

**SOCIAL IMPACT ASSESSMENT –
PROPOSED WALLGROVE BUSINESS HUB, 97-151 WALLGROVE ROAD, CECIL
PARK (SSD-50972718)**



June 2024

Prepared for:
Western Sydney Parklands Trust

Prepared by
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Social Planning Consultants

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Declaration**Table 1: Author's Qualification and declaration**

This SIA has been prepared by:	
Name	Sarah George
Role	SIA Author
Qualifications	<ul style="list-style-type: none"> • Bachelor of Arts (Sociology & Psychology) (Macquarie University) • Certificate IV Youth Work (TAFE NSW) • Certificate IV in Workplace Training and Assessment (Family Planning NSW)
Memberships	Member, International Association of Impact Assessment
Relevant experience	<ul style="list-style-type: none"> • SSDA – William Clarke College, Kellyville (SIA & Community Engagement) • Proposed new Hotel – Albion Hotel, Smith Street, Parramatta – SIA & CPTED • Lot 110, Lachlans Line, Macquarie Park – SIA • Proposed SDA development, Blackwall Road, Woy Woy – SIA • Prince Hotel, Kirrawee SIA & CPTED
Declaration	<p>The SIA contains the required information, as suggested in the Department of Planning and Environment's <i>Social Impact Assessment Guidelines for State Significant Projects</i> (February 2023) and the supporting <i>Technical Supplement</i>. The information included comprises baseline data of the local area sourced from the 2016 Census and the 2021 Census; crime data compiled by BOSCAR; feedback from the local community and key stakeholders gathered during the community engagement processes; and considers the likely positive and potentially negative social outcomes of the proposal, including enhancement and mitigation measures.</p> <p>I confirm my understanding of my legal and ethical obligations as a consultant and confirm that none of the information in the SIA is false, or misleading.</p>
Signature	
Date	6 June 2024

Additional detail on the Author's experience and qualifications is included at Appendix C.

Executive Summary

Sarah George Consulting has been engaged by Western Sydney Parklands Trust (WSPT) to prepare a Social Impact Assessment (SIA) to accompany a State Significant Development Application (SSD-50972718) to the NSW Department of Planning and Environment for a proposed new business hub at 97-151 Wallgrove Road, Cecil Park (Part Lot 24 DP 1152887 & Lot 25 DP2954).

The project is a State Significant Development (SSD) which requires the preparation of a Social Impact Assessment as detailed in the SEARs:

Table 1 – SEARs and Relevant Reference

SEARs Item	Report Reference
Key Issues Social Impact Provide a Social Impact Assessment prepared in accordance with the <i>Social Impact Assessment Guidelines for State Significant Projects</i> .	Social Impact Assessment

This SIA has been prepared to satisfy the requirements as set out in the Secretary’s Environmental Assessment Requirements (SEARs) issued by the Department of Planning and Environment (the Department), identifies the requirement for a Social Impact Assessment to be prepared in accordance with the Department’s *Social Impact Assessment Guidelines 2023* (the *Guidelines*) and the associated *Technical Supplement*.

The assessment considers the potential impacts to people’s way of life, community, accessibility, culture, health and wellbeing, livelihoods, surroundings, and the extent to which people have had a say in the decision-making process for the project. For the purposes of this assessment, ‘people’ refers to individuals, households, groups, communities, organisations and other stakeholders.

This report includes data on the existing social baseline of the community in which the site is located, and of potentially affected communities and groups in the projects identified social locality and assesses the potential social impacts and benefits of constructing and operating the proposed development, and includes recommended measures to enhance, mitigate and manage the identified social impacts.

Based on the assessment in this report, the key social impacts of the proposal are:

- Livelihood, wellbeing and accessibility impacts associated with increased job opportunities. Employment will be generated in the short term, associated with construction of the premises. Long-term employment benefits are also generated associated with the operation of the proposed business hub across several industries including freight, logistics, warehousing, and administration.

The employment generation potential of the proposal is seen as a high positive social impact for the community by providing a large volume of both short and long-term employment opportunities within the Fairfield LGA.

- Way of life impacts associated with noise, dust, traffic increases, change in visual presentation of the site, increase in population on the site, and waste generation. The proposed development is likely to generate additional traffic, noise and dust during construction, and will change the visual appearance of the site. Separate reports detailing the magnitude of impacts associated with traffic, noise and the visual impact suggest that these impacts are likely to be low negative impacts.

As the subject application relates to a concept proposal, no additional mitigation measures are considered necessary as a result of this assessment. It is recommended that measures proposed in technical reports that accompany the application (Traffic Impact, Acoustic Assessment, Access Review, Archaeological Cultural Heritage Assessment Report etc) be implemented and monitored for ongoing compliance to ensure the significance of residual negative impacts identified in this report are low.

Based on this SIA, it is anticipated that the proposed development will have an overall positive impact on the local community.

1.0 INTRODUCTION

Sarah George Consulting has been engaged by Western Sydney Parklands Trust (the Applicant) to prepare a Social Impact Assessment. It accompanies an Environmental Impact Statement (EIS) in support of State Significant Development Application (SSD – 50972718) for a proposed new Business Hub at 97-151 Wallgrove Road, Cecil Park.

This Social Impact Assessment (SIA) is required by the Secretary's Environmental Assessment Requirements (SEARs) issued by the Department of Planning, Environment (the Department), identifies the requirement for a Social Impact Assessment to be prepared in accordance with the Department's *Social Impact Assessment Guidelines 2023* (the *Guidelines*) and associated *Technical Supplement*.

An essential component of the preparation of an SIA to satisfy the *Guidelines* is community engagement and this was undertaken by the report author as part of the preparation of this SIA. Details of feedback received as part of the engagement process is included in Chapter 5.0.

The *Technical Supplement* for the *Guidelines* do not specifically note the areas to be assessed for a business hub/light industrial development. The proposed development will be considered against the following:

- Way of life:
 - How will people's daily lives change during construction?
 - What are the long-term impacts (potentially positive and negative) of altered urban form on how people life, work, get around, and interact socially?
- Community:
 - Will community cohesion be impacted during construction?

- Will there be changes to community character, composition, and sense of place following development?
- Accessibility:
 - Will accessibility of services be disrupted during construction?
 - What are the likely improvements to accessibility of services and facilities following development?
 - Will the project impact accessibility of or demand for community facilities, services and public space?
- Culture:
 - Will there be changes to the cultural composition of the community?
 - Will cultural heritage values be impacted?
 - Will there be opportunities for cultural expressions (e.g., through design)?
- Health and wellbeing:
 - Will the project impact peoples ability to sleep and their psychological wellbeing?
- Surroundings:
 - Will there be material changes to environmental values, visual and acoustic landscape, or aesthetic values?
 - What changes will there be to public open space, public facilities or streets?
- Livelihoods:
 - How will livelihood impacts and benefits be distributed?
- Decision-making systems:
 - Are there adequate and responsive grievance and remedy mechanisms in the event of complaints?
 - Can affected people can make informed decisions and feel they have power to influence project decisions, including elements of project design.

In addition to the above, issues raised during the community and stakeholder engagement process, cumulative impacts and public interest benefits are also considered.

Site and area inspections were carried out as part of the preparation of this report.

2.0 SITE AND PROPOSED DEVELOPMENT

2.1 Subject site and context

The subject site is known as Lot 24 DP1152887 and Lot 25 DP2954 and has the street address of 97-151 Wallgrove Road, Cecil Park. The site is irregular in shape and has an area of approximately 72,000m². The subject site is currently vacant and was most recently occupied by a single storey residential dwelling and associated structures. The land includes a large area of vegetation and forest at the south-western corner.

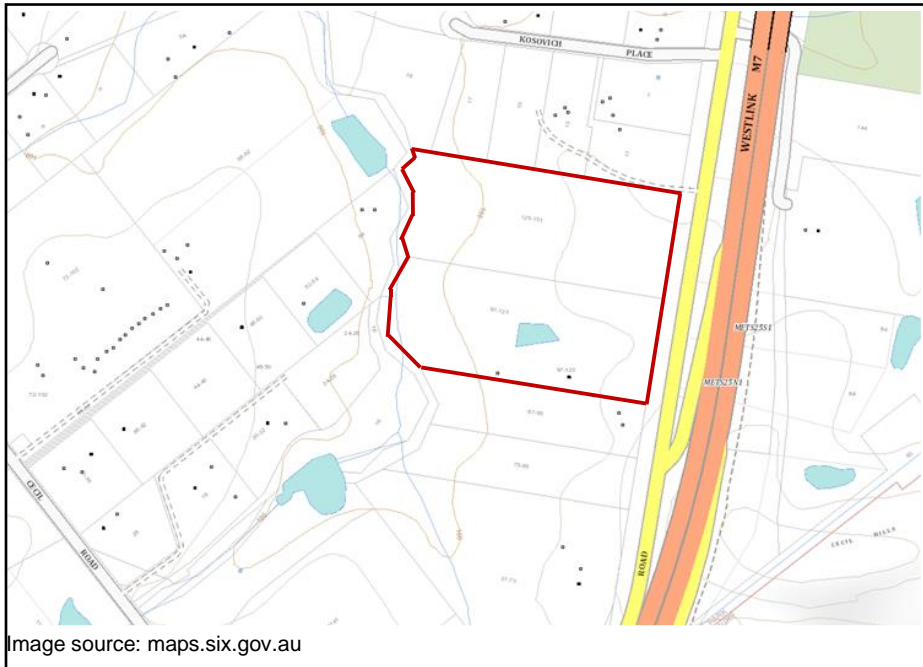
The subject site is located in the Fairfield Local Government Area (LGA) and is in area identified as part of the Western Sydney Parklands. Western Sydney Parklands is the largest urban parkland in Australia and covers 5,280 hectares, extending 27 kilometres from Quakers Hill to Leppington. The Parklands pass through three local government areas (Blacktown, Fairfield and Liverpool).

Western Sydney Parklands is managed by the Western Sydney Parklands Trust (WSPT) which seeks opportunities to ensure the sustainability of the Parklands. Two percent of the Parklands is devoted to business hubs which generate income needed for the other 98% of the Parklands, which includes open space, bushland, wetlands, sports fields, recreation areas, playgrounds and tourist attractions¹.

The subject site is located approximately 500m north of Elizabeth Drive and the proposed M12 Motorway, to the west of the M7 Motorway and Wallgrove Road. A ramp to the M7 Motorway from Wallgrove Road is located approximately 100m from the subject site to the south.

The nearest residential dwellings are located on properties to the immediate north, west and south at 37-73 Wallgrove Road, Kosovich Place and Cecil Road.

¹ <https://www.westernsydneyparklands.com.au/about-us/our-organisation/business/>

Figure 1 – Subject site

2.2 Proposed development

The proposal seeks consent for the concept proposal and stage one development of the site including bulk earthworks, infrastructure delivery, road access and detailed design of stage 1 for the purpose of a warehousing and light industrial business hub.

The proposed hub will comprise:

- Two warehouse buildings, Building 1 of 9,875m² with an office space of 500m² and Building 2, a larger building spilt into two warehouses, 2.1 of 12,420m² with a separate office space of 500m² and 2.2 of 11,855m² with a separate office space of 500m² resulting in a total Gross Floor Area of 33,850m²;
- New internal roads and a driveway off Wallgrove Road (left in, left out);
- Car parking for 216 vehicles;
- Site landscaping

3.0 SCOPE AND METHODOLOGY

3.1 Scope of this report

The SIA process has been guided by the Department of Planning and Environment's the *Social Impact Assessment Guidelines for State Significant Projects February 2023* (the *Guidelines*); the *Technical Supplement – Social Impact Assessment Guidelines for State Significant Projects February 2023*; and *Undertaking Engagement Guidelines for State Significant Projects October 2022*.

This table identifies the SEARs and relevant reference within this report.

Table 1 – SEARs and Relevant Reference

SEARs Item	Report Reference
<p>Key Issue Social Impact</p> <p>Provide a Social Impact Assessment prepared in accordance with the <i>Social Impact Assessment Guidelines for State Significant Projects</i>.</p>	<p>This Social Impact Assessment</p>

The assessment considers the potential impacts to people's way of life, community, accessibility, culture, health and wellbeing, livelihoods, surroundings, and the extent to which people have had a say in the decision-making process for the project. For the purposes of this assessment, 'people' refers to individuals, households, groups, communities, organisations and other stakeholders.

The SIA:

- Has been prepared to address the relevant SEARs listed in Table 1 above.
- Describes the existing social baseline characteristics of affected communities and groups in the project's identified social locality.
- Assesses the potential social impacts and benefits of constructing and operating the project.

- Recommends measures to enhance, mitigate and manage identified social impacts.

Opportunities for the local community to participate in the process through community engagement activities are discussed in Chapter 5.0.

3.2 Approach to Social Impact Assessments

Social impact assessment methodologies focus on traditional models of sociological research which include the use of both quantitative data – in this case statistical data; and qualitative data (observations, case studies, consultation).

This report includes data on the existing social baseline of the community in which the site is located, and of potentially affected communities and groups in the projects identified social locality and assesses the potential social impacts and benefits of constructing and operating the proposed development, and includes recommended measures to enhance, mitigate and manage the identified social impacts.

This SIA has been guided by the *Guidelines* developed by the NSW Department of Planning and Environment which set out the framework to identify, predict and evaluate likely social impacts to people, as well as identifying mitigation and enhancement measures.

As outlined in the *Guidelines*, developments should include consideration of a proposed development in respect of the following characteristics:



Source: NSW Department of Planning and Environment

3.3 Data and information sources

Primary data was sought through the community engagement methods undertaken as part of the preparation of this SIA (see Chapter 6.0).

Secondary data was also utilised to inform this SIA, including:

Source	Data/Plans/Documents
Australian Bureau of Statistics	<ul style="list-style-type: none"> 2021 Census Data including QuickStats and Community Profiles 2016 Census Data including QuickStats and Community Profiles
Profile ID	<ul style="list-style-type: none"> Population projections Socio-Economic Indexes for Areas (SEIFA)
Fairfield City Council	<ul style="list-style-type: none"> Fairfield Local Environmental Plan 2013
NSW Department of Planning and Environment	<ul style="list-style-type: none"> Social Impact Assessment Guidelines February 2023 SIA Technical Supplements
Mapping	<ul style="list-style-type: none"> Google maps Six maps
Bureau of Crime Statistics and Research (BoCSAR)	<ul style="list-style-type: none"> Crime data and hotspot maps

Other	<ul style="list-style-type: none">• Western Sydney Parklands Trust website
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Secondary data is presented in Chapter 5.0

Other information relied on for the preparation of this report includes:

- Environmental Impact Statement prepared by Keylan Consulting;
- Architectural plans prepared by Nettleton Tribe;
- *Traffic Impact Assessment* prepared by Bitzios Consulting;
- *Statement of Heritage Impact* report prepared by artefact; and
- *Archaeological Cultural Heritage Assessment Report* prepared by artefact.

4.0 POLICY AND PLANNING CONTEXT

The following plans and policies are of relevance to the social context of the proposal:

4.1 Greater Sydney Regional Plan – Metropolis of Three Cities

This plan is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places². The plan aims to facilitate respectful, equitable and sustainable development within the Greater Sydney Region.

The Plan identifies the need for places for people, while also acknowledging the demand for housing, jobs and services. The Plan acknowledges that land use outcomes to achieve the identified goals are not always complementary.

One key outcome of the Plan relates to creating conditions for a stronger economy with a focus on creating job opportunities.

The subject site is within the Western Economic Corridor of the Western Sydney Parklands which is an area identified for freight, logistics and manufacturing, providing employment and access to the future Western Sydney Airport and Aerotropolis.

The social impacts of existing residents and future workers need to be met while acknowledging the area is going through change from rural residential to industrial and commercial.

² <https://www.planning.nsw.gov.au/plans-for-your-area/a-metropolis-of-three-cities>

4.2 State Environmental Planning Policy (Precincts – Western Parkland City) 2021

The *State Environmental Planning Policy (Precincts – Western Parklands City) 2021* commenced on 1 March 2022 and superseded State Environmental Planning Policy (Western Sydney Parklands) 2009. *Chapter 7 – Western Sydney Parklands* is the relevant section of the SEPP that applies to the site.

The aims of the chapter relevant to the subject application, include:

(b) *allowing for a range of commercial, retail, infrastructure and other uses consistent with the Metropolitan Strategy, which will deliver beneficial social and economic outcomes to western Sydney.*³

The key purpose of the SEPP is to put in place planning controls to enable the WSPT to develop the Parklands into a multi-use urban parkland with uses that sustain and fund the Parklands.

4.3 Western Sydney District Plan

The *Western Sydney District Plan* is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney⁴.

The *District Plan* provides guidance for the implementation of the *Greater Sydney Region Plan* and then informs local strategic planning statements and local environmental plans of the Council's within the Western City District.

³ <https://legislation.nsw.gov.au/view/whole/html/inforce/2022-03-01/epi-2021-0728#ch.7>

⁴ <https://greatercities.au/strategic-planning/city-plans/western>

The priorities noted in the Plan that are relevant to the social assessment process include:

- Provision of services and social infrastructure to meet changing needs.
- Fostering healthy, culturally rich and socially connected communities.
- Providing housing choice, supply and affordability and infrastructure including public transport, schools, hospital and community facilities to support the population.
- Establishing land use and transport structures to ensure a liveable and productive area.
- Maximising the economic potential associated with Western Sydney Airport and Badgerys Creek Aerotropolis including infrastructure & business.

4.4 Western Sydney Parklands Plan of Management 2030

The *Western Sydney Parklands Plan of Management 2030* (POM) was adopted in December 2018 and provides the strategic management framework for the Parklands and assists the WSPT in determining its priorities.

The POM outlines a vision and key principles for the Parklands which are used to shape the four strategic directions that govern the operation and development of the Parklands, one of which is financial sustainability and economic development.

The POM in part, provides details on the business hubs and other revenue-generating opportunities that secure the long-term, sustainable revenue base required for development, maintenance, programs and activities in the Parklands.

5.0 BASELINE INFORMATION

5.1 Social Locality

The *Guidelines* note:

There is no prescribed meaning or fixed, predefined geographic boundary (e.g., the local suburb, or 'within 500m') to a social locality; rather, the social locality should be construed for each project, depending on its nature and its impacts. The term 'social locality' is similar to 'area of social influence' that is commonly used in social impact practice.

In addition, the *Guideline* identifies the social baseline study as describing “*the social context without the project*”.

The area most likely to be affected by the proposal is the area immediately surrounding the subject site, in particular, the properties to the immediate north and south of the subject site. Properties to the east of the subject site are separated from the site and its impacts by Wallgrove Road, and the M7 Motorway.

Typical likely impacts associated with a development such as the proposal will relate to short term, temporary impacts associated with demolition and construction including noise, dust, truck movements and vehicles associated with the construction process.

Impacts associated with the development on completion are likely to relate to:

- Increased population on the site during operation hours;
- Increased traffic on local roads;
- Truck movements to and from the site;

- Employment during site works, construction and operation. Employment benefits are likely to be spread over a wide area.

The key groups potentially affected by the proposed development include:

- Residents/Tenants of properties immediately surrounding the subject site on Wallgrove Road;
- People who commonly utilise roads around the subject site;
- People working in construction and related occupations, and those who work in businesses likely to utilise the proposed business hub spaces;
- People seeking employment.

The social locality and baseline study for the proposal has been determined using a desktop assessment of the following information sources:

- Comparative ABS data from the 2016 and 2021 Census;
- Material from similar projects in the general area; and
- Relevant local and State strategic plans and policies.

The social locality has been identified as the suburb of Cecil Park as this is the area likely to experience the most impacts. The Statistical Area Level 1 (SAL1) in which the subject site is located (SAL1 -12702151810) is likely to be the primary area of impact as it is properties within this area that are most likely to see, hear or otherwise notice the proposed works on the subject site.

The broader community, that is, residents of the Fairfield Local Government Area (LGA) may also experience some impacts including benefits such as employment.

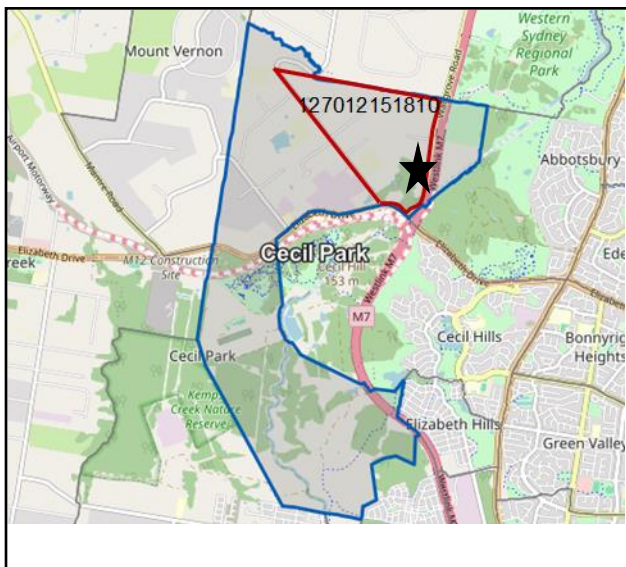
The *Social Locality*, therefore, is described as having a primary area of impact, that is the SAL1, a secondary area, the suburb of Cecil Park, and the broader suburb of Cecil Park, with a tertiary social locality of the wider Fairfield LGA.

Employment opportunities created during the construction process may have a reach that extends beyond the LGA boundary.

The subject site is located in an area characterised by large, semi-rural allotments and as such, buildings tend to be separated from site boundaries.

The social locality is illustrated on Figure 3 below.

Figure 3 – Social Locality












5.2 Existing socio-economic and demographic characteristics

A *Demographic Profile Table* showing data from the 2016 & 2021 Census for the SAL1 in which the subject site is located, the suburb of Cecil Park, the Fairfield City LGA, Greater Sydney and NSW is included at Appendix A.

The socio-economic and demographic profile of the SAL1 reveals:

	<p>A culturally and linguistically diverse population with a large proportion of residents born overseas in a non-English speaking country (45.7% in 2021), and the majority speaking a language other</p>
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	than English at home (45.7%). The most common country of birth is Italy, the most common language is Italian.
	A younger median age of 43, compared to the LGA (39), Greater Sydney (37), and NSW (39)
	A wealthier population with the median weekly household income being \$2,583, more than in the suburb of Cecil Park (\$2,446), the Fairfield LGA (\$1,390) Greater Sydney (\$2,077) and NSW (\$1,829)
	Similar median weekly rent (\$400)
	Lower rates of unemployment (2.5) in the SAL and in the suburb of Cecil Park (1.1) compared to other areas.
	More likely to be married (56.0%)
	More likely to be a couple with dependent children (58.5%)
	The majority of households report owning three cars (45.7%)
	The vast majority of dwellings are separate houses (95.3%), the majority of which are fully owned (52.3%), and which are 4 or more bedroom (70.1%)
	The majority of residents work in technical or trade roles (20.4%)

The socio-economic and demographic characteristics of residents of the identified catchment are likely be married, in a couple relationship with children, residing in

4 or more-bedroom separate dwellings that are fully owned, and working in well paying, technical or trade occupations.

There is nothing about the proposed development for a business hub that is likely to generate any changes in the socio-economic or demographic characteristics of the area as no material change to the resident population are likely.

SEIFA Index

The Socio-Economic Indexes for Areas (SEIFA) measures the relative level of socio-economic disadvantage and/or advantage based on a range of Census characteristics.

There are two key Indexes that are commonly used to determine advantage or disadvantage:

- Index of Relative Socio-Economic Disadvantage (IRSD) which contains only disadvantage indicators (unemployment, income levels, education levels) which is best used to distinguish disadvantaged areas but doesn't differentiate between those areas which are highly advantaged, and those that may be lacking a lot of disadvantage.
- Index of Relative Socio-Economic Advantage and Disadvantage (IRSAD) which contains indicators of disadvantage as well as indicators of advantage (professional occupations, high incomes, high levels of education attainment, larger dwellings).

A high SEIFA index means a lower level of disadvantage, whereas a lower score indicates a higher level of disadvantage.

Percentile scores are also created to indicate an approximate position of a small area compared to other Australian suburbs and localities. The higher the percentage indicates the higher the socio-economic status.

	Cecil Park2021	Fairfield LGA	Greater Sydney 2021	NSW 2021
SEIFA Score	1,035.0	814.0	1,010.0	1,000.0
Percentile	63	3	48	42

Source: profile.id.com.au

Data from the 2021 Census shows that residents of the suburb of Cecil Park are significantly less disadvantaged compared to residents of the broader Fairfield LGA and are more advantaged than residents of Greater Sydney and NSW.

There is nothing about the proposed development that is likely to generate any negative social outcomes for people with specific socio-economic or demographic characteristics as it relates to a business and light industrial hub.

5.3 Crime data

The NSW Bureau of Crime Statistics and Research prepares *crime rate maps* and *hotspot maps* which identify densities of crimes in an area. The crime maps for the suburb of Cecil Park have no rates per 100,000 population due to low resident populations in that area, included in the table below are the densities (compared to NSW, and the crime rates and densities for the Fairfield LGA compared to NSW.

Table 2: Crime rate table:

Crime	Cecil Park suburb	Fairfield LGA	NSW
Assault	Lowest density	821.4 (second lowest density)	862.5

Domestic Assault	Second lowest density	438.2 (second lowest density)	428.7
Non-domestic assault	Lowest density	257.4 (medium density)	400.2
Assault Police	Lowest density	25.8 (lowest density)	33.6
Robbery	Lowest density	29.2 (second highest density)	24.0
Theft	Lowest density	1782.0 (medium density)	2297.4
Malicious damage to property	Lowest density	379.4 (medium density)	600.3
Sexual offences	Lowest density	33.0 (medium density)	183.2

July 2022 to June 2023 - <http://crimetool.bocsar.nsw.gov.au/bocsar/>

There is nothing about the proposed development that is likely to result in any change to the existing crime rates in the area.

The proposed development is currently at the concept stage. It is anticipated that at the detailed design stage, Crime Prevention Through Environmental Design principles will be applied and considered to reduce the potential for crime in and around the subject site.

5.4 Similar Projects

Three existing SSD projects for similar developments were reviewed as part of the desktop study. The projects are located in both the Fairfield and Blacktown LGAs.

A review of consultation undertaken to inform the SIA for each project was undertaken, summarised in Table 3 below, outlining the social impacts identified as being associated with each of the studies.

Table 3: Similar projects

Project description & consultation activities	Impacts identified
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Horsley Drive Business Park – Customer Fulfillment Centre (SSD – 10404) 2020	
<p>SSD application for the construction of a new customer fulfillment centre for stage two of the Horsley Drive Business Park, Wetherill Park comprising a warehouse of approximately 23,830m² of Gross Lettable Area for a 24 hour warehouse and distribution centre with associated office spaces, truck waiting bays, car parking for 527 staff vehicles and 32 bicycle/motorcycle spaces.</p> <p>An Economic and Social Assessment was prepared by Macroplan in January 2020. No community engagement was undertaken as part of that application.</p>	<p>No issues pertaining to social impacts were raised in submissions.</p> <p>In a Response to Submissions, prepared by Ethos Urban in June 2020, surrounding landowners, no social planning issues were raised.</p>
Gazcorp Industrial Estate, 813-913 Wallgrove Road, Horsley Park (SSD – 5248) 2019	
<p>SSD application for a staged development of an industrial estate containing warehouses and a distribution centre to operate 24 hour, 7 days a week, with a total warehouse area of 45,225m² with 3,000m² of associated office space.</p>	<p>No SIA submitted with application and no Community Engagement Report provided.</p> <p>EIS includes a summary of consultation undertaken with Government agencies, as well as noting a letter box drop to surrounding residents and subsequent discussions with neighbours in response to letter box drop.</p> <p>Submissions to the proposal after exhibition raised issues associated with amenity impacts including visual impact, pollution, noise impacts, disturbance.</p>
Lighthorse Interchange Warehouse Facility (Lots 1 & 3), 165 Wallgrove Road and 475 Ferrers Road, Eastern Creek (SSD – 34991713)	
<p>SSD Application for concept approval for a warehouse facility at 165 Wallgrove Road and 475 Ferrers Road, Eastern Creek within the Blacktown City Council LGA. Application included the construction and operation of a</p>	<p>Community engagement activities included those undertaken as part of the EIS process, and as part of the preparation of the SIA. No submissions were received as part of the SIA engagement activities.</p>

<p>warehouse facility with a total area of 41,500m² car parking for 274 vehicles, operating 24 hours a day, 7 days a week.</p>	<p>Identified potential impacts related to noise and vibration, air quality, traffic, visual amenity, waste, & employment.</p>
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6.0 COMMUNITY & STAKEHOLDER ENGAGEMENT

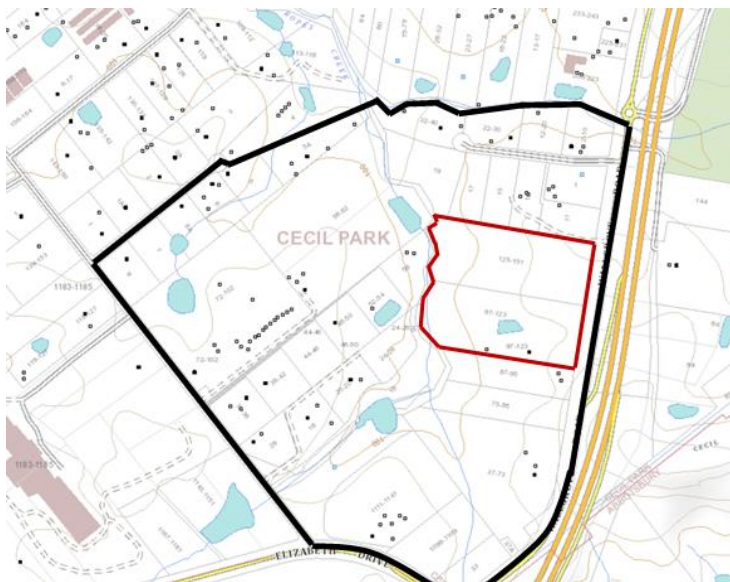
As required under the *Guidelines*, community engagement and consultation activities were undertaken as part of the preparation of the application.

Residents/tenants of properties immediately surrounding the subject site were advised of the proposal by way of notice delivered to their letterboxes on 20 November, 2023. A copy of this notice is included at Appendix B. The properties notified are those considered most likely to experience impacts as a result of the proposed development as a result of physical proximity.

On the date of distribution, there were significant road works underway on Wallgrove Road and Elizabeth Drive, impeding access to the letterboxes of some properties. For these properties, the notice was sent by post.

In total, 13 notices were distributed to occupied properties in the area illustrated on Figure 4.

Figure 4: Consultation area



Recipients of the notice were requested to comment within 21 days of the date of the notice. At the time this report was finalised, 56 days after the end of the notification period, no comments had been received.

The lack of requests for additional information, and lack of submissions may indicate there is limited interest or objection to the proposed development.

In addition to local residents, the following stakeholders were also notified of the proposal either by post, or by email:

- Fairfield Local Area Command
- Gandangara Local Aboriginal Land Council
- Fairfield Chamber of Commerce (through their website contact us section)

In addition to the community engagement and consultation activities and outcomes outlined above, the following key Stakeholders were consulted:

- Transport for NSW

The details of meetings and consultation with these stakeholders are included in the relevant reports accompanying the application including:

- *Traffic Impact Assessment* prepared by Bitzios Consulting; and
- Environmental Impact Statement prepared by Kaylan Consulting

7.0 SOCIAL IMPACT ASSESSMENT

Social impacts refer to the social or community consequences of a proposed development. Social Impact Assessments typically involve processes of analysing, monitoring and managing the intended and unintended social consequences, both positive and negative, of developments, and consideration of any social change processes generated by developments.

To inform a SIA, consideration is made of the existing socio-economic and demographic characteristics of the area in which a proposed development is situated; identification of the likely changes to that population brought about by the proposed development; whether the potential impacts of a proposed development are likely to be short or long term; and whether a development is likely to generate unreasonable or unexpected social impacts in the local community, when balanced against the potentially positive social impacts generated.

The proposed development is assessed against the following areas of potential impact in the following.

7.1 Way of Life

As detailed the *Guidelines*, consideration should be made of the potential impacts on way of life of existing residents, in particular:

- *How will people's daily lives change during construction?*
- *What are the long-term impacts (potentially positive and negative) of altered urban form on how people live, work, get around, and interact socially?*

It is likely that there may be some short-term disruption to the daily way of life of residents of the SAL1 and the broader suburb of Cecil Park, and in particular

residents of properties immediately surrounding the subject site on Wallgrove Road, during the construction process. This disruption will most likely relate to noise associated with truck movements, demolition and construction and only likely to be present during the construction period, so are considered temporary impacts.

Noise generated as a result of the construction/fit out process are temporary impacts and are able to be addressed through conditions of consent limiting the time that works can be undertaken on the site.

The specific uses of the proposed warehouses have not yet been determined and will be the subject of future applications.

An *SSD Acoustic Assessment* is likely to be prepared at the detailed design stage that will include recommendations on noise attenuation measures and management practices to ensure the premises operates with minimal disturbance to surrounding properties.

The proposed premises is likely to result in increased traffic on Wallgrove Road both during site works and construction, and during operation. Traffic generation during operation will relate to staff arriving to and from the site, and truck movements to and from the site.

A *Transport Impact Assessment* Report prepared by Bitzios Consulting assesses the traffic and parking implications of the proposed development.

That *Assessment* concludes:

The key findings of the traffic impact assessment for the proposed development located at 97-151 Wallgrove Road, Cecil Park are as follows:

- *The proposed development is an industrial/warehouse space comprising of two (2) main buildings:*
 - *Building 1 which has a floor space of approximately 24,270m²*
 - *Building 2 which has a floor space of approximately 9,600m²*
- *Access to the proposed development accessible solely via Wallgrove Road*
- *Vehicle sightlines from the proposed driveway are not obstructed*
- *The proposed parking layout is compliant with AS2890.1*
- *Swept path analysis shows that 19m semi-trailer vehicle can safely manoeuvre the necessary movements to access the loading docks*
- *Further investigation is required for the proposed access arrangement (i.e. the Wallgrove Road/Internal Road intersection) is required with particularly discussion on the proposed northbound acceleration lane.*
- *There is a lack of active transport network in surrounding network connecting to the proposed development*
- *Given the location of the proposed development and lack of cyclist facilities proposed on-site, preparing a Green Travel Plan would not be warranted for the proposed development.*
- *The following intersections in the vicinity of the proposed development between 2026 and 2036 include:*
 - *Elizabeth Drive / M12 Western Exit Ramp*
 - *Wallgrove Road /Cecil Road*
 - *Elizabeth Drive – Wallgrove Road*
 - *Elizabeth Drive / M7 Northbound Exit/Entry Ramps*
 - *Elizabeth Drive / M7 Southbound Exit/Entry Ramps*
- *The site is estimated to generate the following trip numbers during the following peak hour periods:*
 - *AM: 134 trips per hour*
 - *PM: 138 trips per hour*

- *Based on an assessment conducted using the SIDRA model, the proposed development is expected to have an overall insignificant impact on the surrounding road network.*

There is nothing about the proposed development that is likely to result in any impacts on how existing, or future residents interact socially. No public spaces are removed as a result of the proposal.

The subject application is unlikely to generate any significant or long-term impacts on way of life requiring mitigation.

7.2 Community

The *Guidelines* note consideration should be made to the following areas of the community:

- *Will community cohesion be impacted during construction?*
- *Will there be changes to community character, composition, and sense of place following development?*

The proposed development is unlikely to result in any impacts for community cohesion during construction or operation. The site is separated from residential developments and public spaces.

The proposed development does not result in any accommodation on the site and as such, is unlikely to result in any changes to the composition of the community.

The proposed development represents a change of use of the site from a low-density residential use to a warehouse/light industrial use and as such, the visual character of the site will change. This change in visual representation of the site to the street is does not materially change the character of the area, or of the

community. The proposed warehouse development is set back from Wallgrove Road and the visual impact is softened by the landscaping proposed along the Wallgrove Road frontage.

The proposed development is unlikely to result in any changes to the composition of the local community, nor are they likely to result in any increased demand for community facilities.

7.3 Accessibility

The *Guidelines* note that in respect of accessibility, the proposed development should be considered in respect of:

- *Will accessibility of services be disrupted during construction?*
- *What are the likely improvements to accessibility of services and facilities following development?*
- *Will the project impact accessibility of or demand for community facilities, services and public space?*

It is unlikely that access to services will be disrupted during construction. The construction will be confined to the site area, with the exception of some impacts on the local roads associated with truck movements and deliveries. These impacts can be controlled to an extent through conditions of consent.

Emergency services access is similarly unlikely to be disrupted during construction or operation.

The subject site is unlikely to impact access to public transport, education, community or health services.

It is acknowledged that the proposed development is likely to result in increased traffic on local roads, during construction and on completion. While it has been assessed that the local road network has capacity to accommodate this additional demand, it may result in minor delays on local roads.

The proposed development does not remove any community or recreation facilities or services from the area. As the proposed development will not result in any increases in the resident population, it is unlikely that there will be any increased demand for local services brought about by the proposed development.

To ensure the safety of the premises at night and to ensure only authorised staff can access the site during the day, Access control measures such as security fencing and an automated gate should be installed on the premises.

The premises should be monitored by a CCTV monitoring system and a back to base alarm systems installed for each warehouse and office space.

7.4 Culture

The *Guidelines* recommend consideration of impacts on culture, in particular:

- *Will there be changes to the cultural composition of the community?*
- *Will cultural heritage values be impacted?*

The subject application relates to a business hub and as such, there is no new resident population introduced that would result in changes to the cultural composition of the community.

Cultural heritage has been separately assessed in the *Statement of Heritage Impact* report prepared by artefact which accompanies the application.

That report concludes:

The Wallgrove Business Hub is a proposed development consisting of two industrial warehouse facilities covering approximately 34,000 square metres of floor space, associated road access, loading dock, and carpark facilities. The proposal is within an area of land in Cecil Hills managed by the Western Parklands Trust (WSPT). It is part of the Trust's greater project to lease 2% of its lands for long term commercial leases and employment generation in order to create a sustainable future for the Western Sydney Parklands.

The site for development of the Wallgrove Business Hub contains no items of heritage significance, and the heritage impact of the development has been established to be neutral. The closest item of heritage significance to the site is the Upper Canal System (Pheasants Nest Weir to Prospect Reservoir) 440m away from the site, listed on the State Heritage Register.

No listed built heritage items have been identified in the study area for the project. Two structures were observed during a site inspect, an abandoned residential house and associated storage/animal shed. A recommendation has been made to investigate the residence for local heritage significance.

The study area was assessed as having nil-low potential for the identification of significant archaeological remains. Significant archaeological remains would be related to former agricultural activities in the study area during the early -to mid-nineteenth century, however, there is no direct evidence of residential or agricultural structures in the study area during this time. Archaeological remains relating to the property's agricultural use in the nineteenth century would likely be highly ephemeral and not likely to be identified intact or be sufficiently robust to demonstrate heritage significance. As such, the proposed works would result in negligible impacts to potential archaeological remains.

7.5 Health and wellbeing

The *Guidelines* pose the following questions in respect of potential impacts on health and wellbeing:

As noted, one of the aims of Western Sydney Parklands Trust is to ensure it's sustainability, partly through the development of land within its area, and the leasing of that land for commercial uses. The subject application contributes to the wellbeing of the Western Sydney Parklands Trust through the use of the site as a business hub, generating income for the Trust that can be reinvested into the wider Parklands.

The proposed development will contribute to the economic wellbeing of the wider area through the generation of employment. Employment will be generated:

- During site works, excavation, and construction;
- During the operation of the warehouses and the associated offices where it is estimated significant employment will be generated in different fields including logistics, warehousing, freight and administration;
- For trucking companies and drivers;
- Suppliers of materials and components; and
- Maintenance of the premises.

Recommended at the detailed design stage is the inclusion of worker break out areas, both internal and external, to provide suitable spaces for workers to enjoy their breaks.

To ensure the safety of workers, it is recommended that the car parking areas include lighting to adequately illuminate the spaces at night and in the early morning. Lights should be of sufficient height to be tamper proof.

The proposed development does not remove any community services, nor does it impede access to community services in the area.

7.6 Surroundings

The *Guidelines* suggest consideration of the potential impacts of a development on its surroundings, in particular:

- *Will there be material changes to environmental values, visual and acoustic landscape, or aesthetic values?*
- *What changes will there be to public open space, public facilities or streets?*

No public space or public facilities are impacted by the proposed development. Local streets may experience some impacts associated with truck movements during construction, and some increased traffic associated with operation of the proposed commercial, retail and residential uses. The extent of this impact is considered in the *Transport Impact Assessment* accompanying the application.

The proposed development will result in a visual change to the landscape compared to the existing situation. The proposed warehouse structures have been set back from the Wallgrove Road frontage to provide a landscaping buffer to soften the visual impact from this road.

A large swathe of forested and vegetated land at the south west of the site has been retained to minimise the visual impact of the proposal from adjoining properties at these boundaries.

Nearby residents and tenants may experience disturbance associated with construction. As detailed in Chapter 6.1, these impacts are temporary, and are able to be controlled through conditions of development consent, as well as

adoption of the recommendations provided in the *Noise and Vibration Impact Assessment*.

The proposed works will be contained wholly within the site, and it is not envisaged that the construction process will result in any impacts in respect of public safety for drivers, or cyclists.

The detailed design stage of proposed development should ensure application of Crime Prevention Through Environmental Design (CPTED) principles including surveillance, access control, territorial reinforcement and space management.

7.7 Decision-making systems

The *Guidelines* highlight the importance of opportunities for the local community to be informed about decisions:

- *Are there adequate and responsive grievance and remedy mechanisms in the event of complaints?*
- *Can affected people can make informed decisions and feel they have power to influence project decisions, including elements of project design.*

As detailed in Chapter 5.0, the local community were invited to comment on the proposed development via a variety of communication avenues. The intent of the community engagement activities was to ensure that the local community and key stakeholders had the opportunity to gain information about the proposal, and comment on potential impacts and raise any concerns.

Contact details for the site manager will be on display during construction and the local community will be able to contact them if there are any issues with the operation of the site.

7.8 Issues raised during community engagement

As detailed in Chapter 5.0, no comments were received from the local community, or key stakeholders as part of the community engagement activities undertaken.

The lack of responses received may suggest a lack of concern regarding the proposed development.

7.9 Public interest benefits

The proposed development, will provide a number of public interest benefits, including employment generation in the planning, implementation, and construction of the proposed development, and in the operation of the business hub.

8.0 ENHANCEMENT, MITIGATION AND MONITORING

The proposed development is unlikely to generate any long term or significantly negative social impacts that require mitigation. While it is acknowledged that the proposed development and resultant increase in activity represents an intensification of use of the site, that intensification of use is not significant, nor is it out of context within an area zoned for high density developments.

Potential impacts associated with construction noise are short term in nature. These are able to be controlled through conditions of consent around work and delivery times and construction practices. The proposal does not result in the loss or addition of any housing and as such, it is unlikely that there will be any changes to the character or composition of the local community.

As detailed in Table 6 of the Department of Planning and Environment's Social Impact Assessment Guidelines – Technical Supplement, social impacts can be considered in respect of their significance utilising the following matrix:

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

The following table highlights the potential social impacts associated with the proposed works, including the increase in student population:

Potential Identified impact	Likelihood	Magnitude level	Duration	Social impact significance	Proposed mitigation or enhancement measures
Positive impacts					
Employment	Certain	Very High	Ongoing	High	Non identified
Sustainability of Western Sydney Parklands	Certain	Very High	Ongoing	High	None identified.
Negative					
Construction impacts (noise, dust, traffic & parking)	Likely	Medium	Short term-associated with construction only	High	<p>No specific construction noise mitigation measures are required to be undertaken. Best practice measures to minimise construction noise should be implemented as part of the Construction Noise and Vibration Management Plan (once prepared).</p> <p>The recommendations included in the <i>SSD Acoustic Assessment</i> should be implemented.</p> <p>Traffic control mitigation measures should be included as part of the Construction Environment Management Plan.</p>
Increased population on site	Certain	Medium	Relevant only during hours of operation	Low	<p>The subject application relates to site works and the use of the site as a business hub comprising three warehouse spaces and associated office space. The population on the site will increase during hours of operation.</p> <p>It is unlikely that this increase in population will result in any significant impacts requiring mitigation.</p>
Noise impacts (operational)	Likely	Low	Short term	Low	No specific operational noise mitigation measures are required to be undertaken.

Potential Identified impact	Likelihood	Magnitude level	Duration	Social impact significance	Proposed mitigation or enhancement measures
					<p>It is recommended that at the detailed design state, an <i>Acoustic Assessment</i> be prepared, and any noise attenuation and mitigation measures proposed in that report be implemented.</p> <p>It is recommended detailed assessment of potential noise emissions from future uses in each warehouse be undertaken and noise mitigation measures implemented as recommended.</p>
Traffic and parking impacts (operational)	Likely	Low	Ongoing	low	<p>As detailed in the <i>Transport Impact Assessment</i> prepared by Bitzios Consulting and accompanying the application concluded that the proposal is expected to have an overall insignificant impact on the surrounding road network.</p> <p>As noted, the proposal has been determined to generate negligible impacts on the local road network and is unlikely to result in any significant social impacts for road users.</p> <p>The recommendation included in the Traffic Impact Assessment for further consideration of the proposed access arrangement (Wallgrove Road/internal road intersection) is required specifically as it relates to the proposed northbound acceleration lane.</p> <p>On-street parking is proposed for 216 vehicles.</p>
Visual impact	Likely	Low	Short term	medium	None identified. Recommended that the landscaping plan proposed is implemented.
Crime	Low	Low	Ongoing	Low	Application of CPTED principles to be applied at the detailed design and operational stage to ensure safety in and around the subject site.

Any impacts generated by the intensification of use of the site are likely to be associated with noise and traffic, which have been separately addressed in reports accompanying the application (including Noise and Vibration and Traffic and Parking).

Negative, temporary impacts that may be generated are likely to arise with construction and fit out of the existing buildings, should the application be approved. Any potentially negative impacts associated with construction can be mitigated through conditions of development consent and best practice construction management practices.

The potential positive social impacts generated by the proposed development works will only be realised if consent for the application is granted.

9.0 CONCLUSION

This SIA has been prepared to assess the potential social impacts arising from the proposed Wallgrove Business Hub development at 97-151 Wallgrove Road, Cecil Park under SSD - 5097278.

Based on the assessment, the key social impacts of the proposed development are:

- Livelihood, wellbeing and accessibility impacts associated with increased job opportunities. Employment will be generated in the short term, associated with construction of the premises. Long-term employment benefits are also generated associated with the operation of the proposed business hub across several industries including freight, logistics, warehousing, and administration. The employment generation potential of the proposal is seen as a high positive social impact for the community by providing a large volume of both short and long-term employment opportunities within the Fairfield LGA.
- Way of life impacts associated with noise, dust, traffic increases, change in visual presentation of the site, increase in population on the site, and waste generation. The proposed development is likely to generate additional traffic, noise and dust during construction, and will change the visual appearance of the site. Separate reports detailing the magnitude of impacts associated with traffic, noise and the visual impact suggest that these impacts are likely to be low negative impacts.

No additional mitigations are considered necessary because of this report. However, application of the recommendations included within the technical reports prepared to accompany the EIS should be implemented and monitored for compliance and to ensure the significance of residual negative impacts identified in the SIA are low.

The proposed development represents a positive social impact in respect of the provision of temporary and ongoing employment opportunities and contributing to the sustainability of Western Sydney Parklands.

Based on the assessment undertaken, it is considered that the overall development will result in no significant, long term negative social impacts and overall, represents an overall positive impact for the community.

APPENDIX A

DEMOGRAPHIC PROFILE TABLE

Demographic Characteristic	SAL1 - 1151810	SAL1 - 12702151 810	Cecil Park Suburb 2016	Cecil Park Suburb 2021	Fairfield LGA 2016	Fairfield 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
		5 (1.6%)		100 (12.6%) 44 (5.5%) 18 (2.3%)	24,941 (12.5%) 15,260 (7.7%) 8,595 (4.3%) 3,585 (1.8%)	27,945 (13.4%) 20,372 (9.7%) 10,156 (4.9%) 4,440 (2.1%)	524,011 (10.8%) 372,488 (7.7%) 204,051 (4.2%) 96,022 (1.9%)	579,166 (11.1%) 439,467 (8.4%) 249,517 (4.8%) 105,729 (2.0%)	889,763 (11.9%) 677,020 (9.0%) 373,115 (4.9%) 167,506 (2.2%)	
Unemployment rate	0	2.5	4.2	1.1	10.5	8.7	6.0	5.1	6.3	4.9
Median weekly household income	\$2,031	\$2,583	\$2,011	\$2,446	\$1,222	\$1,390	\$1750	\$2,077	\$1486	\$1,829
Median rent	\$350	\$400	\$370	\$400	\$350	\$390	\$400	\$470	\$380	\$420
Med Age	36	43	39	43	36	39	36	37	38	39
Ave household size	3.5	3.4	3.5	3.4	3.3	3.2	2.8	2.7	2.6	2.6
Marital Status (aged 15+)										
Married	129 (51.0%)	154 (56.0%)	362 (57.6%)	410 (59.2%)	77,343 (48.1%)	79,678 (46.5%)	1 934 134 (49.3%)	2,062,160 (48.3%)	2 965 285 (48.6%)	3,124,151 (47.3%)
Separated	6 (2.4%)	5 (1.8%)	12 (1.9%)	20 (2.9%)	6,230 (3.9%)	6,752 (3.9%)	111 495 (2.8%)	125,769 (2.9%)	190 199 (3.1%)	209,657 (3.2%)
Divorced	13 (5.1%)	10 (3.6%)	28 (4.5%)	29 (4.2%)	13,775 (8.6%)	15,394 (9.0%)	298 433 (7.6%)	332,916 (7.8%)	512 297 (8.4%)	569,516 (8.6%)
Widowed	17 (6.7%)	9 (3.3%)	31 (4.9%)	34 (4.9%)	8,952 (5.6%)	10,007 (5.8%)	185 646 (4.7%)	191,863 (4.5%)	331 655 (5.4%)	339,990 (5.1%)
Never married	88 (34.8%)	88 (32.0%)	196 (31.2%)	200 (28.9%)	54,582 (33.9%)	59,395 (34.7%)	1 393 988 (35.5%)	1,555,230 (36.4%)	2 094 457 (34.3%)	2,358,844 (35.7%)
Religious Affiliation										
No Religion	31 (10.4%)	36 (11.4%)	78 (10.1%)	89 (10.9%)	25,108 (12.6%)	30,484 (14.6%)	1,188,280 (24.6%)	1,583,084 (30.3%)	1,879,562 (25.1%)	2,644,165 (32.8%)
Catholic	175 (58.9%)	151 (47.9%)	421 (54.5%)	430 (52.8%)	61,408 (30.9%)	63,255 (30.3%)	1,213,1236 (25.1%)	1,210,979 (23.1%)	1,846,443 (24.7%)	1,807,730 (22.4%)
Anglican		15 (4.8%)	51 (6.6%)	36 (4.4%)			580, 341 (12.0%)	478,777 (9.2%)	1,161,810 (15.5%)	960,305 (11.9%)
Eastern Orthodox			32 (4.1%)	33 (4.0%)						

Demographic Characteristic	SAL1 - 1151810	SAL1 - 12702151 810	Cecil Park Suburb 2016	Cecil Park Suburb 2021	Fairfield LGA 2016	Fairfield 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
Not stated	24 (8.1%)		73 (9.4%)	49 (6.0%)	11,797 (5.9%)	14,570 (7.0%)	425,538 (8.8%)	326,469 (3.2%)	684,969 (9.2%)	548,340 (6.8%)
Family Structure										
Couple families with dependent children under 15 years and other dependent children	43 (58.1%)	48 (58.5%)	115 (59.6%)	113 (50.2%)	26,313 (51.2%)	26,596 (50.1%)	501 238 (40.1%)	667,760 (48.4%)	718 364 (37.0%)	809,586 (37.9%)
Couple families with no children	25 (33.8%)	30 (36.6%)	58 (30.1%)	82 (36.4%)	11,981 (23.3%)	13,091 (24.6%)	416 588 (33.4%)	480,444 (34.8%)	709 524 (36.5%)	954,588 (44.7%)
One parent families with dependent children	6 (8.1%)	5 (6.1%)	20 (10.4%)	21 (9.3%)	11,870 (23.1%)	12,217 (23.0%)	113 772 (9.1%)	208,478 (15.1%)	192 626 (9.9%)	337,729 (15.8%)
Other families	0	0	0	3 (1.3%)	1,203 (2.3%)	1,229 (2.3%)	22 992 (1.8%)	23,497 (1.7)	32 483 (1.6%)	34,061 (1.6%)
Car Ownership										
None	0	0	3 (1.4%)	3 (1.4%)	5,932 (10.4%)	6,337 (10.4%)	179 500 (11.0%)	203,081 (11.1%)	239 625 (9.2%)	262,031 (9.0%)
One	12 (14.8%)	14 (17.1%)	27 (13.0%)	29 (13.9%)	18,540 (32.4%)	20,587 (33.8%)	603 062 (37.1%)	722,036 (39.5%)	946 159 (36.3%)	1,096,761 (37.8%)
Two	29 (35.8%)	20 (24.4%)	67 (32.2%)	54 (25.8%)	17,831 (31.2%)	19,144 (31.4%)	532 633 (32.8%)	590,650 (32.3%)	887 849 (34.0%)	989,258 (34.1%)
Three	37 (45.7%)	42 (51.2%)	103 (49.5%)	120 (57.4%)	12,531 (21.9%)	13,658 (22.4%)	164 918 (10.1%)	181,932 (9.9%)	283 044 (10.8%)	321,310 (11.0%)
4 or more							89 744 (5.5%)	105,239 (5.7%)	152 500 (5.8%)	187,380 (6.5%)
Housing (dwellings)										
Sep house	75 (100.0%)	82 (95.3%)	202 (98.5%)	214 (98.2%)	41,207 (72.1%)	43,987 (72.2%)	924 225 (52.5%)	1,020,631 (55.8%)	1 729 820 (59.8%)	1,902,734 (65.6%)
Semi-detached	0	0	0		7,392 (12.9%)	7,598 (12.5%)	227 238 (49.8%)	234,000 (12.8%)	317 447 (35.7%)	340,582 (11.7%)
Unit	0	4 (4.7%)	0	5 (2.3%)	7,859 (13.7%)	8,970 (14.7%)	456 233 (25.9%)	561,988 (30.7%)	519 380 (17.9%)	630,030 (21.7%)

Demographic Characteristic	SAL1 - 1151810	SAL1 - 12702151 810	Cecil Park Suburb 2016	Cecil Park Suburb 2021	Fairfield LGA 2016	Fairfield 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
Other dwelling	0	0	0	0	462 (0.8%)	173 (0.3%)	9 129 (0.5%)	8,216 (0.4%)	23 583 (0.8%)	19,374 (0.7%)
Unoccupied dwellings	9 (10.7%)	0	16 (7.2%)	5 (2.2%)	3,163 (5.2%)	3,484 (5.4%)	136 055 (7.7%)	164,628 (8.3%)	284 741 (9.8%)	299,524 (9.4%)
Home fully owned	41 (53.2%)	45 (52.3%)	96 (46.4%)	106 (48.6%)	18,381 (32.1%)	19,160 (31.5%)	472 635 (29.1%)	507,635 (27.8%)	839 665 (32.2%)	914,537 (31.5%)
Being purchased	24 (31.2%)	27 (31.4%)	72 (34.8%)	76 (34.9%)	16,488 (28.8%)	16,454 (27.0%)	539 917 (33.2%)	608,735 (33.3%)	840 665 (32.2%)	942,804 (32.5%)
Private rental	9 (11.7%)	12 (14.0%)	32 (15.5%)	32 (14.7%)	19,976 (24.9%)	23,182 (38.1%)	485 404 (29.9%)	596,390 (32.6%)	722 020 (27.7%)	851,852 (29.4%)
Public housing							67 845 (4.1%)	60,927 (3.3%)	104 902 (4.0%)	92,733 (3.2%)
Dwelling Structure - # of bedrooms										
0	0	0	0	0	199 (0.3%)	182 (0.3%)	12 812 (0.7%)	16,194 (0.9%)	17 157 (0.6%)	21,051 (0.7%)
1	3 (3.5%)	0	4 (2.0%)	0	2,243 (3.9%)	2,494 (4.1%)	118 881 (7.3%)	147,857 (8.1%)	157 194 (6.0%)	190,792 (6.6%)
2	7 (8.1%)	7 (8.0%)	3 (1.5%)	15 (6.9%)	9,526 (16.7%)	10,959 (18.0%)	402 675 (24.8%)	470,207 (25.7%)	577 675 (22.1%)	657,578 (22.7%)
3	20 (23.3%)	15 (17.2%)	40 (19.9%)	34 (15.6%)	24,016 (42.0%)	24,049 (39.5%)	548 987 (33.8%)	565,467 (30.9%)	970 001 (37.2%)	1,006,121 (34.7%)
4	56 (65.1%)	61 (70.1%)	151 (75.1%)	165 (75.7%)	19,463 (34.0%)	22,163 (36.4%)	376 427 (23.1%)	440,351 (24.0%)	633 184 (24.3%)	743,910 (25.6%)
5							101 053 (6.2%)	133,837 (7.3%)	148 851 (5.7%)	194, 074 (6.7%)
6+							23 774 (1.4%)	31,239 (1.7%)	34 370 (1.3%)	45,329 (1.5%)
Migration										
Same add 1yr ago							3 695 742 (77.5%)	4,119,424 (79.7%)	5 718 965 (77.3%)	6,335,812 (79.4%)
Same add 5 yr ago							2 402 160 (53.2%)	2,635,497 (53.6%)	3 775 527 (53.8%)	4,095,964 (53.8%)
Occupation										

Demographic Characteristic	SAL1 - 1151810	SAL1 - 12702151 810	Cecil Park Suburb 2016	Cecil Park Suburb 2021	Fairfield LGA 2016	Fairfield 2021	Greater Sydney 2016	Greater Sydney 2021	NSW 2016	NSW 2021
Manager	32 (20.0%)	30 (19.7%)	61 (15.3%)	78 (21.5%)	5,589 (7.8%)	5,444 (8.5%)	311 762 (13.7%)	368,876 (15.2%)	456 084 (13.5%)	536,820 (14.6%)
Professional	20 (12.5%)	24 (15.8%)	43 (10.8%)	54 (14.9%)	9,925 (13.8%)	10,784 (16.9%)	597 798 (26.3%)	711,729 (29.3%)	798 126 (23.6%)	952,131 (25.8%)
Technical & Trade	19 (11.9%)	31 (20.4%)	67 (16.8%)	56 (15.5%)	10,767 (15.0%)	7,723 (12.1%)	265 056 (11.6%)	254,555 (10.5%)	429 239 (12.7%)	436,589 (11.8%)
Community	10 (6.2%)	8 (5.3%)	23 (5.8%)	26 (7.2%)	7,236 (10.1%)	6,287 (9.8%)	218 206 (9.6%)	225,062 (9.2%)	350 261 (10.3%)	390,779 (10.6%)
Clerical	28 (17.5%)	30 (19.7%)	75 (18.8%)	70 (19.3%)	10,080 (14.0%)	9,177 (14.4%)	331 135 (14.5%)	334,504 (13.7%)	467 977 (13.8%)	480,612 (13.0%)
Sales	15 (9.4%)	9 (5.9%)	35 (8.8%)	14 (3.9%)	6,857 (9.5%)	5,521 (8.6%)	205 051 (9.0%)	188,556 (7.7%)	311 414 (9.2%)	294,889 (8.0%)
Machinery op	15 (9.4%)	8 (5.3%)	36 (9.0%)	23 (6.4%)	8,736 (12.2%)	8,613 (13.5%)	128 020 (5.6%)	136,033 (5.6%)	206 839 (6.1%)	222,186 (6.0%)
Labourer	15 (9.4%)	9 (5.3%)	41 (10.3%)	29 (8.0%)	10,611 (14.8%)	8,456 (13.2%)	171 450 (7.5%)	164,335 (6.7%)	297 887 (8.1%)	300,966 (8.1%)
Travel to work										
Car driver	106 (67.1%)	61 (40.1%)	241 (65.0%)	136 (37.6%)	45,943 (63.9%)	30,321 (47.5%)	1 197 269 (52.6%)	832,277 (34.2%)	1 953 399 (57.7%)	1,587,613 (43.0%)
Train	6 (3.8%)		10 (2.7%)		5,521 (7.7%)	1,192 (1.9%)	247 051 (10.8%)	60,858 (2.5%)	252 786 (7.4%)	62,460 (1.7%)
Bus							125,503 (5.5%)	28,786 (1.2%)	133,903 (3.9%)	34,408 (0.9%)
Worked from home	12 (7.6%)	38 (25.0%)	25 (6.7%)	118 (32.6%)	1,654 (2.3%)	14,971 (23.5%)	98,906 (4.3%)	944,501 (38.8%)	163,026 (4.8%)	1,141,467 (30.9%)

Source: 2016 Census data (www.abs.gov.au) – General Community Profile – as at November 2023

APPENDIX B

COMMUNITY ENGAGEMENT NOTICE, ADDRESSES AND RESPONSES

Sarah George Consulting
Social Planning Consultants

20 November, 2023

To Whom It May Concern,

Social Impact Assessment for a State Significant Development – Wallgrove Business Hub, 97-151 Wallgrove Road, Cecil Park

Sarah George Consulting has been engaged by Western Sydney Parklands Trust to prepare a Social Impact Assessment (SIA) to accompany a State Significant Development Application to be submitted to the Department of Planning (the Department) for consent for a concept proposal and stage one development of the site at 97-151 Wallgrove Road, Cecil Park.

As required by the Department's *Social Impact Assessment Guidelines for State Significant Developments (February 2023)* as part of the preparation of the SIA, engagement with the local community, stakeholders and relevant Government and non-Government organisations is required.

We are writing to advise you of the proposal and to seek any comment or feedback you may have on the development in terms of potential social impacts.

The subject proposal seeks consent for:

- Bulk earthworks,
- Infrastructure delivery,
- Road access, and
- Detailed design of the stage one development for the purpose of a warehousing and light industrial business hub.

The intent of the SIA is to assess the potential social impacts of the proposed development in the local area. We would like to invite your comment on any issues you would like us to address in this Social Impact Assessment.

If you wish to comment on the potential social impacts that may arise as a result of the proposed development, or would like additional information, please respond within 21 days of the date of this letter in writing to PO Box 319, Marrickville NSW, 1475; via email (sgeorgeconsulting@gmail.com) or by phone (0418 439 813 - between 9.00am and 5.00pm Monday - Friday).

Regards,

Sarah George
Social Planning Consultant

Sarah George Consulting
Social Planning Consultants

23 November, 2023

Fairfield Police Area Command
Attention: Crime Prevention Officer
40-42 Smart Street
FAIRFIELD NSW 2165

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Regards,



Sarah George
Social Planning Consultant

Sarah George Consulting
Social Planning Consultants

23 November, 2023

Gandangara Aboriginal Land Council
PO Box 1038
Liverpool Business Centre 1871

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Regards,



Sarah George
Social Planning Consultant

Addresses of properties notified.

112-128 Wallgrove Road (vacant)
87-95 Wallgrove Road (vacant)
75-85 Wallgrove Road
37-73 Wallgrove Road (posted due to roadworks))

1099—1109 Elizabeth Drive (posted due to roadworks)
111-1141 Elizabeth Drive (posted due to roadworks)

18, 20-22 & 28 Cecil Road

28/16 Cecil Road

30-36 Cecil Road

38-42 Cecil Road

58-70 Cecil Road

56 Cecil Road

1-9 Kosovich Place
2-10 Kosovich Place
11 Kosovich Place
12-20 Kosovich Place (vacant)
13 Kosovich Place
22-30 Kosovich Place
32-40 Kosovich Place

APPENDIX C

QUALIFICATIONS & EXPERIENCE OF AUTHOR

Sarah George – BA (Psych/Soc), Cert IV Youth Work

QUALIFICATIONS:

Bachelor of Arts majoring in Psychology & Sociology (Macquarie University); Teaching by Distance (TAFE OTEN); Certificate IV – Workplace Training & Assessment, Youth Work Certificate IV (TAFE NSW).

EXPERIENCE:

In practicing as a consultant, I have completed assignments for a number of clients in the private and public sector, including:

- preparation of Statements of Evidence and representation as an Expert Witness in the Land and Environment Court of NSW;
- preparation of the City of Sydney Council's Alcohol-Free Zone Policy Review & Guide;
- preparation of a draft Local Approvals Policy for the City of Sydney ("Sex on Premises Venues");
- preparation of Social Impact Assessments for Development Applications, including Matthew Talbot Lodge, Vincentian Village and the Ozanam Learning Centre for St Vincent de Paul, Malek Fahd Islamic School, and Hotel Development Applications at Hurstville and La Perouse and numerous packaged liquor licences;
- preparation of Community Impact Statements for packaged liquor outlets, on-premises licences for submission to the Office of Liquor, Gaming and Racing; and
- preparation of numerous Social Impact Assessments for licensed premises, both hotels and off-licence (retail) premises for submission to the Office of Liquor Gaming and Racing and the former Liquor Administration Board.

Prior to commencing as a consultant, I worked in community organisations and in the non-Government and private sectors in numerous roles including:

- Teacher – TAFE Digital (Mental Health, Alcohol & Other Drugs, Youth Work & Community Services)

- Project Officer – Education & Development with Hepatitis NSW
- Case Manager Big Brother Big Sister Mentoring Program with the YWCA NSW
- Drug and Alcohol educator and counsellor
- Youth Worker

I also worked for several years in a Town Planning Consultancy.

MEMBERSHIPS:

International Association of Impact Assessment

OTHER:

Justice of the Peace for NSW