of this will likely involve increased risk to health, infrastructure services, and productivity, increased energy demand, and lower air quality.

*"Cities create their own microclimates by influencing the surrounding atmosphere and interacting with climate processes. The most striking characteristic of an urban microclimate is the urban heat island (UHI) effect. Urban areas become significantly warmer than surrounding areas when there is less green cover and more hard surfaces which absorb, store and radiate heat".<sup>9</sup>*

The Western Sydney Regional Organisation of Councils (WSROC) have launched the 'Turn Down the Heat Strategy' in order to provide direction on minimising the UHI effect in Western Sydney. The strategy aims to increase collaboration across sectors, reduce the average peak ambient temperatures, and reduce the impacts of heatwaves<sup>10</sup>.

*"Addressing heat associated with climate change and urbanisation will require greater consideration of adaptive urban design and development. Integrating vegetated, permeable, and reflective surfaces into the built environment, and protecting existing vegetation can provide services such as shade, cooling, fresh air, reduced energy use and wind speeds, stormwater regulation, biodiversity habitat and connectivity. There is growing evidence that urban vegetation can also improve human health, extend life spans, reduce violence and vandalism, and improved cognitive development in children"<sup>11</sup>*

<sup>6</sup> World Health Organization, *Urban green spaces and health; a review of evidence* (2016) Page 40

<sup>7</sup> Greening Sydney Strategy (Draft), City of Sydney, 2021.

<sup>8</sup> AdaptNSW n.d., 'Urban Heat Climate Change Impact Snapshot', <https://climatechange.environment.nsw.gov.au/Impacts-of-climate-change/Heat/Urban-heat>

<sup>9</sup> AdaptNSW n.d., 'Urban heat', <https://climatechange.environment.nsw.gov.au/Impacts-of-climate-change/Heat/Urban-heat>

<sup>10</sup> WSROC 2021, 'Urban Heat Planning Toolkit', <https://wsroc.com.au/media-a-resources/reports?task=download.send&id=306&catid=3&m=0>

<sup>11</sup> NSW Office of Environment & Heritage, n.d. 'Urban Heat: Climate Change Impact Snapshot'.

The proposal is addressing these matters with environmentally sustainable design responses, such as façade thermal performance and natural ventilation strategies, electric car and truck charging, reflective roof sheeting, and landscaping.



**Figure 20** Diagram of key urban heat impacts: people, economy, environment, and infrastructure

Source: Western Sydney Regional Organisation of Councils (WSROC)

## 7.0 Community and stakeholder perspectives

The following section provides an overview of the community and stakeholder consultation undertaken to inform the project and the SIA. The purpose of this section is to highlight user values and aspirations relevant to the proposed development. This section has been largely informed by community engagement conducted as part of the SSDA, and also by other consultation conducted on behalf on the proponent. Further detail is provided in this report:

- *Elizabeth Enterprise Precinct Stage 1 – Consultation Outcomes Report, Ethos Urban, 2024.*

### 7.1 Engagement to inform this SSDA

This section outlines the process and outcomes of community and stakeholder engagement undertaken to inform and guide this SSDA.

#### 7.1.1 Engagement strategy

The proponent has commissioned Ethos Urban to prepare a Community and Stakeholder Participation Strategy that has informed and guided the communications and engagement activities undertaken to support the preparation of the SSDA. The Strategy creates a strategic framework to inform and guide the communications and engagement activities to be undertaken to support the Elizabeth Enterprise Precinct – Stage 1.

The strategy:

- Identified key stakeholders and community members/groups that will be impacted by the project
- Outlined recommended engagement techniques for target stakeholders and community members/groups
- Ensured communications are timely and appropriate
- Embraced an inclusive and accessible approach to engage with all relevant stakeholders and community members
- Provided communication tools to guide the next stages of communication
- Will continue to be updated as the consultation process unfolds.
- The strategy has not only ensured that the community have a clear understanding of the proposal, but has also provided an important mechanism to gather feedback prior to lodgement of the SSDA.

#### 7.1.2 Key stakeholders and engagement activities

The following stakeholders have been selected as proportionate to the scale and likely impacts of the project as well as the likely interest the community might have in the project.

##### **Government agency stakeholders informed and consulted:**

- Commonwealth Department of Infrastructure, Transport, Regional Development and Communications
- Civil Aviation Safety Authority
- City of Penrith Council (Planning Department)
- Department of Planning, Industry and Environment:
  - Central River City & West Parkland City Division, Place Design and Public Spaces Group
  - Water Group (including the Natural Resources Access Regulator)
- NBN
- Endeavour Energy
- Fire and Rescue NSW

- Government Architect NSW
- NSW Rural Fire Service
- Sydney Water
- Western City Parklands Authority
- WSA CO Ltd
- Jemena
- Water NSW
- TfNSW, including the former Roads and Maritime Services.

### Community stakeholders

The table below sets out the community stakeholders that were engaged along with the rationale for their selection.

**Table 10 Community stakeholders**

Identity	Anticipated concerns/ matters of Interest
Surrounding Businesses, including: <ul style="list-style-type: none"> <li>• Cleanaway Kemps Creek Resource Recovery Park</li> <li>• CSR</li> <li>• Kingsfield stud</li> <li>• West Sydney Sand and Soil</li> <li>• Animal Welfare League NSW</li> <li>• Andreasens Green Wholesale Nurseries</li> </ul>	<ul style="list-style-type: none"> <li>• Accurate information regarding traffic impacts and construction</li> <li>• Potential business opportunities associated with the project</li> <li>• Construction impacts and effectiveness of mitigation measures</li> </ul>
Occupants and residents within a 1km radius of the site, including: <ul style="list-style-type: none"> <li>• Surrounding residents within a 1km radius of the site, including:               <ul style="list-style-type: none"> <li>– Residents along the northern portion of Lawson Rd, Martin Rd</li> <li>– All residents along Overett Ave</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Impacts of the project on the surrounding community prior, during and after construction</li> <li>• Altered road network and impacts on traffic, access, public transport and parking</li> <li>• Pedestrian safety</li> <li>• Tree removal or clearing</li> <li>• Change of the built form, street perception, and overshadowing</li> <li>• Construction related impacts, including noise, dust, and heavy vehicles</li> </ul>
Local Aboriginal Land Council and First Nations Community, including: <ul style="list-style-type: none"> <li>• Deerubbin Local Aboriginal Land Council</li> <li>• Dharug Community</li> </ul>	<ul style="list-style-type: none"> <li>• Relationships between the Aboriginal community and the new landowners and tenants</li> <li>• Potential for impact on cultural heritage or significant sites</li> <li>• Potential input into design elements and considerations</li> </ul>

It was identified that there were no prominent community groups based in the surrounding area to be consulted.



## Engagement tools

The following table provides a description of activities comprising the engagement process.

**Table 11 Engagement tools**

Activity	Target Audience	Purpose
Pre-lodgement consultation briefing pack, advocacy deck, and invitation to meet with the project team.	<ul style="list-style-type: none"><li>Government agencies and services providers.</li></ul>	<ul style="list-style-type: none"><li>Provides a factual overview of the proposal, project timeline and key milestones</li><li>Keeps stakeholders up-to-date and informed</li><li>Provides the opportunity for stakeholders to give input and feedback towards the project early in the design and planning process</li></ul>
Community notification flyers with invitation to meet with the project team.	<ul style="list-style-type: none"><li>Adjacent site neighbours</li></ul>	<ul style="list-style-type: none"><li>Provides a factual overview of the proposal</li><li>Keeps the community and stakeholders up-to-date and informed with accurate information</li><li>Provides a central source of information and a point of contact for any questions and concerns</li><li>Provides the community with the opportunity to provide feedback with the project team via dedicated contact channels</li></ul>
One on one stakeholder briefings with project team	<ul style="list-style-type: none"><li>Cleanaway and CSR (site neighbours)</li><li>Government agencies, Council and services providers</li></ul>	<ul style="list-style-type: none"><li>Provides a platform to discuss the project's anticipated impacts in detail and record any issues specific to the stakeholder</li><li>Opportunity for project team to respond to any questions or concerns raised and find solutions quickly and efficiently</li></ul>
Project enquiry email address and 1800 enquiry line	<ul style="list-style-type: none"><li>Local community, businesses and site neighbours</li></ul>	<ul style="list-style-type: none"><li>An accessible and ongoing point of contact stakeholders can utilise to:<ul style="list-style-type: none"><li>learn more about the project</li><li>understand anticipated impacts</li><li>provide feedback and/or organise a meeting with the project team.</li></ul></li></ul>

### 7.1.3 Broad community engagement

#### September 2021

A community notification flyer was delivered to 120 landowners of surrounding lots on 23 September 2021. The letters included information about the proposal and invited neighbours to have a meeting with the project team.

One of the 120 community stakeholders (landowners and occupants of surrounding lots) who received the flyer provided feedback to the initial letter issued in September 2021.

**Table 12 Community feedback**

Issue	Enquiry	Project Response
Construction and operations time frame	Email enquiry regarding timeline for operations commencement and how that timing would interact with land acquisitions of other properties in the local area.	Following a phone call with the community member, the conversation was closed out with an offer to meet with the project team. This opportunity was not taken up by the caller.

## October 2022

Since the last notification letter was issued regarding this project in September 2021, the design of the precinct has undergone several changes. A follow up community notification flyer was delivered to landowners of surrounding lots on 5 October 2022. The flyer included:

- an update on the project's current status;
- information about the proposed changes since the previous flyer notification; and
- details on some anticipated impacts of the proposal
- an invitation to meet with the project team to discuss the project further

As of the date of this report, no further enquiries have been received to the enquiry number or email address in response to the updated project notification flyer distributed on 5 October 2022.

### 7.1.4 Neighbour consultation

Mirvac has consulted with several site neighbours, including Hy-Tec, CSR and Cleanaway to continue transparency around the masterplan design and ensure positive integration with Elizabeth Drive upgrades.

The outcomes of these key consultations and the project response is provided below.

**Table 13 Neighbour feedback**

Neighbour	Consultation objective	Project Response
CSR	Mirvac and CSR have continued communication around the potential design (as advised by TfNSW) and impacts to both sites.	Objectives for both land owners is to continue transparency around masterplan design to ensure positive integration with Elizabeth Drive upgrades
	CSR and Mirvac have been in consultation regarding CSR's application including interim signalised intersection design.	Mirvac has included a separate intersection design within the application. As CSR work through approvals and deliver an interim signalised intersection in advance of Mirvac, Mirvac will work with TfNSW and the existing infrastructure delivered at that point in time.
Cleanaway	Mirvac and Cleanaway have ongoing consultation regarding development and the Estate Entry design to further accommodate traffic entering and exiting the Cleanaway Site from the unnamed Road.	<p>The session are continually positive and provided the opportunity to establish key contacts to ensure transparency for both parties and updated on program.</p> <p>Objectives for both land owners is to continue transparency around masterplan design to ensure positive integration with Elizabeth Drive upgrades.</p>
Hy-Tech	<p>Hy-Tech and Mirvac have been in communication regarding the status of the application. Initial discussions were held around how the proposal is progressing and access to the site from Elizabeth Drive.</p> <p>Mirvac notes that this lot is currently on the market for sale. Since early 2023, communication with Hy-Tech has progressed on an as-needs basis only.</p>	<p>Communication has been positive and continual (latest correspondence 20 March 2023).</p> <p>Mirvac will continue transparency around the masterplan design and ensure positive integration with Elizabeth Drive upgrades.</p>

### 7.1.5 First Nations engagement

To begin the engagement process Mirvac issued an email to the Deerubbin Local Aboriginal Land Council on the 7 October 2022 with an overview of the project information and an offer to meet with the project team.

Several meetings were held with Dharug Mob from 2021-2023. These are listed below;

- 22.06.2022
- 22.08.2022
- 16.12.2022

A meeting was also held with RAPs and other Aboriginal Services Providers in June 2023. Attendees included:

- Kamilaroi Yunkuntjatjara Working Group
- Butucarbin Aboriginal Corporation
- Corroborree Aboriginal Corporation
- Dharramalin
- Konanggo Aboriginal Cultural Heritage Services
- Mundawarri Heritage Consultants
- Didge Ngunawal Clan
- Bariyan Cultural Connections
- Woka Aboriginal Corporation
- Ngambaa Cultural Connections.
- Gali Heritage Services
- Wurramay
- Gilay Consultants
- Yulay Cultural Services.

The outcomes of these engagement activities are detailed below.

**Table 14 December 2022 workshop feedback**

Issue	Comments	Project Response
<b>Built form/General feedback</b>	<ul style="list-style-type: none"> <li>• Concerns regarding the need for support around broader strategic planning and what is best practice for the Aerotropolis</li> <li>• Support for the concept of built form representing the creek</li> <li>• Suggestion that built form should blend in with environment as much as possible</li> <li>• Interest in project team community support-Is there an opportunity for Mirvac to help support a mentoring program for upcoming artists?</li> </ul>	<ul style="list-style-type: none"> <li>• Feedback provided to Yerrabingin to share with DPIE to consider broader strategic engagement opportunities</li> <li>• The culturally responsive design highlights accessibility and social inclusions by providing facilities, infrastructures and recreational spaces within proposed built forms and landscape. This measure connects a sense of place, aligned with the key measures specified within the framework of Connecting with Country. It is Mirvac's intent to deliver an industrial estate that promotes connections with country into perpetuity</li> <li>• Landscape and built form express key themes and narratives unique to the site and connected to the broader cultural landscape</li> <li>• To be further investigated</li> </ul>
<b>Connection to the landscape</b>	<ul style="list-style-type: none"> <li>• Discussions related to creating connection to the land- cultural practices, people gaining access, green corridors, song lines</li> <li>• Suggestion that built form should blend in with environment as much as possible</li> <li>• Ensure the inclusion of gardens but be protective of kin near roads etc.</li> </ul>	<ul style="list-style-type: none"> <li>• Access will be granted back to the public after years of Private ownership. Blue-Green connections have been a source of inspiration to ensure connectivity is established in key recreational areas. Ongoing consultation and engagement has been defined within Appendix U – Connecting with Country Framework</li> <li>• Landscape and built form express key themes and narratives unique to the site and connected to the broader cultural landscape</li> </ul>

Issue	Comments	Project Response
		<ul style="list-style-type: none"> <li>Landscape Architects have worked closely with Yerrabingin and incorporated feedback in preparing an appropriate design response.</li> </ul>
<b>Landscape management</b>	<ul style="list-style-type: none"> <li>Interest in understanding the impact on the land- what it is now and how will it change?</li> <li>Interest in land management practices of the site- cool burning etc.</li> <li>Interest in Waterway Health– how is the water getting to the creek?</li> </ul>	<ul style="list-style-type: none"> <li>Land use will change based on the rezoning</li> <li>Opportunities will be made available to adopt land management practices</li> <li>Mirvac will continue to work closely with Sydney Water to achieve targets. Stormwater will be captured and treated in a way that promotes the health of the waterway and minimises erosive flows.</li> </ul>
<b>Consultation</b>	<ol style="list-style-type: none"> <li>Looking at opportunities to bring broader mob together, i.e., schools</li> <li>Interest in further consultation, with specific reference to collaborating on around naming of the estate and art strategy– noting opposition to the site having the same strategy across the entire aerotropolis. Consultation identified Aunty Leanne/Jamie Eastwood for further discussion.</li> </ol>	Mirvac is committed to undertaking further First Nations consultation on this project as it progresses

**Table 15 July 2023 meeting feedback**

Activity	Details
<b>Walk on Country (Wanganni Dhayar)/ Listen to Country</b> 13 July 2023  Mirvac and representatives from the Dharug Mob, facilitated by Yerrabingin	<p>A Walk on Country across the site and the creek edge with representatives from the Dharug Mob was held. A Yarning Circle was then held regarding ideas for development, public art opportunities and language integration strategies. The key items discussed are outlined below:</p> <ul style="list-style-type: none"> <li>Introduction to site</li> <li>Listening to stories</li> <li>Workshop ideas</li> <li>Seeking advice on caring for country, welcome/acknowledgement and rehabilitation</li> <li>Seeking advice on design, art and language that appropriately represents land</li> </ul> <p>Following the site visit representatives then received a copy of the Connecting with Country report prepared by Yerrabingin and were asked to complete an online survey and provided any additional feedback.</p> <p>The following survey questions were asked:</p> <ul style="list-style-type: none"> <li>What were your favourite features of the site?</li> <li>Looking more closely, what do you think are the most impactful areas for cultural engagement across the site?</li> <li>Do you have any concerns about the masterplan? If so, what are they?</li> <li>Do you have any feedback or recommendations for the draft Art Strategy?</li> <li>Do you have any feedback or recommendations for the draft Language Strategy?</li> <li>General feedback, ideas, or questions</li> <li>Art Notes</li> <li>Language Notes</li> </ul> <p>All responses received have been recorded within the Yerrabingin Connecting with Country Report at Appendix P of the EIS.</p>



Activity	Details
<b>Aerotropolis workshop and lunch</b> 22 June 2022  Mirvac and representatives from the Dharug Mob, facilitated by Yerrabingin	Design workshop with the Dharug women to discuss the overarching principles and ideas for all projects across the Aerotropolis. All ideas were shared and reflected upon at the end of the day in a group discussion.
<b>Walk on Country</b> 22 June 2022  Mirvac and representatives from the Dharug Mob, facilitated by Yerrabingin	The project team met with the local Dharug women and walked the site. The concepts were shown spatially, and narratives were shared.
<b>Workshop</b> 16 December 2022  Mirvac and representatives from the Dharug Mob, facilitated by Yerrabingin	A workshop was held to encourage First Nations input on built form, the detailed design of the arrival entry and naming of the estate. <ul style="list-style-type: none"> <li>• Support for the concept of the built form representing the creek</li> <li>• Consider how the built form can blend in with environment as much as possible</li> <li>• Ensure the inclusion of gardens but be protective of kin near roads etc.</li> </ul> Interest in further consultation and collaborating with Mirvac around the naming of the estate and the art strategy; need to ensure unique art strategy and not a repeat of the same across the entire aerotropolis. Reference to Auntie Leanne/Jamie Eastwood for further consultation.

For further details of engagement outcomes, including those regarding government agency stakeholders, refer to the Consultation Outcomes Report (Ethos Urban, 2024).

## 7.2 Outcomes of broader consultation relevant to the site

### 7.2.1 Independent Community Commissioner consultations

The NSW Government has appointed Professor Roberta Ryan as Independent Community Commissioner to help address the concerns of landowners in the Western Sydney Aerotropolis area.

From May to July 2021, the Commissioner met with over 100 small landowners who have been impacted by the rezoning process of the Western Sydney Aerotropolis. Landowners were from the initial precincts (Aerotropolis Core, Badgerys Creek, Wianamatta-South Creek, Agribusiness and Northern Gateway) and other areas that were not included in the first stage of precinct plans (North Luddenham, Dwyer Road, Kemps Creek and Rossmore).

Following extensive consultation with small landowners, the Commissioner released her report in August 2021. The report outlines 40 recommendations to work better with the community to plan and deliver the Aerotropolis.

A broad summary of the issues that landowners raised follows:

- **Uncertainty, communication, information and evidence**
  - Uncertainty, lack of clarity/understanding, communication, co-ordination
  - Definitions and clear language needed to explain key concepts
  - Lack of clarity on how the zones have been determined and questions about the evidence-base
  - Large landowners also feel unable to understand how to engage with government.
- **Zoning, acquisition, rating and airport noise corridors**
  - Lack of clarity regarding the impact on properties with Environment and Recreation Zoning
  - 'Over-emphasis' on green space and lack of clarity around types and descriptions
  - The acquisition pathway for the areas with open space
  - Options to live/run my business/use land as collateral
  - Compassionate acquisition process for those who cannot wait due to personal hardship
  - The governments' acquisition plans: how they will be applied and timing
  - Rising council rates because of land value changes

- Uncertainty regarding the Valuer-General's processes and impact on the valuations of land
  - Uncertainty for properties impacted by airport operations and noise mitigation measures.
- **Timing and pathways**
    - Process and timing for non-priority precincts
    - Information needed on pathways and timing so that people can make decisions and plans
    - For landowners who are in consortiums or MOUs, concerns regarding the future process including master planning
    - Servicing – timing, processes, rationale, coordination and lack of alignment between the precincts plans and sub-divisions.

Professor Ryan's recommendations focus on delivering improvements across three areas:

- **Communication, engagement and ongoing support**
  - Way for government to communicate and engage with the community at the centre
  - Potential mechanisms to address fragmentation and uneven impacts, articulation of future pathways and ongoing governance.
- **Responses to specific landowner impacts**
  - Granular responses to specific landowner impacts – zoning and proposed acquisitions
- **Governance and pathways.**<sup>12 13</sup>

## 7.2.2 Public exhibition and associated consultation on the Western Sydney Aerotropolis planning package, by NSW DPE during 2019/20

This section sets out the community perspectives gathered during the public exhibition and associated consultation on the Western Sydney Aerotropolis planning package, by NSW DPE during 2019/20, which has a direct bearing on this proposed development within the Badgerys Creek precinct.

Extensive engagement was undertaken for:

- The draft Western Sydney Aerotropolis Plan
- Proposed land use zoning, associated land uses and other statutory controls under the proposed Aerotropolis SEPP
- The proposed objectives and performance controls under the draft Phase 1 DCP.

Given the subject development proposal is fully aligned with the envisaged future of the Badgerys Creek Precinct set out in the WSAP and associated documents – effectively delivering on its planned future state as a thriving enterprise precinct – this consultation is directly relevant in the consideration of this development, and has informed the preparation of the Social Impact Assessment.

The draft planning package, including draft WSA plan, draft WSA SEPP, and draft Phase 1 DCP, were exhibited between 6 December 2019 and 13 March 2020.

A total of 696 submissions were received, including:

- 630 submissions from landowners and the community
- 54 submissions from developers and industry groups
- 12 submissions from Government agencies and utility providers.

The issues – concerns and aspirations – raised by the community and other key stakeholders through submissions are as follows:

- The proposed extent and location of the Environment and Recreation zone, particularly in relation to the Wianamatta-South Creek Precinct
- Compensation for loss of developable land for landowners for regional open space, particularly for Thompsons Creek

<sup>12</sup> NSW DPE website [www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Western-Sydney-Aerotropolis/Independent-Community-Commissioner](http://www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Western-Sydney-Aerotropolis/Independent-Community-Commissioner), accessed 21 Decemembr2021

<sup>13</sup> NSW DPE website [www.planning.nsw.gov.au/-/media/Files/DPE/Reports/Plans-for-your-area/Overview\\_WSA-Community-Commissioner-report.pdf?la=en](http://www.planning.nsw.gov.au/-/media/Files/DPE/Reports/Plans-for-your-area/Overview_WSA-Community-Commissioner-report.pdf?la=en), accessed 21 December2021

- The implications of planning controls in relation to flood prone land and planning for probable maximum flood events
- Reducing mixed use land in favour of enterprise and agribusiness zoning, and an inadequate provision of enterprise land in the Badgerys Creek Precinct
- The proposed boundaries for the Aerotropolis and its precincts
- Potential local and State Infrastructure Contributions.

Full details of submissions are available in the Western Sydney Aerotropolis Planning Package.<sup>14</sup>

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<sup>14</sup> NSW DPE website , [www.planningportal.nsw.gov.au/draftplans/made-and-finalised/western-sydney-aerotropolis-planning-package](http://www.planningportal.nsw.gov.au/draftplans/made-and-finalised/western-sydney-aerotropolis-planning-package)



## 8.0 Social Impact Assessment

The assessment has been based on the information available to date, and is a desktop study, informed by a review and analysis of available documents relevant to the proposal, and the outcomes of engagement. This section summarises the scoping phase previously conducted and provides the full social impact assessment, with regard to the information provided in the previous sections of this report.

### 8.1 Scoping

Scoping is the first phase of a social impact assessment and is the initial consideration of possible social impacts associated with a proposed development. This stage includes:

- Defining study area boundaries that represent physical, social, and economic areas of interest
- Outlining likely areas of impact including an examination of the surrounding land uses
- Identifying issues of concern relating to the project
- Identifying stakeholders affected by the proposed development and the way in which these stakeholders have been involved in community consultation.

The scoping stage identified the following key social impacts as material to consider in depth in this SIA:

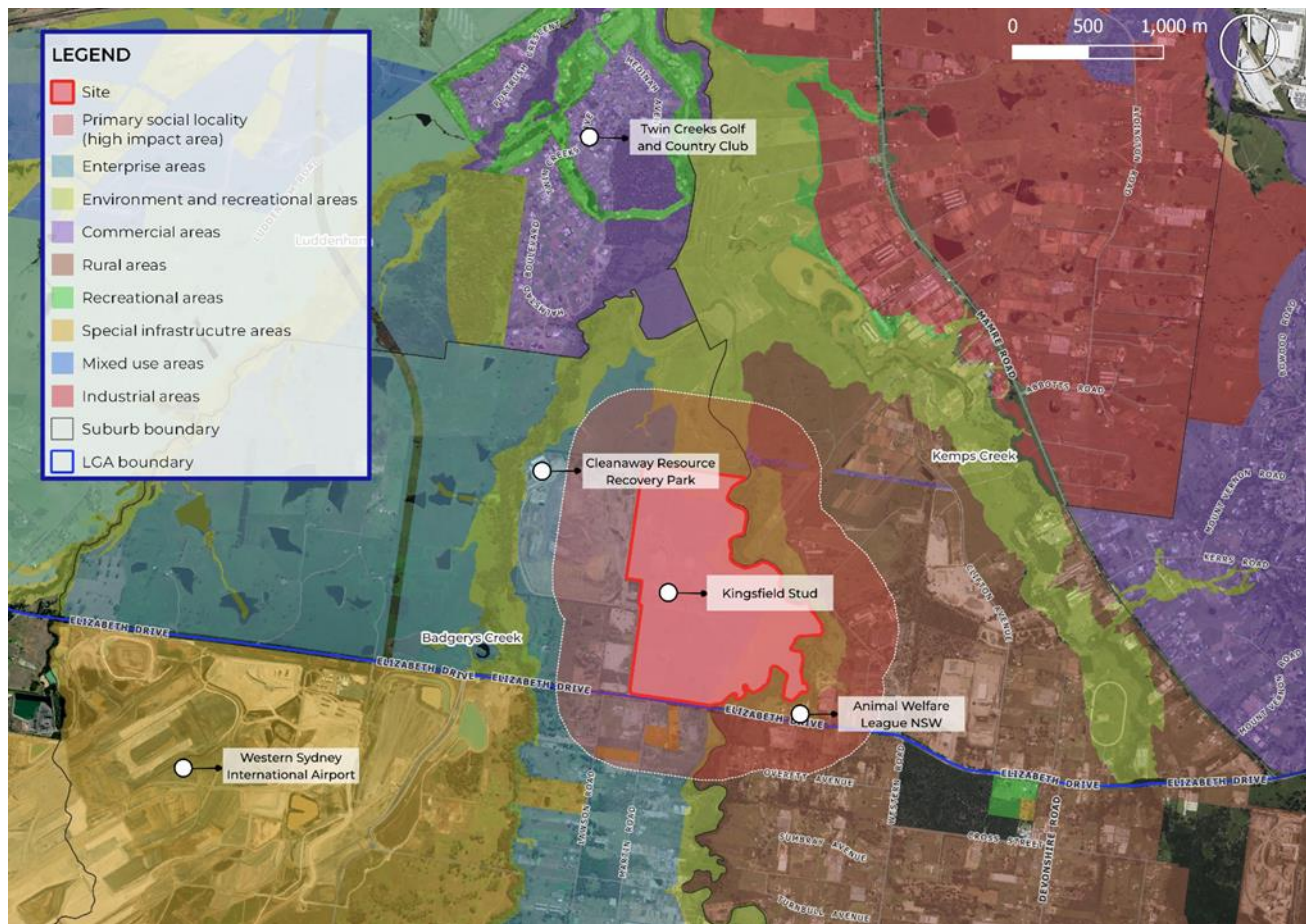
- Cumulative changes to way of life for existing residents as land uses shift from rural/residential to industrial in the broader Western Sydney Aerotropolis region.
- Temporary impacts to accessibility associated with construction-related traffic and truck movements.
- Temporary impacts to surroundings related to increased noise, dust, and vibration from construction works.

### 8.2 Key affected communities – Social Locality

This assessment covers both the immediate locality, which is expected to experience social impacts associated with the temporary construction activities and some of the future operational impacts, as well as the broader study area as defined in **Chapter 6.0** and any further areas that may experience the resulting benefits from the operational phase of the project. Based on the social baseline analysis undertaken, the key communities (or *Social Locality*) to experience social impacts and/ or benefits of the project can be grouped as follows:

- Local residents and landowners
- Local businesses and workers
- Broader local community
- Visitors to the area
- Users of Elizabeth Drive
- Temporary construction workers in the area.

The location of these community groups are illustrated within the primary social locality map at **Figure 21**.



### 8.3 Impact assessment

The following table sets out the assessment of material social impacts arising from the proposed development and recommended responses, including measures to enhance social benefits and mitigate potentially negative impacts, across the suite of factors set out in the SIA Guideline. The assessment has been based on the information available to date, and is a desktop study, informed by a review and analysis of available documents relevant to the proposal and the community engagement conducted as part of this project's development.

Table 16 Social Impact Assessment

Impact	Baseline evidence	Impact dimensions Extent Period Duration	Impact rating	Mitigation/enhancement measures	Residual impact
<p>Cumulative impacts to sense of place, community composition and cohesion associated with transition of Badgerys Creek Precinct from rural residential to industrial, in line with Government strategy.</p> <p>The former rural residential community of the area will slowly be replaced with a new community of workers. The perception of this change is likely to vary depending on the receiver.</p> <p>This impact is not solely driven by this project – but instead is a part of ten broader change occurring in the precinct, making the experience of this impact cumulative in nature.</p> <p><b>Social impact categories: surroundings, community</b></p>	<ul style="list-style-type: none"><li>The Study Area is expected to accommodate an additional 37,760 workers by 2036.</li><li>It is noted that the proposal will result in the loss of a horse agistment business on the site. It is possible that this business offers a valuable service to its users, as well as a space for socialisation and recreation.</li></ul>	<p>SSL</p> <p>Operation</p> <p>Permanent</p>	<p>Almost Certain + Transformational = <b>Very High</b></p> <p>Neutral</p>	<ul style="list-style-type: none"><li>None proposed.</li></ul>	<p>No change.</p>
<p>Generation of new employment opportunities – both during construction and operation of the proposal. Workers within the area utilising the services of local businesses (e.g. cafes, supermarkets, petrol station) are also likely to impact local economic viability.</p> <p><b>Social impact categories: livelihoods</b></p>	<ul style="list-style-type: none"><li>It is estimated that the proposal will generate 309 jobs during construction, and 1,081 jobs during operation (Estimated Development Cost Estimate, Muller Partnership, 2024).</li><li>In 2021, 41.6% of total employment within the SSL was attributed to the industrial sector, such as transport, postal and warehousing, and wholesale trade.</li></ul>	<p>SSL</p> <p>Construction/Operation</p> <p>Permanent</p>	<p>Almost Certain + Moderate = <b>High</b></p> <p>Positive</p>	<ul style="list-style-type: none"><li>Implement social procurement strategies in line with Mirvac's position on social procurement. Mirvac is committed to directing \$100 million to the social sector by 2030 by buying from social and Indigenous enterprises.<sup>15</sup></li></ul>	<p>Almost Certain + Major = <b>Very High</b></p> <p>Positive</p>
<p>Improved opportunities for Connecting with Country associated with provision of Indigenous Enterprise Agricultural plots, and the Indigenous Nursery. This will enable continued connection between the local Aboriginal community and their cultural practices in this area.</p> <p><b>Social impact categories: culture</b></p>	<ul style="list-style-type: none"><li>2.6% of residents in the Study Area identify as Aboriginal or Torres Strait Islander, compared to 1.8% in Greater Sydney.</li><li>First Nations engagement has indicated support for the overall built form concept of the project. It was noted that care should be taken to ensure protection of kin from roads in relation to the garden.</li></ul>	<p>SSL</p> <p>Operation</p> <p>Permanent</p>	<p>Possible + Moderate = <b>Medium</b></p> <p>Positive</p>	<ul style="list-style-type: none"><li>The Connecting with Country Framework (Yerrabingin, 2024) suggests the following:<ul style="list-style-type: none"><li>Continue consultation with community throughout the entire project all the way through to construction and beyond. Initially, having a focus on the naming of the development and arrival elements into the site.</li><li>The detailed design stage needs to include local Dharug artists and community to discuss the art and design strategies for different elements of the project.</li><li>Wayfinding and branding can be workshopped with local artists to ensure the best outcome is being made.</li><li>Use of language needs to be consulted with the Dharug community.</li></ul></li></ul>	<p>Likely + Moderate = <b>High</b></p> <p>Positive</p>
<p>The construction phase of the development has the potential to generate temporary environmental impacts which may have impacts on the way of life and health and wellbeing of the local community, such as noise, vibration, air quality, and similar disturbances. This impact may be more pronounced for people with existing health conditions or vulnerabilities, such as the elderly, children, people with a long term health condition.</p> <p><b>Social impact categories: way of life, health and wellbeing</b></p>	<ul style="list-style-type: none"><li>While the locality surrounding the site is not densely populated, the noise and vibration assessment prepared to support this SSDA indicates that the predicted construction noise levels for many nearby residential and commercial receivers are likely to be exceeded. However, there is low risk of vibration impacts. (Noise and Vibration Impact Assessment, Renzo Tonin &amp; Associates, 2024).</li><li>The SSL contains an ageing population, with a median age of 40.0, higher than the Greater Sydney median of 37.3.</li></ul>	<p>PSL</p> <p>Construction</p> <p>Temporary</p>	<p>Likely + Moderate = <b>High</b></p> <p>Negative</p>	<ul style="list-style-type: none"><li>The Noise and Vibration Impact Assessment (Renzo Tonin &amp; Associates, 2024) proposes the following measures:<ul style="list-style-type: none"><li>Use less noisy plant and equipment, where feasible and reasonable.</li><li>Strategically position plant on site to reduce the emission of noise to the surrounding neighbourhood and to site personnel.</li><li>Simultaneous operation of noisy plant within discernible range of a sensitive receiver is to be limited/avoided where possible.</li><li>Staging of construction works so as to erect solid external walls first and utilising them to provide noise shielding to the noise sensitive receivers.</li></ul></li></ul>	<p>Possible + Moderate = <b>Medium</b></p> <p>Negative</p>

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Impact	Baseline evidence	Impact dimensions Extent Period Duration	Impact rating	Mitigation/enhancement measures	Residual impact
				<ul style="list-style-type: none"><li>- In addition to the noise mitigation measures outlined above, a management procedure will need to be put in place to deal with noise complaints that may arise from construction activities. Each complaint will need to be investigated and appropriate noise amelioration measures put in place to mitigate future occurrences, where the noise in question is in excess of allowable limits.</li><li>- Good relations with people living and working in the vicinity of a construction site should be established at the beginning of a project and be maintained throughout the project, as this is of paramount importance. Keeping people informed of progress and taking complaints seriously and dealing with them expeditiously is critical. The person selected to liaise with the community must be adequately trained and experienced in such matters.</li></ul>	
<p>The ongoing operation of the industrial development also has the potential to impact on the wellbeing of the local residential community in the PSL due to environmental impacts generated by operations, including impacts such as noise.</p> <p><b>Social impact categories: way of life</b></p>	<ul style="list-style-type: none"><li>• Operational noise levels are predicted to comply with noise trigger levels for all receivers and is understood to be a negligible impact (Noise and Vibration Impact Assessment, Renzo Tonin &amp; Associates, 2024).</li></ul>	<p>PSL</p> <p>Operation</p> <p>Permanent</p>	<p>Unlikely + Minimal = <b>Low</b></p> <p>Negative</p>	<ul style="list-style-type: none"><li>• Implement a program of regular communications with surrounding residents and business to inform them of how the project is progressing and any upcoming works. Even if there is minimal expected impacts, this will provide neighbours the courtesy of understanding how the project is evolving.</li></ul>	<p>No change.</p>
<p>Impacts to health and wellbeing associated with the revitalisation of South Creek and increased provision of active transport connections between Bradfield CBD, the Northern Gateway Precinct, and key public transport corridor at Elizabeth Drive and public open spaces which will have a positive impact on the health and wellbeing of local community members.</p> <p>Enhanced convenience can encourage uptake and use of active transport modes and physical activity for commute or exercise by residents, workers and visitors to the area.</p> <p><b>Social impact categories: health and wellbeing, way of life</b></p>	<ul style="list-style-type: none"><li>• It is an objective of the Western Sydney Aerotropolis Precinct Plan to “provide landscaped, safe, activated, interesting and healthy streets that prioritise pedestrian, cycle and public transport movements” (p. 10).</li></ul>	<p>SSL</p> <p>Operation</p> <p>Permanent</p>	<p>Likely + Minor = <b>Medium</b></p> <p>Positive</p>	<ul style="list-style-type: none"><li>• None proposed.</li></ul>	<p>No change.</p>
<p>The cumulative redevelopment of the precinct from rural agricultural uses to a highly urbanised environment has the potential to create long term wellbeing impacts associated with loss of ecosystem services provided by natural systems, and potential climate and environmental impacts generated by built up areas.</p> <p><b>Social impact categories: surroundings, health and wellbeing</b></p>	<ul style="list-style-type: none"><li>• Western Sydney will be particularly vulnerable to increasing temperatures due to changes in land use to support new urban development, combined with the region’s lack of proximity to the ocean and subsequent sea breeze. The implications of this will likely involve increased risk to health, infrastructure services, and productivity, increased energy demand, and lower air quality.</li><li>• It is noted that the proposal does not meet the required tree canopy target under the Western Sydney Aerotropolis DCP Phase 2. Considering the impact of urban heat on Western Sydney, this may result in decreased health and wellbeing for site users and the surrounding community.</li><li>• It is an objective of the Western Sydney Aerotropolis Precinct Plan to “design an urban environment that responds to the climate extremes of Western Sydney and mitigates and adapts to urban heat” (pg. 10).</li></ul>	<p>SSL</p> <p>Operation</p> <p>Permanent</p>	<p>Possible + Major = <b>High</b></p> <p>Negative</p>	<ul style="list-style-type: none"><li>• The design has included a number of sustainability initiatives, such as on-site renewable energy production, electric vehicle charging, rainwater harvesting and reuse, water-efficient fixtures and fittings, selection of native/low water plants, and best practice façade thermal performance (ESD Report, Stantec, 2024).</li></ul>	<p>No change – <i>effectiveness of proposed mitigation measures will only be revealed over time.</i></p>

Impact	Baseline evidence	Impact dimensions Extent Period Duration	Impact rating	Mitigation/enhancement measures	Residual impact
<p>The development will involve creation of roads and access infrastructure, including a signalised intersection with Elizabeth Drive thereby improving mobility within the precinct during operation.</p> <p><b>Social impact categories: way of life, accessibility</b></p>	<ul style="list-style-type: none"> <li>The Traffic and Transport Assessment (Ason Group 2024) has demonstrated that without the upgrade of Elizabeth Drive, a number of nearby intersections would perform unsatisfactorily by 2031.</li> </ul>	PSL  Operation  Permanent	Likely + Minor = <b>Medium</b>  Positive	<ul style="list-style-type: none"> <li>None proposed.</li> </ul>	No change.
<p>Potential disruption to way of life and daily routines for residents and local workers of the area during construction of the proposal site due to increased traffic and truck movements associated with the increased intensity of use of the site once operational.</p> <p><b>Social impact categories: way of life</b></p>	<ul style="list-style-type: none"> <li>The Traffic and Transport Assessment (Ason Group 2024) has concluded that the proposal is acceptable from a traffic generation perspective, and that future road upgrades planned by TfNSW will accommodate traffic generated by the proposal.</li> </ul>	PSL  Operation  Permanent	Unlikely + Minimal = <b>Low</b>  Negative	<ul style="list-style-type: none"> <li>The Traffic and Transport Assessment (Ason Group 2024) proposes the following:               <ul style="list-style-type: none"> <li>Traffic control would be required to manage and regulate traffic movements into and out of the Site during construction; and</li> <li>Disruption to road users would be kept to a minimum by scheduling intensive delivery activities outside of peak network hours.</li> <li>Both monitoring and communication strategies are to be developed as part of the future Construction Traffic Management Plan to monitor its effectiveness and to ensure that there is adequate information within the community.</li> </ul> </li> </ul>	No change.
<p>Long term improvements to way of life for residents of the Penrith LGA associated with realising the NSW Government's vision for the Badgerys Creek Precinct, which would improve accessibility of employment opportunities close to housing and daily living needs. This is in line with the Greater Sydney Commission's vision for a "30-minute city" where employment and other daily living needs are located close to people's homes. This has the potential to reduce travel times for workers and increase the amount of time available to spend with friends and family.</p> <p><b>Social impact categories: livelihoods, surroundings, accessibility</b></p>	<ul style="list-style-type: none"> <li>It is estimated that the proposal will generate 309 jobs during construction, and 1,081 jobs during operation (Estimated Development Cost Estimate, Muller Partnership, 2024).</li> <li>Penrith's community has expressed a desire to live and work within the LGA, and to have "diverse work opportunities close to home". This "dramatically improves your feeling of being a part of and desire to support your local community" (Draft Community Strategic Plan, pg. 22).</li> <li>Over 60% of Penrith's residents travel to work outside of the local government area. As population growth increases at a faster rate than the number of jobs available in the region, the provision of local employment opportunities is demanded.</li> </ul>	SSL  Operation  Permanent	Possible + Moderate = <b>Medium</b>  Positive	<ul style="list-style-type: none"> <li>Implement social procurement strategies in line with Mirvac's position on social procurement. Mirvac is committed to directing \$100 million to the social sector by 2030 by buying from social and Indigenous enterprises.</li> </ul>	Likely + Moderate = <b>High</b>  Positive
<p>Potential disruption to regular traffic flow on the surrounding road network due to increased truck and other vehicle presence during construction.</p> <p><b>Social impact categories: way of life, accessibility</b></p>	<ul style="list-style-type: none"> <li>The Traffic and Transport Assessment (Ason Group 2024) indicates that traffic generated by the proposal during construction will be less than that generated during operation. Thus, key intersections are expected to operate satisfactorily throughout construction.</li> </ul>	SSL  Construction  Temporary	Unlikely + Minimal = <b>Low</b>  Negative	<ul style="list-style-type: none"> <li>Implement a program of regular communications with surrounding residents and business to inform them of how the project is progressing and any upcoming works. Even if there are minimal expected impacts, this will provide neighbours the courtesy of understanding how the project is evolving.</li> </ul>	No change.
<p>Landscape character and views will also be affected during both construction and operational phases of the development in order to facilitate the transition of the EEP from rural to an industrial precinct. However, it is noted that the number of static visual receivers are limited. The transformation will be primarily experienced by local residents and workers and other users of Elizabeth Drive, as it would alter the landscape and natural amenity of the area.</p> <p><b>Social impact categories: surroundings</b></p>	<ul style="list-style-type: none"> <li>The transformation of this area is aligned with NSW Government strategic policy directions for the area, including the Aerotropolis SEPP and associated rezoning.</li> <li>The visual impacts of the proposal have been judged as ranging from low to moderate/high (8/12 views judged as moderate impact) (Landscape Character and Visual Impact Assessment, Clouston Associates, 2024).</li> </ul>	SSL  Operation  Permanent	Likely + Moderate = <b>High</b>  Negative	<ul style="list-style-type: none"> <li>Undertake further landscape development during design development to further explore enhancing the filtering of building facades (Landscape Character and Visual Impact Assessment, Clouston Associates, 2024).</li> </ul>	Possible + Moderate = <b>Medium</b>  Negative

Impact	Baseline evidence	Impact dimensions Extent Period Duration	Impact rating	Mitigation/enhancement measures	Residual impact
<p>The proposed development is likely to cause harm to objects of Aboriginal cultural, scientific, and social significance identified on the site.</p> <p><b>Social impact categories: culture</b></p>	<ul style="list-style-type: none"><li>The project site contains locations which range from low to high scientific significance. All Aboriginal sites within the study area are considered to be of social and cultural significance to the Aboriginal community as part of an increasingly rare resource which provides a tangible connection to past Aboriginal use of the land (ACHAR, Artefact, 2022).</li><li>Dually named Wianamatta means mother place in the Dharug language. Wianamatta-South Creek contains intrinsic Aboriginal cultural values. Historic record includes reference to Darug ceremonies held along banks of Wianamatta-South Creek at the Mamre estate approximately eight km north of the site (ACHAR, Artefact, 2022).</li><li>The Stage 2 works will result in significant, unavoidable, disturbance throughout the site. This is likely to lead to partial or total loss of value for identified Aboriginal sites (Archaeological Technical Report, Artefact, 2023).</li></ul>	<p>SSL</p> <p>Construction</p> <p>Permanent</p>	<p>Likely + Major = <b>High</b></p> <p>Negative</p>	<ul style="list-style-type: none"><li>Preserve heritage values of the site beyond the physical existence of the site where possible, such as recording of Aboriginal objects, archaeological test and salvage excavations, artefact analysis, and (where appropriate) reburial of Aboriginal objects in a location determined by the Registered Aboriginal Parties (RAPs) (Archaeological Technical Report, Artefact, 2023).</li></ul>	<p>No change – <i>it is unclear whether proposed mitigation measures will be sufficient to alleviate expected impacts.</i></p>



## 8.4 Monitoring and management

To monitor and measure the ongoing impact of the proposed development on relevant stakeholders and the surrounding community, the following measures are recommended:

### During construction

- Implement a program of regular communications with surrounding residents and business to inform them of how the project is progressing and any upcoming works. Even if there are minimal expected impacts, this will provide neighbours the courtesy of understanding how the project is evolving.
- The Traffic and Transport Assessment (Ason Group 2024) proposes the following:
  - Traffic control would be required to manage and regulate traffic movements into and out of the Site during construction; and
  - Disruption to road users would be kept to a minimum by scheduling intensive delivery activities outside of peak network hours.
  - Both monitoring and communication strategies are to be developed as part of the future Construction Traffic Management Plan to monitor its effectiveness and to ensure that there is adequate information within the community.
- The Noise and Vibration Impact Assessment (Renzo Tonin & Associates, 2024) proposes the following measures:
  - Use less noisy plant and equipment, where feasible and reasonable.
  - Strategically position plant on site to reduce the emission of noise to the surrounding neighbourhood and to site personnel.
  - Simultaneous operation of noisy plant within discernible range of a sensitive receiver is to be limited/avoided where possible.
  - Staging of construction works so as to erect solid external walls first and utilising them to provide noise shielding to the noise sensitive receivers.
  - In addition to the noise mitigation measures outlined above, a management procedure will need to be put in place to deal with noise complaints that may arise from construction activities. Each complaint will need to be investigated and appropriate noise amelioration measures put in place to mitigate future occurrences, where the noise in question is in excess of allowable limits.
  - Good relations with people living and working in the vicinity of a construction site should be established at the beginning of a project and be maintained throughout the project, as this is of paramount importance. Keeping people informed of progress and taking complaints seriously and dealing with them expeditiously is critical. The person selected to liaise with the community must be adequately trained and experienced in such matters.
- Undertake further landscape development during design development to further explore enhancing the filtering of building facades (Landscape Character and Visual Impact Assessment, Clouston Associates, 2024).
- Preserve heritage values of the site beyond the physical existence of the site where possible, such as recording of Aboriginal objects, archaeological test and salvage excavations, artefact analysis, and (where appropriate) reburial of Aboriginal objects in a location determined by the Registered Aboriginal Parties (RAPs) (Archaeological Technical Report, Artefact, 2023).
- The Connecting with Country Framework (Yerrabingin, 2024) suggests the following:
  - Continue consultation with community throughout the entire project all the way through to construction and beyond. Initially, having a focus on the naming of the development and arrival elements into the site.
  - The detailed design stage needs to include local Dharug artists and community to discuss the art and design strategies for different elements of the project.
  - Wayfinding and branding can be workshopped with local artists to ensure the best outcome is being made.
  - Use of language needs to be consulted with the Dharug community.

### During operation

- Implement social procurement strategies in line with Mirvac's position on social procurement. Mirvac is committed to directing \$100 million to the social sector by 2030 by buying from social and Indigenous enterprises.
- Continue ongoing consultation with relevant stakeholders, including future tenants of the site, local residents and workers in the emerging Elizabeth Enterprise Precinct to identify impacts promptly.

## 9.0 Concluding comments

An assessment of the social impact categories, as defined within the Social Impact Assessment Guideline (NSW DPE, 2023) has been undertaken with consideration to the issues identified through the baseline analysis. Each material impact has been appraised in terms of the significance of the impact, based on the likelihood and magnitude of the change experienced by the community.

### Key findings

Overall, it is considered that significant positive benefit is likely to result from the development, specifically in relation to the provision of additional employment opportunities for the local and regional community and delivery of the project in alignment with the NSW Government's strategic goals for the Elizabeth Enterprise Precinct and broader Aerotropolis Precinct. These employment benefits can be enhanced by applying local and social procurement practices during construction and operational phases of the development.

Overall, the proposal is consistent with the strategic growth-focused aims and objectives for the Elizabeth Enterprise Precinct, Badgerys Creek and the broader Western Sydney Aerotropolis. It will support the development of this new industrial precinct, and creation of employment generating land uses. As part of the broader Badgerys Creek Precinct, the proposed development would result in a net benefit to the local and regional community. It will contribute to the creation of this major new employment precinct, which will support growth and development in Western Sydney well into the future, while providing green infrastructure amenity for local residents and future workers.

### 9.1 Summary of Notable Impacts

**The most significant social benefits of the proposal relate to:**

- Improvements to livelihoods for local residents due to the increase of employment opportunities, in line with the NSW Government's strategy for '30-minute cities.' The increased presence of workers on the site will also likely lead to flow on effects for local businesses, improving their viability.
- Potential way of life and health and wellbeing benefits are associated with the delivery of new active transport paths along a revitalised South Creek that connect pedestrian and cycle paths with employment and amenities and would enable sustainable and healthy transport mode choices for future workers and residents in the broader Western Sydney Aerotropolis precinct.

**The most significant neutral impacts of the proposal relate to:**

- The development will result in significant changes to the way of life, surroundings, community and culture of existing and past communities, due to the transformational change in use of the land from rural to industrial uses, and the increase in density of development on the site.
- While these changes may be perceived either positive or negative, depending on the receiver, it is likely to result in loss of existing community networks and connection to place for some. Meaningful and respectful consultation with local communities and stakeholders will be necessary to mitigate negative impacts, with a particular focus on the broader strategic transformation of Western Sydney and the opportunities this will bring.
- It is acknowledged that these social impacts are not driven by the proposed development on this site alone, were previously considered in the rezoning of the land from rural to industrial and are required in order to deliver on the strategic objectives of the broader Western Sydney Aerotropolis, facilitating the development of a new industrial precinct, and creation of employment generating land uses.

**Key negative impacts identified with the proposed development relate to:**

- The proposal has the potential to contribute to the urban heat island effect in Western Sydney, due to increased development on site and the undersupply of tree canopy (according to WSA DCP Phase 2). This may lead to decreased comfort of surroundings, and health and wellbeing outcomes for users of the site and the surrounding community.
- The proposed development is likely to cause harm to objects of Aboriginal cultural, scientific, and social significance identified on the site. While this negative impact is unlikely to be avoided, preservation of heritage values beyond the site's physical existence may assist in mitigation (Archaeological Technical Report, Artefact, 2023).

- During the construction and operation of the development there is also some potential for adverse social impacts on surroundings, way of life, and health and wellbeing of local communities due to the acoustic impacts generated by construction activities and would need to be mitigated as per the mitigation measures set out in the Noise and Vibration Impact Assessment (Renzo Tonin & Associates, 2024).

## Appendix A Demographic profile

Category	Western Sydney Aerotropolis Precinct	Greater Sydney
<b>Income</b>		
Median individual income (annual)	\$36,630	\$45,930
<i>Variation from Greater Sydney median</i>	-20.2%	<i>n.a.</i>
Median household income (annual)	\$102,710	\$108,750
<i>Variation from Greater Sydney median</i>	-5.6%	<i>n.a.</i>
<b>Individual income</b>		
<i>No income</i>	13.2%	11.2%
<i>Low</i>	34.3%	28.7%
<i>Medium</i>	42.4%	43.1%
<i>High</i>	10.0%	17.0%
<b>Household income</b>		
<i>No income</i>	3.5%	2.1%
<i>Low</i>	9.5%	11.3%
<i>Medium</i>	37.7%	34.3%
<i>High</i>	49.3%	52.3%
<b>Age Structure</b>		
0 years	0.8%	1.2%
1-2 years	1.8%	2.4%
3-4 years	1.8%	2.4%
5-6 years	2.2%	2.5%
7-11 years	6.7%	6.3%
12-17 years	8.5%	7.1%
18-24 years	10.8%	8.8%
25-34 years	10.2%	15.6%
35-49 years	18.7%	21.7%
50-59 years	13.9%	12.0%
60-69 years	13.1%	9.7%
70-84 years	9.7%	8.4%
85 years and over	1.8%	1.9%
Males	51.3%	49.4%
Females	48.7%	50.6%



Category	Western Sydney Aerotropolis Precinct	Greater Sydney
Median Age (years)	40.0	37.3
<b><u>Country of Birth</u></b>		
Australia	74.9%	61.1%
<i>Aboriginal and Torres Strait Islanders</i>	2.6%	1.8%
Other Major English Speaking Countries	2.8%	7.1%
Other Overseas Born	22.3%	31.8%
% speak English only at home	66.5%	61.0%
<b><u>Household Composition</u></b>		
<i>Couple family with no children</i>	24.9%	24.5%
<u><i>Couple family with children</i></u>	<u>46.3%</u>	<u>36.1%</u>
Couple family - Total	71.2%	60.5%
One parent family	11.7%	11.0%
Other families	0.7%	1.1%
Family Households - Total	83.5%	72.6%
Lone person household	14.7%	23.3%
Group Household	1.8%	4.1%
<b><u>Dwelling Structure (Occupied Private Dwellings)</u></b>		
Separate house	97.7%	56.1%
Semi-detached, row or terrace house, townhouse etc.	1.2%	12.8%
Flat, unit or apartment	1.0%	30.7%
Other dwelling	0.0%	0.4%
<i>Occupancy rate</i>	<i>93.8%</i>	<i>91.8%</i>
Average household size	3.4	2.7
<b><u>Tenure Type (Occupied Private Dwellings)</u></b>		
Owned outright	44.9%	28.3%
Owned with a mortgage	28.2%	34.0%
<u>Rented</u>	<u>23.3%</u>	<u>36.1%</u>
<i>State or territory housing authority</i>	0.0%	3.3%
<i>Housing co-operative/community/church group</i>	0.1%	0.8%
<i>Other</i>	23.1%	32.0%
Other tenure type	3.7%	1.6%
<b><u>Attending Education (% of those attending)</u></b>		
Pre-school	7.0%	8.0%

Category	Western Sydney Aerotropolis Precinct	Greater Sydney
<u>Infants/Primary Total</u>	<u>34.5%</u>	<u>31.4%</u>
Government	43.5%	68.6%
Catholic	33.1%	18.8%
Other	23.3%	12.5%
<u>Secondary Total</u>	<u>32.3%</u>	<u>24.9%</u>
Government	35.7%	54.7%
Catholic	40.8%	25.3%
Other	23.5%	20.0%
Technical or Further Educational Institution	9.8%	10.2%
University or other Tertiary Institution	14.8%	21.4%
Other type of educational institution	1.5%	4.2%
% of total population attending education	22.8%	25.8%
<b><u>Highest Level of Education Completed (% of population aged 15 years and over)</u></b>		
Year 12 or equivalent	45.0%	71.4%
Year 9-11 or equivalent	43.4%	23.5%
Year 8 or below	8.5%	3.5%
Did not go to school	3.1%	1.6%
<b><u>Top 10 Countries of Birth</u></b>	<b><u>Western Sydney Aerotropolis Precinct</u></b>	<b><u>Greater Sydney</u></b>
1	Australia (74.9%)	Australia (61.1%)
2	Italy (3.8%)	China (4.9%)
3	Lebanon (2.9%)	India (3.8%)
4	China (2.4%)	England (3.1%)
5	Malta (2.1%)	Vietnam (1.9%)
6	Iraq (1.4%)	Philippines (1.9%)
7	New Zealand (1.1%)	New Zealand (1.7%)
8	England (1.1%)	Lebanon (1.2%)
9	Croatia (0.7%)	Nepal (1.2%)
10	Vietnam (0.7%)	Iraq (1.1%)
<b><u>Top 10 Languages Spoken at home (other than English)</u></b>	<b><u>Western Sydney Aerotropolis Precinct</u></b>	<b><u>Greater Sydney</u></b>

Category	Western Sydney Aerotropolis Precinct	Greater Sydney
1	Arabic (8.4%)	Mandarin (5.3%)
2	Italian (5.7%)	Arabic (4.4%)
3	Cantonese (3.4%)	Cantonese (2.9%)
4	Croatian (1.8%)	Vietnamese (2.3%)
5	Mandarin (1.0%)	Hindi (1.5%)
6	Vietnamese (0.9%)	Greek (1.5%)
7	Hindi (0.8%)	Spanish (1.3%)
8	Khmer (0.7%)	Nepali (1.2%)
9	Greek (0.7%)	Korean (1.2%)
10	Spanish (0.7%)	Italian (1.0%)
<b><u>Religion</u></b>		
Buddhism	3%	4%
Christianity	69%	49%
Hinduism	1%	5%
Islam	8%	7%
Judaism	0%	1%
Other Religions	1%	1%
No religious association	19%	33%
<b><u>Provided Unpaid Childcare</u></b>		
Females	30%	29%
Males	20%	24%