Badgerys Creek Martin Road Warehouse

Social Impact Assessment

Prepared for:
EMKC[3]
April 2026

HillPDA CONSULTING

Quality assurance

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Declaration

This social impact assessment relates to a proposal by EMKC[3] for the construction, operation, and use of two large format warehouses in Badgerys Creek, NSW. This report has been prepared to accompany a State Significant Development Application for the proposal (SSD-65529236). The SIA was completed on 23 January 2026.

It is my opinion that the SIA contains all relevant information as specified in the Social Impact Assessment Guideline for State Significant Projects.

I understand the legal and ethical obligations set out in the SIA Guideline and confirm that none of the information in the SIA is false or misleading.

I satisfy the requirements for lead authors of SIAs as set out in the SIA Guideline as follows:

- Qualifications: Bachelor of Science, Bachelor of Social Science, Master of Planning
- Experience: Seven years preparing social impact assessments
- Professional memberships: Member of Planning Institute of Australia.

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Report details

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Acknowledgement of Country

HillPDA acknowledges the Traditional Custodians of Country throughout Australia and their continuing connection to land, waters, culture and community.

We acknowledge the Gadigal people of the Eora Nation, the Traditional owners of the land on which this report is prepared, and the Dharawal and Gandangara language groups that may have occupied the area that the report study area encompasses.

We show our respect to elders past and present. We acknowledge that we stand on Country that was, and always will be, Aboriginal Land.

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Glossary of terms

Term	Definition
ACHA	Aboriginal Cultural Heritage Assessment
ANL	Australian Native Landscapes
AQIA	Air Quality Impact Assessment
BOCSAR	Bureau of Crime Statistics and Research
CBD	Central Business District
CC	Construction Certificate
CIV	Capital Improved Value
CPTED	Crime Prevention Through Environmental Design
CTMP	Construction Traffic Management Plan
DPHI	Department of Planning, Housing and Infrastructure
EIS	Environmental Impact Statement
GCCSA	Greater Capital City Statistical Areas
GFA	Gross Floor Area
IRSAD	Index of Relative Socio-economic Advantage and Disadvantage
IRSD	Index of Relative Socio-economic Disadvantage
LALC	Local Aboriginal Land Council
LEP	Local Environmental Plan
LGA	Local Government Area
m	Metres

Term	Definition
NVIA	Noise and Vibration Impact Assessment
POM	Plan of Management
RAPs	Registered Aboriginal Party
SA1	Statistical Area Level 1
SA2	Statistical Area Level 2 (the study area)
SEARs	Secretary's environmental assessment requirements
SEIFA	Socio-Economic Indexes for Areas
SIA	Social Impact Assessment
TIA	Traffic Impact Assessment
The Guideline	The Social Impact Assessment Guideline
SMP	Stakeholder Management Plan
sqm	Square metres
SSDA	State Significant Development Application
TfNSW	Transport for New South Wales
The Site	The Site of the proposed development
WSEA	Western Sydney Employment Area
WSI	Western Sydney International Airport
NVIA	Noise and Vibration Impact Assessment

INTRODUCTION

1.0 INTRODUCTION

HillPDA has been engaged by EMKC[3] Pty Ltd (EMKC[3]) to prepare a Social Impact Assessment (SIA) to accompany a State Significant Development Application (SSDA) (65529236) for the construction, operation, and use of two large format warehouses at the Site which is located within the Badgerys Creek Precinct of the Western Sydney Aerotropolis as identified in the Land Application Map under State Environmental Planning Policy (Precincts – Western Parkland City) 2021 (Precincts SEPP). The warehouse facility is proposed to be located at 230 Martin Road, Badgerys Creek and is legally described as Lot A in DP406215.

This SIA has been developed to align with the NSW Department of Planning, Housing and Infrastructure (DPHI) *Social Impact Assessment Guideline 2023* (the *SIA Guideline*). This assessment includes an analysis of the existing social environment. It identifies both positive and negative social impacts associated with the proposed development, while also suggesting mitigation measures to maximise social benefits and minimise negative impacts to the community.

1.1 Purpose

This SIA has been prepared in accordance with the requirements of DPHI, which are set out in the Secretary's Environmental Assessment Requirements (SEARs) for the proposal, issued on 21 December 2023. The SEARs identify matters which must be addressed in the Environmental Impact Statement (EIS). The SEARs indicate that this SIA must provide the following information, as outlined in Table 1.

Table 1: Extract from the industry-specific SEARs

Application number	SSD-65529236
Project name	EMKC[3] Industrial Development, Badgerys Creek
Key issues	**Social** • including a social impact assessment in accordance with the Department's *Social Impact Assessment Guideline*
Policies, guidelines & plans	*Social Impact Assessment Guideline for State Significant Projects*

This report has been prepared with reference to the 2023 version of the DPHI SIA Guideline, the version current at the time the project SEARs were issued.

1.2 Approach

The approach to preparing this SIA reflects current industry best practice, including the SIA Guideline. The method is summarised below in Figure 1. A full description of the SIA method is included in Appendix A.

Figure 1: Overview of the social impact assessment process

1.3 The proposed development

The proposal seeks approval for two contemporary warehouse or distribution centre buildings at 230 Martin Road, Badgerys Creek.

Specifically, the SSDA seeks consent for:

- Site clearance works, including the removal of existing structures
- Bulk earthworks and the installation and augmentation of utilities infrastructure and other services
- Construction and operational use of two warehouse or distribution centres containing ancillary manufacturing use in the proposed Lot 1 building with associated parking, landscaping across the site and access
- Other ancillary works including stormwater infrastructure (excluding works to be delivered by public authorities e.g., Park Edge Street and the Regional Stormwater Infrastructure basin) and delivery of the frontage upgrade of along Martin Road to facilitate access to the site.

Specifications of the project are outlined below in Table 2, with the proposed site plan shown in

Component	Details
Project area	The site has a total area of 24.28 ha. Approximately 81,021 sqm will be affected by the project (excluding the potential park edge street which separates ENT land from ENZ).
Proposed use	**Lot 1** Large format warehouse with ancillary office and manufacturing (including steel cutting) **Lot 2** Large format warehouse with ancillary office
Project Description	The project comprises: • Bulk earthworks and site preparation works. • Utility services and stormwater infrastructure (interim and ultimate scenarios) excluding the regional stormwater basin. • Subdivision of the existing allotment into three (3) new allotments. • Construction and operational use of two warehouse and distribution centres with ancillary office and manufacturing (Warehouse 1 only). Approval is sought for the fit-out of Warehouse 1. • Landscaping • Site Access
Subdivision	**Lot 1:** 4.19 ha **Lot 2:** 9.1ha **Lot 3:** 10.52 ha
Warehouse 1 (Lot 1)	• Gross Floor Area (GFA): – Warehouse and distribution centre – 16,465sqm – Ancillary office – 600sqm – Amenities block - 37sqm – Total – 17,102sqm • Maximum Building Height = 12.95m • 24 loading docks • Access: – Truck entry driveway in the northwest corner of the site – Combined car park entry / exit located to the south of the truck entry – Truck exit driveway located in southwest corner of Lot 1
Warehouse 2 (Lot 2)	• GFA: – Warehouse and distribution centre – 18,564sqm – Ancillary office building 2A – 600sqm – Ancillary office building 2B - 504sqm – Total – 19,668sqm • Maximum Building Height = 12.65m • 18 loading docks • Access: – Combined car park entry / exit driveway located opposite Office 2A – Truck entry / exit driveway located to the north of the car park entry / exit
Car parking	**Lot 1:** 86 spaces **Lot 2:** 119 spaces

Component	Details
Landscaping	**Lot 1:** 4,206sqm **Lot 2:** 3,412sqm
Earthworks	Bulk cut and fill will be required to achieve flat pads for industrial development; access to the site from Martin Road; and flood immunity. The proposed surface grading will follow the existing site topography.
Infrastructure upgrades	**Interim:** • The proposal includes provision for on-site stormwater detention that can appropriately service the site from a stormwater management perspective, until such a time as the regional stormwater basin is delivered by Sydney Water. • Noting the low traffic generation proposed, the proposal will have a negligible material impact to the performance of the external road network when compared to the existing site. **Note:** ongoing discussions with Council and investigations are currently being undertaken to determine whether the proposal will generate the requirement for pavement upgrades along a portion of Martin Road. • The proposal includes provision to upgrade the frontage of Martin Road to accommodate the future Collector Road in accordance with the Precinct Plan and Liverpool Aerotropolis 7.12 Contributions Plan (7.12 Plan) by means of a half-width upgrade for the length of the frontage only. • The proposal accommodates the possible future provision of a corridor for the future Park Edge Street – which is not a contributions road and will be delivered by the relevant roads authority (Council), subject to separate planning approval processes. Connections to the Park Edge Street will be provided by a future Riparian Street (contributions road) which is located in the property directly north providing a permeable and accessible solution to the future Park Edge Street. The subject proposal does not propose the dedication of land or carrying out of works for the future Park Edge Street. **Ultimate:** • The proposal will provide connection to the future regional stormwater basin once constructed by Sydney Water and the regional scheme is operational. • The proposal will utilise the future Collector Road and Eastern Ring Road for access to regional road network once delivered. • Ongoing discussions are required with Council (and adjacent landowners) to understand the full extent of upgrades required to Martin Road.
Employment opportunities	**Construction:** 60 FTE jobs **Operation:** 108 FTE jobs
Estimated development cost	$108,866,194 (excluding GST) The Estimated Development Cost (**EDC**) has been calculated in accordance with DPHI's required form and is provided within the EDC Report located at **Appendix T** which also satisfies DPHI's requirements.
Staging/ phasing	The proposal will be constructed over a single construction phase. Note: staged construction certificates would be issued; however, the proposal does not constitute staged development pursuant to the Act.

Figure 2.

Table 2: Project specifications

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Figure 2: Proposed site plan

SOCIAL BASELINE

2.0 THE SOCIAL LOCALITY

This section describes the socio-economic characteristics of the study area, to enable the potential impacts of the proposal to be considered within the local context.

2.1 The Site

The Site is located at 230 Martin Road, Badgerys Creek. It is legally defined as Lot A in DP406215. The land immediately adjoining the Site forms part of the Western Sydney Aerotropolis and is expected to undergo significant transformation. The western portion of the lot is zoned 'Enterprise zone', which permits land uses that complement the functions of the city and the Airport as a 24-hour transport hub.[1]

The Site's surrounding uses include:

- **North:** The adjacent site is operated by Australian Native Landscapes (ANL), a landscaping, agricultural and gardening supplier. Existing improvements at the Site include various warehouse facilities and large stockpiles on the Site. Further north, the area is characterised by agricultural landholdings and some dwellings.
- **East:** bordering the Site to the east is the Wianmatta South Creek waterway which runs north to south and is identified as Crown Land. Across Wianmatta South Creek and to the east are residential properties on large lots.
- **South:** land to the south of the Site is predominantly comprised of agricultural uses. Land directly south of the Site has received SEARs for a concrete batching plant proposed by BORAL.
- **West:** a large brick manufacturing facility operated by CSR (comprising several structures and existing dams) is located to the southwest of the Site on the opposite side of Martin Road. Further west is the Future Western Sydney International (Nancy-Bird Walton) Airport (WSI).

The surrounding uses indicate that the area is in transition following the approval of the Aerotropolis Plans.

[1] Western Sydney Planning Partnership and NSW Government (2019), *Western Sydney Aerotropolis Summary of Key Planning Documents*

Figure 3: Site context

Source: Metromap (2024)

2.2 Regional context

The Site is located within the Western Sydney Aerotropolis and is a short distance east of the new Western Sydney International Airport (WSI), which is currently under construction and is expected to be completed and operational in 2026. Approximately 11,000 hectares of land was rezoned for employment uses in 2020 under the State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 (Precincts SEPP), now State Environmental Planning Policy (Precincts – Western Parkland City) 2021, to support the WSI.

A new Metropolitan Centre (known as 'Bradfield') will be developed to the southwest of the Site in the adjoining 'Aerotropolis Core Precinct'.

The *Western Sydney Aerotropolis Precinct Plan* identifies several other future smaller Neighbourhood Centres nearby the Site, including centres to the north (around Pitt Street), west and south.

2.3 Access to services

Access to the Site is currently provided from Martin Road (north-south), connecting to Elizabeth Drive, the M12 and the future Eastern Ring Road. Currently, the suburb is largely characterised by its existing rural residential lots and rural lands. For this reason, the Site is limited in terms of public transport access.

However, there are several planned future transport initiatives underway in the area associated with the opening of the Western Sydney International Airport in 2026 aimed at improving access to the Airport Precinct and surrounding areas. Planned or in progress upgrades include:

- The *Western Sydney Infrastructure Plan* - M12 Motorway, set to open in 2026
- The Sydney Metro project - Western Sydney Airport Metro line, also scheduled to open in 2026
- Safety and access improvements along Elizabeth Drive (currently in development)
- Development of local and rapid bus connections.

The proposed development is located within a 900 metre walk of an existing bus stop along Martin Road at the intersection with Cuthel Road. This bus stop is serviced by 1 school transport route operating once every week day morning, connecting Martin Road to Cecil Hills High School. The nearest other bus stops are located a 2 kilometre walk, with paired bus stops in Elizabeth Drive. 1 service connects the development site to Cabramatta, which provides additional services to connect the development site through the Sydney CBD. The inbound bus stop accommodates TransLink Route 801, operating 3 trips per day.

In terms of active transport, the Site is relatively limited in terms of active transport options with limited off-road footpaths provided along the surrounding streets. Whilst limited now, the Aerotropolis Precinct Plan highlights the provision of a future Bus and Cycle Network traversing Martin Road in the future, which would significantly improve connectivity.

2.4 Social infrastructure

An audit of social infrastructure in the area surrounding the Site has been conducted using GIS software and has drawn from a range of data sources, including:

- NSW DPHI Points of Interest Layer
- Healthdirect Australia's Service Finder
- Australian Department of Education MySchool database
- Australian Children's Education and Care Quality Authority (ACEQA) Child Care Finder.

What is social infrastructure?

Social infrastructure is comprised of the facilities, spaces, services and networks that support the quality of life and wellbeing of our communities. [2] Social infrastructure is important to a community as it provides the tangible infrastructure to support the safety, health and wellbeing of that community which allows individuals to be happy, safe and healthy, to learn, and to enjoy life. A network of social infrastructure contributes to social identity, inclusion and cohesion and is invariably used by all at some point in their lives, often on a daily basis.

Access to high-quality, affordable social services has a direct impact on the social and economic wellbeing of all community members.

This report has considered the following types of social infrastructure:

- Active and passive recreation – such as parks, sporting ovals and social clubs, halls etc
- Healthcare – general practitioners, allied health, aged care facilities
- Community and culture – libraries and community centres.

This report focuses less on businesses such as retail or commercial services which may claim to offer social benefits or services. While these facilities can provide valuable social functions, the future provision of these businesses in any area is typically market-led and does not benefit from formal government funding.

Social infrastructure currently located nearby the Site are mapped in Figure 4 and identified in further detail in Table 8.

[2] Infrastructure Australia, 2019. *An Assessment of Australia's Future Infrastructure Needs: The Australian Infrastructure Audit 2019*

Figure 4: Social infrastructure

Source: BOCSAR 2023 and Myschool.gov.au (2024)

Table 3: Social infrastructure

ID	Name	Type	Description	Distance from Site
1	Our Lady of Queen Peace	Place of worship	• Catholic church	<800 m
2	Overett Park	Park	• Open space with trees.	<1.5 kms
3	Bill Anderson Park	Park	• Located in Kemps Creek. • Covers an area of 16.6 acres. Park is suitable for walking, and features sports facilities such as a soccer field.	2 km
4	Kemps Creek Public School	Public primary school	• Primary school • 2023: Students: 119 Enrolment cap: 0 Change 2019-2023: – 23%	2 km

Source: NSW DPE (DPHI) (2024), Myschool.gov.au (2024)

As the above figure and table show, there is limited social infrastructure in area of Badgerys Creek surrounding the proposed site. There are no existing aged care, childcare, or healthcare facilities nearby the Site. The nearest school is Kemps Creek primary school, located approximately 2 kilometres northeast of the Site.

In the future, as development occurs in the Aerotropolis, additional social infrastructure is planned by local councils. The Western Parkland City Blueprint includes directions to improve the City's amenity by expanding open space and parks, increasing tree cover and water retention in the landscape and connecting parks and waterways with a network of walking and cycling links. The Bradfield City Centre Master Plan has also been formally adopted, which proposes new public open space areas including:

- A two hectare Central Park located adjacent to the Metro and bus interchange
- A naturally integrated swimming area on Moore Gully

- Major events space on Thompsons Creek for concerts and community events
- New urban greening approaches to provide access to over 36 hectares of public open space on a 114-hectare mixed use site with amenities, shops and jobs
- A Green Loop Aboriginal cultural trail.

2.5 Neighbouring developments

HillPDA investigated both recently submitted and determined Development Applications (DAs) in the vicinity of the Site.

Application number	Name/address	Description	Status
SSD-74191717	Badgerys Creek Industry Park (85 Martin Road, Badgerys Creek)	Construction of a warehouse and distribution facility consisting of three warehouse buildings with ancillary offices and associated services, infrastructure, on-site parking and landscaping	Response to submissions
SSD-76913969	ALDI Automated Distribution Centre (475 Badgerys Creek Road, Badgerys Creek)	Construction and operation of an automated warehouse and distribution centre	Assessment
SSD-97688711	Project Maverick – internal works (225-245 Martin Road, Badgerys Creek)	Construction of a new waste transfer station building, plant maintenance workshop, staff office and amenities and use as a waste transfer station processing up to 300,000 tonnes per year putrescible General Solid Waste, FOGO and wood waste.	Prepare SEARs
SSD-82437463	Badgerys Creek Waste Transfer Station (30-40 Martin Road, Badgerys Creek)	Construction and operation of a compost manufacturing facility, involving the receipt and processing of garden, food and wood waste and a renewable energy (anaerobic digestion) plant, office and educational space and car parking	Prepare EIS
DA-723/2022	50 Martin Road, Badgerys Creek	Demolition of existing buildings, remediation of site, construction of gravel hardstand areas, temporary office, temporary use as depot.	Appeal Upheld (LEC) - s34 Agreement
WSA_MP01 – 475	475 Badgerys Creek Road, Bradfield	Ingham Property Group have prepared a masterplan for this 182-hectare site. A master plan request was lodged in March 2022, which included an indicative structure plan for the Site. The indicative structure plan shows that the Site will predominately comprise 'enterprise and light industry' uses. 'Business and enterprise' and a 'local/neighbourhood centre' are also envisaged.	Approved
n/a	WSI Airport	The *Environmental Impact Statement* and the Airport Plan for the WSI were finalised in 2016. Construction is currently ongoing, with the airport anticipated to open in 2026.	Under construction
SSI 10051	Sydney Metro – WS	A new metro line to service WSI Airport, the Western Sydney Aerotropolis and interchanging with the T1 Western Line at St Marys. Six new stations will be constructed at St Marys, Orchard Hills, Luddenham, Bradfield, and with the airport	Approved July 2021 and under construction

Application number	Name/address	Description	Status
		site (the airport terminal and airport business park).	
WSA_MP02	215 Badgerys Creek Road	The Western Parkland City Authority have prepared a masterplan for Bradfield City Centre. The masterplan is currently under assessment	Approved
WSA_MP03	1675 The Northern Road	Greenfields Development Company are preparing a masterplan for this site for industrial and agribusiness purposes	On exhibition
SSD-48438209	Altis Warehousing Estate, Elizabeth Drive	Construction and operation of a warehouse and distribution centre.	Approved
SSD-58591961	Building 2 Advanced Manufacturing Research Facility	Construction and operation of an advanced manufacturing research facility within the Bradfield City Centre with associated car parking and landscaping.	Approved – proponent is preparing a modification which includes staged construction
SSD-65490715	Central Park, Bradfield City Centre	Construction of the Bradfield City Centre Central Park including associated structures and landscaping works	Approved

The cumulative development impacts from overlapping construction periods of these projects on sensitive receivers and the surrounding community will be addressed in Section 5.11

SOCIAL BASELINE

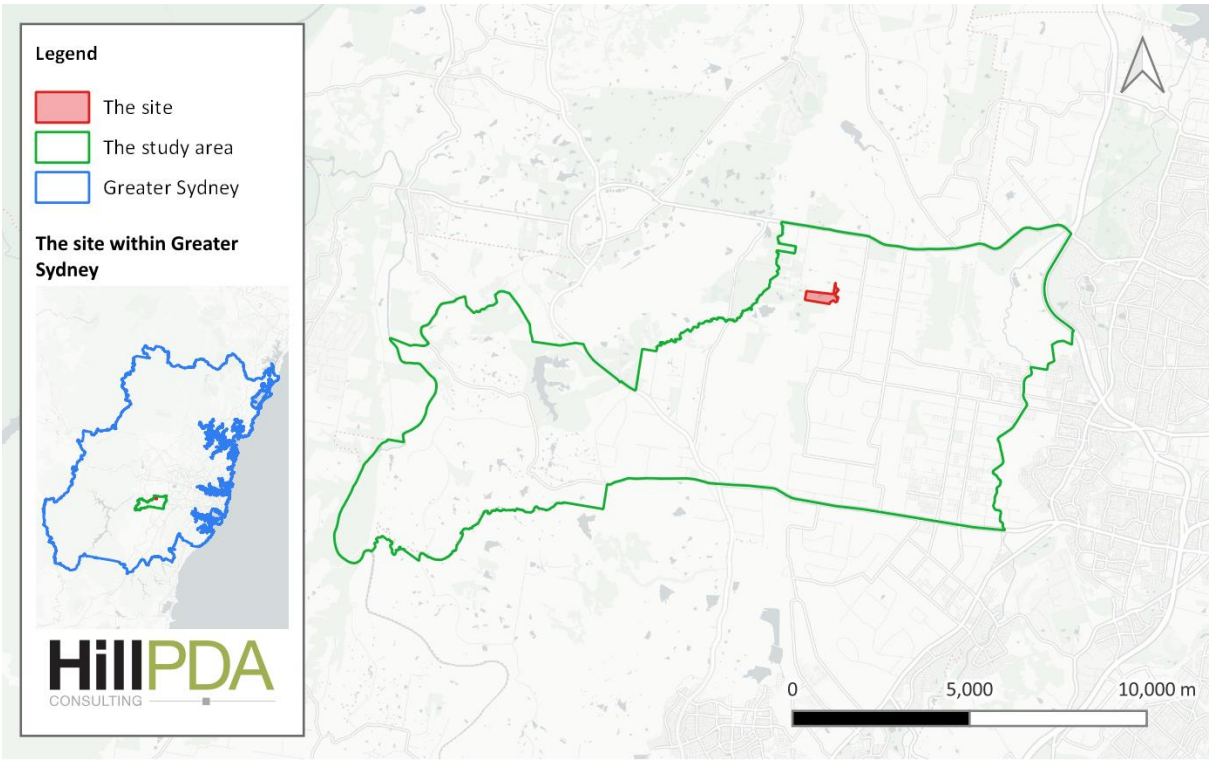
3.0 SOCIAL BASELINE

3.1 Study Area

Based on the previous chapter's review of the social locality and a review of available geographic boundaries, the study area has been defined as Austral – Greendale SA2. For comparison, Liverpool LGA and the Rest of NSW (GCCSA) have been used to compare and assess demographics against the wider region.

The border of the selected SA2 (the study area) in relation to the Site is seen in Figure 5.

Figure 5: Location of study area



Source: HillPDA (2024)

3.2 Demographic snapshot

The table below presents a summary of the salient current characteristics of Austral – Greendale SA2 (the study area).

Population	• In 2021, the study area was estimated to be home to approximately 12,553 residents, living in 4,071 dwellings with an **average household size** of 3.2, equal to that of Liverpool LGA and larger than that of greater Sydney (2.7).
Median age	• At the 2021 Census, the study area's **median age** was 34, equal to the median age for Liverpool LGA (34) and Greater Sydney (37).
Age profile	• In 2021, the **dominant age groups** in the study area were those aged 30-34 years, representing 8.8%of the study area's population, respectively. • There was a slightly higher proportion of residents aged **under 15 years** in Smithfield (21.7%) in 2021 than Greater Sydney (18.4%). • The proportion of **residents of working age** (aged 15-64) was lower in the study area (64.8%) when compared to Greater Sydney (66.4%) in 2021.
Language spoken at home	• In 2021, 53.7 per cent of people spoke a **language other than English** at home, higher than the 37.4 per cent of Greater Sydney's households, and lower than the 60.5 per cent of households in Liverpool LGA. • In 2021, 57.6% of the study area were **born overseas**, compared with 38.6 per cent in Greater Sydney.
Country of Birth	• A similar proportion of residents in the study area were born overseas (42.4%), compared to 43.2% in greater Sydney.
Need for assistance	• At the 2021 Census, approximately 1,526 (5.3%) residents in the study area **required assistance with core activities**, compared to 270,665 (5.2%) in Greater Sydney.
Household type	• At the 2021 Census, 53% of families were **couple families with children**, 31.5% were **couple families without children**, and 14.1% **were one parent families.** • Across Greater Sydney, these proportions were 48.4%, 34.8%, and 15.1% respectively.
Household size	• In 2021, 92.6% of dwellings were separate houses, 3.2% semi-detached, row or terrace houses, townhouses etc and 1.9% flat or apartment. This compares to 55.8%, 12.8% and 30.7% respectively across Greater Sydney. • Dwellings with **4 bedrooms were the most common** in 2021, accounting for 66.3 per cent of the housing stock. While 4 bedroom dwellings were also the most common dwelling type across Greater Sydney, they accounted for only 23.1% of dwelling stock.
Dwelling Type	• At the 2021 Census, 21.6% of **households consisted of five or more persons in** Smithfield, higher than Greater Sydney (11.5%) • There was a slightly larger proportion of **three and four person households** in the study area (37.5%) than across Greater Sydney (34.6%).
Income and expenditure	• In 2021, the **median weekly household income** for the study area ($2,047) was lower than Liverpool LGA ($2,200) and slightly lower than Greater Sydney's ($2,077). • At the Census, 26.5% of the study area's households earned **an income of $3,000 or more per week** in 2021, compared to 32.0 per cent in Greater Sydney and 24.2% in Liverpool LGA. In the same period, 12.2 per cent of households reported a weekly income of less than $650, compared to 14.1% across Greater Sydney and 15.1% in Liverpool LGA. • Meanwhile, the **median weekly rent** was higher in the study area ($500) than across Greater Sydney ($470), and **median monthly mortgage** payments were also higher ($2,500 compared to $2,427). • A higher proportion of households in the study area were experiencing **housing stress** compared to across Greater Sydney. In 2021, 42.1% of rental households in

the study area were paying **rent equal to or greater than 30% of their household income**, compared to 35.3% of Greater Sydney rental households.

- The proportion of households with a mortgage making **mortgage repayments equal to or greater than 30% of household income** was 30.4% in Austral – Greenland compared to 22.1% across Greater Sydney.

Work and employment

- At the 2021 Census, there were 5,464 persons in the l**abour force** in the study area of which 51.0% worked full-time and 25.9% part-time.
- The most **common industries** of employment in the study area were Hospitals (except Psychiatric Hospitals) (3.6%), Road Freight Transport (3.0%), and Supermarket and Grocery Stores (2.9%).

Occupation (top five)	%	Industry of employment (top five)	%
Professionals	18.7	Hospitals (except Psychiatric Hospitals)	3.6
Clerical and Administrative Workers	15.7	Road Freight Transport	3
Managers	14.7	Supermarket and Grocery Stores	2.9
Technicians and Trades Workers	13.4	Vegetable Growing (Outdoors)	2.7
Machinery Operators and Drivers	9.9	Primary Education	2.5

Source: Australian Bureau of Statistics QuickStats (2024),[3] Australian Bureau of Statistics TableBuilder (2024)[4]

3.3 Social advantage and disadvantage

The Socio-Economic Indexes for Areas (SEIFA) are rankings of relative socio-economic status for different geographic areas, within each state and nationally. The indexes rank areas against others of the same geographic type (e.g. Local Government Area or Statistical Area Level 1) based on specific socio-economic metrics.

Each SEIFA index ranks areas based on a weighted sum of selected variables. SEIFA variables are derived from Census data, and cover a range of socio-economic dimensions including housing, income, education, employment and occupation, housing, and others.

The following sections contain analysis of national rankings of Statistical Area Level 1 areas (SA1s) near the Site on two of the four SEIFA indexes:

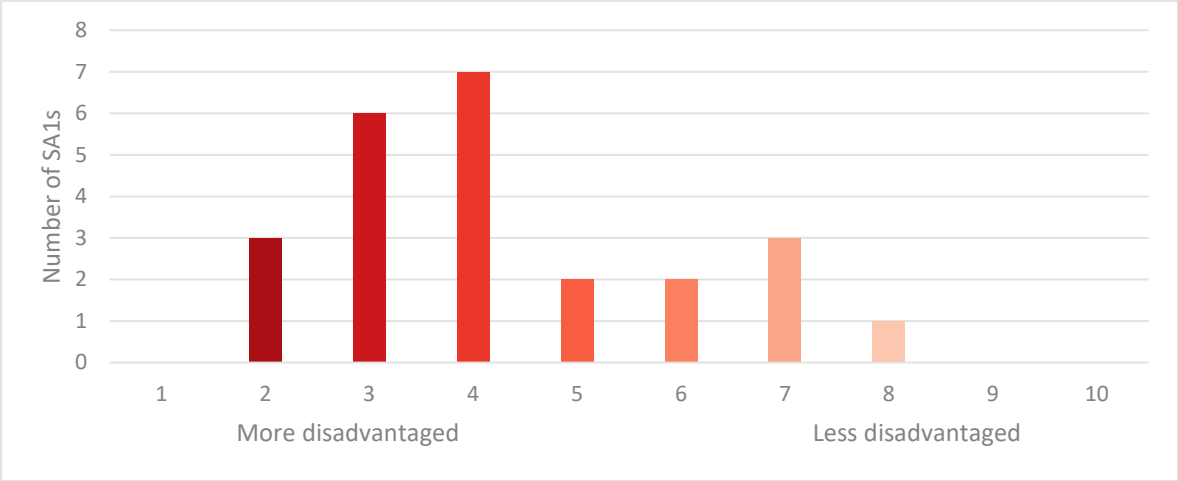
- The Index of Relative Socio-economic Disadvantage (IRSD)
- The Index of Relative Socio-economic Advantage and Disadvantage (IRSAD).

3.3.1 Relative socio-economic disadvantage

The IRSD examines factors such as unemployment, proportion of lower income households, lower education levels or lack of internet access to compare overall levels of disadvantage in areas. The SA1s immediately surrounding the Site have moderate levels of disadvantage, including a mixture of highly disadvantaged and least disadvantaged SA1s. The Site is within an SA1 with an IRSD ranking in the third decile, indicating high disadvantage.

[3] (Australian Bureau of Statistics, 2022)
[4] (Australian Bureau of Statistics, 2022)

Figure 6: Distribution of SA1s near to the Site on the IRSD (national)

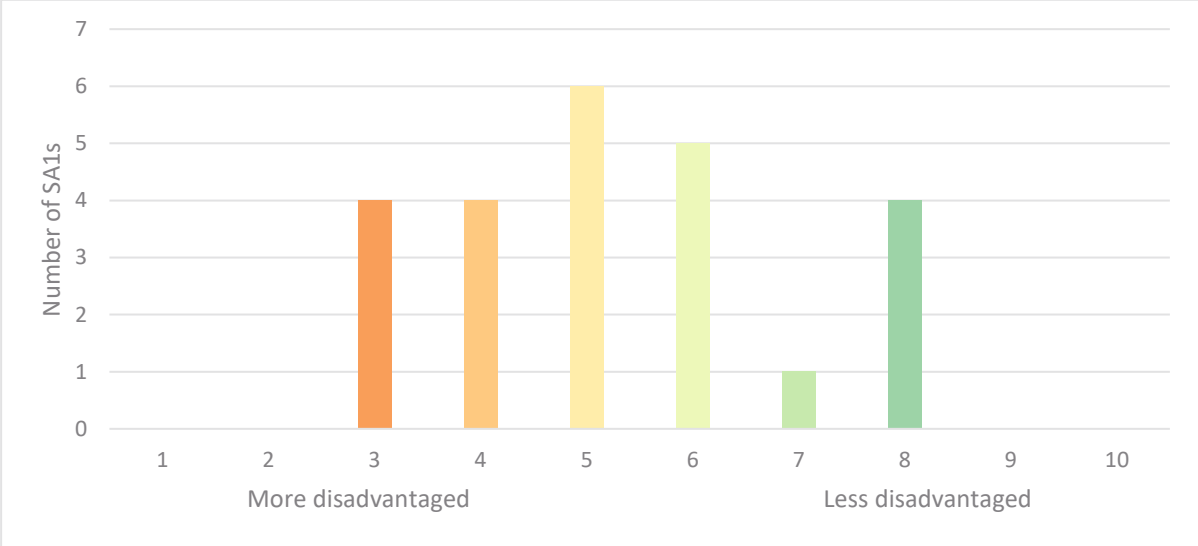


Source: ABS (2021). SA1s for which no score is recorded (low population) have been excluded.

3.3.2 Relative socio-economic advantage and disadvantage

The IRSAD, in addition to the indicators of disadvantage above, examines factors such as professional occupations, high income, higher education levels, larger houses to compare overall levels of advantage and disadvantage in areas. The Site is within an SA1 with an IRSD ranking in the fifth decile, indicating moderate levels of socio-economic advantage and disadvantage in the study area.

Figure 7: SA1s near to the subject cite ranked on the IRSAD using deciles



Source: ABS (2021).[8] SA1s for which no score is recorded (low population) have been excluded.

3.4 Crime

Detailed data is available from the NSW Bureau of Crime Statistics and Research (BOCSAR) for a select range of crime types. To inform our understanding of the social baseline, this section compares the occurrence frequency of these crime types and any observable trends over the two-year period to September 2023. Data for Badgerys Creek, the suburb, is compared against both Liverpool LGA and New South Wales.

These findings are shown in the following tables. It is noted that BOCSAR has not calculated trend data for the selected crime types in Badgerys Creek. This is due to the small number of total incidents.

Table 4 shows data for malicious damage to property incidents for the two-year period to December 2023. Only 2 incidents were recorded in the year to June 2023 in Badgerys Creek, and only 3 incidents were recorded in the following year to June 2024. Due to the low crime count, a statistically significant crime trend and crime rate per 100,000 residents could not be determined for the suburb. Incidents of malicious damage to property in Liverpool and NSW remained stable across the two years to June 2024, with NSW recording a higher crime rate per 100,000 residents.

Table 4: Incidents of malicious damage to property, July 2022 to June 2024 (rate per 100,000 persons)

Year to	To June 2024	Year to June 2023		Year to June 2024	
Area	Trend (2 year)	Count	Rate	Count	Rate
Badgerys Creek	n.c.	1	n.c.	3	n.c.
Liverpool LGA	Stable	1,206	503.0	1,297	541.0
New South Wales	Stable	48,752	597.0	49,940	611.6

Source: NSW Bureau of Crime Statistics and Research (2023)

Table 5 shows incidents of theft (motor vehicle). Too few incidents occurred in Badgerys Creek across the two years for a crime trend to be determined, or for a crime rate (per 100,000 residents) to be calculated. Crime rates increased across both Liverpool LGA and NSW over the period. Liverpool saw an increase of 16.5 per cent per year in motor vehicle theft incidents over the period, and NSW experienced an upward trend of 12.5 per cent per year. Liverpool (LGA) recorded the highest crime rate of the comparison areas.

Table 5: Incidents of theft (motor vehicle), July 2022 to June 2024 (rate per 100,000 persons)

Year to	To June 2024	Year to June 2023		Year to June 2024	
Area	Trend (2 year)	Count	Rate	Count	Rate
Badgerys Creek	n.c.	2	n.c.	2	n.c.
Liverpool LGA	Up 16.5% per year	419	174.8	488	203.5
New South Wales	Up 12.5% per year	13,238	162.1	14,891	182.4

Source: NSW Bureau of Crime Statistics and Research (2023)

Table 8 shows incidents of theft (break and enter dwelling). Once again, few such incidents were recorded in Beaumont Hills and there was insufficient data to identify a trend. Both Liverpool (LGA) and NSW recorded stable crime trends, with NSW recording a higher crime rate per 100,000 population.

Table 6: Incidents of theft (break and enter dwelling), July 2022 to June 2024 (rate per 100,000 persons)

Year to	June 2024	June 2023		June 2024	
Area	Trend (2 year)	Count	Rate	Count	Rate
Badgerys Creek	n.c.	3	n.c.	0	n.c
Liverpool LGA	Stable	500	208.5	509	212.3
New South Wales	Stable	19,127	234.2	20,340	249.1

Source: NSW Bureau of Crime Statistics and Research (2023)

Table 7 presents data on incidents of theft, specifically break-ins and theft from non-dwelling structures, covering the period from January July 2022 to June 2024, measured as rates per 100,000 persons. In Badgerys Creek, insufficient was available, with no reported incidents in the year to June 2023, and only 2 crimes reported in the year to June 2024. Crime rates remained stable for both the wider LGA and state.

Table 7: Incidents of theft (break and non-dwelling), July 2022 to June 2024 (rate per 100,000 persons)

Year to	June 2024	June 2023		June 2024	
Area	Trend (2 year)	Count	Rate	Count	Rate
Badgerys Creek	n.c.	0	n.c.	2	n.c.
Liverpool LGA	Stable	145	60.5	164	68.4
New South Wales	Stable	8,080	99.0	8,372	102.5

Source: NSW Bureau of Crime Statistics and Research (2023)

Table 8 shows incidents of domestic assault between January 2022 to December 2023. No crime trend could be determined for this crime category in Badgerys Creek due to insufficient data. Only 1 incident was recorded over the period for Badgerys Creek in the year to June 2023, and no incidents were reported in the following year. Conversely, both Liverpool LGA and NSW recorded increased incidents per year across the two-year period. Incidents of domestic assault in Liverpool LGA increased by 14.1 per cent per year, and by 6.5 per cent per year across NSW. Liverpool LGA recorded the highest rate of incidents per 100,000 residents.

Table 8: Incidents of domestic assault July 2022 to June 2024 (rate per 100,000 persons)

Year to	June 2024	June 2023		June 2024	
Area	Trend (2 year)	Count	Rate	Count	Rate
Badgerys Creek	n.c.	1	n.c.	0	n.c.
Liverpool LGA	Up 14.1% per year	12,37	515.9	1,411	588.5
New South Wales	Up 6.5% per year	35,059	429.3	3,7332	457.2

Source: NSW Bureau of Crime Statistics and Research (2023)

Table 9 shows there was no discernible trend observed for Badgerys Creek, as it reported only a minimal number of non-domestic assault incidents. Incidence rates for non-domestic assault in Badgerys Creek were also indeterminable. For both Liverpool (LGA) and the wider state, a stable crime trend was recorded over the two year period.

Table 9: Incidents of non-domestic assault July 2022 to June 2024 (rate per 100,000 persons)

Year to	June 2024	June 2023		June 2024	
Area	Trend (2 year)	Count	Rate	Count	Rate
Badgerys Creek	n.c.	1	n.c.	0	n.c.
Liverpool LGA	Stable	908	378.7	1,004	418.8
New South Wales	Stable	32,913	403.1	34,940	427.9

Source: NSW Bureau of Crime Statistics and Research (2023)

Overall, based on our analysis of incidences of selected crime types, Badgerys Creek appears to have very low levels of crime, both compared to the wider Liverpool LGA and to NSW as a whole.

3.5 Key insights

The Site is located in Austral – Greendale SA2. The study area is notable for:

- A **median age** of 34 in 2021, which was equal to the median age for Liverpool and lower than that of Greater Sydney (37). The study area had a slightly higher proportion of residents aged **under 15 years** (19.7 per cent) in 2021 than Greater Sydney (18.4 per cent).
- A higher proportion of people in the study area (68.8 per cent) **spoke a language other than English** at home than Greater Sydney (37.4 per cent)
- A similar proportion of residents required **assistance with core tasks** as Greater Sydney, 5.3 per cent in Austral – Greendale SA2 compared to 5.3 per cent in Greater Sydney.
- A similar proportion of residents in the study area were **born overseas** (42.4 per cent), compared to 43.2 per cent in greater Sydney.
- **Couple families with children** made up a higher proportion of family households in the study area (53 per cent) compared to Greater Sydney (48.4 per cent)
- **Very low-density housing** with a significantly higher proportion of separate houses, accounting for 92.6 per cent of dwelling stock. By comparison, separate houses accounted for only 55.8 per cent of dwelling stock in Greater Sydney

- A larger household size than Greater Sydney, with 21.6 per cent of **households consisting of five or more persons in** the study area, compared to 11.5 per cent in Greater Sydney.
- A **median weekly household income** ($2,047) which was lower than both Liverpool LGA ($2,200) AND Greater Sydney ($2,077) per week in 2021.
- A higher percentage of residents were under housing stress than across Greater Sydney – 42.1 per cent of rental households were paying **greater than 30 per cent of their household income** (35.5 per cent across Greater Sydney), and 30.4 per cent of households with a mortgage were making **mortgage repayments greater than 30 per cent of household income** (22.1 per cent across Greater Sydney).
- **High levels of socio-economic disadvantage**.
- Very **low levels of crime,** both compared to the wider Liverpool LGA and to NSW as a whole.
- Due to its location within a predominantly agricultural setting, there is **limited social infrastructure** in proximity to the Site, with only one social infrastructure facilities being available within an 800 metre radius of the Site (Our Lady of Queen Peace Catholic Church). Due to the sufficient distance provided between the Site and the nearest social infrastructure facilities, it is considered unlikely that they would be impacted by the proposed development.

STAKEHOLDER ENGAGEMENT

4.0 STAKEHOLDER ENGAGEMENT

Community consultation and stakeholder engagement for the proposal has been undertaken by Astrolabe to satisfy the requirements of the SEARs. The engagement process has been undertaken in alignment with DPE's *Undertaking Engagement Guidelines for State Significant Projects*. This chapter summarises the method and findings of stakeholder engagement activities undertaken in relation to the proposal, as detailed in the *Community and Stakeholder Outcomes Report* prepared by Astrolabe Group to accompany the proposal.

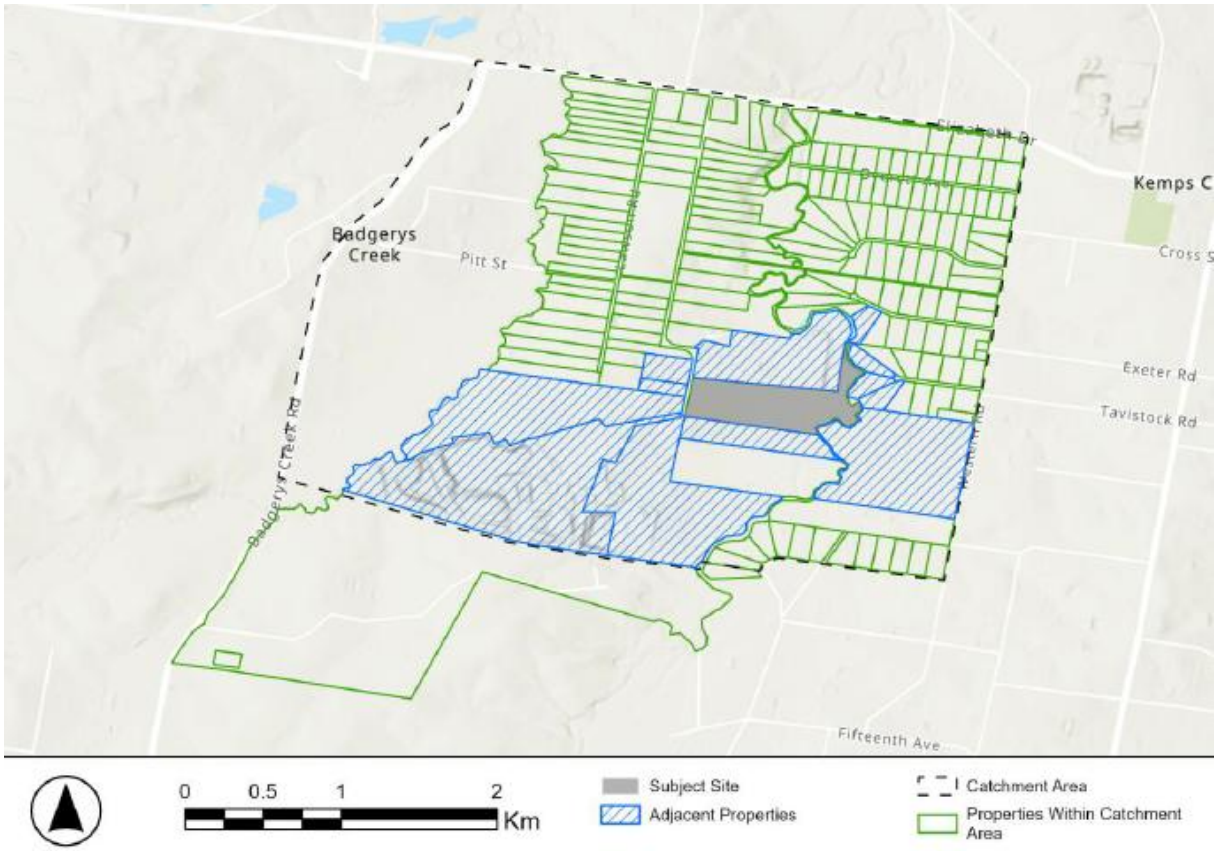
4.1 Stakeholders

Astrolabe Group led the engagement with community stakeholders, including local residents, landowners and businesses, as well as the Gandangara Local Aboriginal Land Council.

The SEARs required engagement with various government agencies and organisations, and utility service providers. Engagement with agencies and utility service providers was conducted separately, with specific consultancies working on the EIS managing interactions with the relevant government and industry stakeholders for their areas of expertise.

Astrolabe Group defined an engagement catchment area using land-use type, infrastructure barriers and natural barriers. Barriers included Elizabeth Drive in the north, Badgerys Creek Road and Western Sydney Airport in the west and Western Road in the east. The Site and surrounding community are shown in Figure 8, which includes landowners and occupiers immediately surrounding the Site that may be interested in or impacted by construction and operation.

Figure 8: Stakeholder mapping



Source: Astrolabe Group (2024)

4.2 Engagement activities

Engagement with the community included a letter box drop to surrounding properties, providing landowners, business owners and residents with information about the proposed development and the opportunity to provide feedback and ask questions through an online survey.

Properties adjacent to the Site were provided with the opportunity to request an individual briefing session due to proximity to the development and increased impact potential. Gandangara Local Aboriginal Land Council was also sent a letter, including the same engagement provisions.

A summary of community engagement activities undertaken by Astrolabe Group is provided below in Table 10.

Table 10: Overview of community engagement activities

Engagement tool	Description and purpose	Stakeholders reached
Online community feedback survey	An online survey to collect feedback on the proposed development and provide community members with the opportunity to ask questions about the proposal.	189 notifications 3 responses received
Letters to adjacent properties	Letters to all properties in the community which border the subject site which outline the proposed development, provide an invitation to meet for an individual briefing session and details of how to access the online community feedback survey.	11 letters sent to properties adjacent to the Site
Letters to local properties	Letters to all properties in the catchment area which outline the proposed development and provide details of how to access the online community feedback survey.	177 letters sent
Letter to Local Aboriginal Land Council	A letter sent to the Gandangara Local Aboriginal Land Council which outlines the proposed development, provides an invitation to meet for an individual briefing and details of how to access the online community feedback survey	1 letter sent to Gandangara Local Aboriginal Land Council

Source: Astrolabe Group (2024)

4.3 Engagement outcomes

Overall, the *Engagement Report* appears to suggest a generally low level of stakeholder concern in relation to the proposed development. Questions were raised with regard to transport connection, site sae and construction timeframes, though no concerns were raised. All queries raised have been addressed by the proponent.

Engagement outcomes are summarised below in Table 11.

Table 11: Summary of engagement outcomes

Theme	Concern or comment provided	Project response
Transport connection	How/will the Site connect to the proposed ring road?	• Project Scoping Report identifies that vehicular access to the Site will be provided from Martin Road. East-west connections from the Eastern Ring Road to Martin Road are envisaged in the future • In December of 2023, Transport for NSW reviewed a strategic business case for the road network in the Western Sydney Airport Precinct, which includes the Eastern Ring Road. Further decisions are with the NSW State Government.
Proposed use of warehouse and other project details	Who is the landowner of the Site?	• Land ownership information for this site is private. Property development and asset manager EMKC3 is the overall manager of the State Significant Development proposal
	What is the proposed usage for the warehouse?	• The Project Scoping Report identifies that there will be two large format warehouses built on the Site as part of the proposal • Warehouse 1 is expected to be occupied by a steel manufacturing company named 'Metroll'. Within Warehouse 1, there will be an ancillary manufacturing component, which will involve steel cutting and processing prior to distribution to the market • The floorspace for both warehouses (1 and 2) is expected to be used primarily for warehouse and distribution centre purposes, as well as ancillary offices and loading docks to support warehouse operations.

Theme	Concern or comment provided	Project response
Development timeframe	Are there details about the project timeframe?	• The project Scoping Report identifies that the development will be built during a single construction phase once the appropriate Construction Certificates (CCs) have been issued

4.4 Aboriginal stakeholder consultation

Engagement with Aboriginal stakeholders was undertaken by Artefact in preparation of their Aboriginal Cultural Heritage Assessment (ACHA) report and an updated Addendum report[5]. Consultation was initiated on 2 September 2021 requesting registration of interest for the project and lapsed on 9 June 2022 following the review process of the original ACHA. To ensure requirements of continuous engagement were adhered to, Aboriginal community consultation was reinstated in November 2023.

Artefact contacted several organisations by email on 9 November 2023 requesting the details of Aboriginal people who may hold cultural knowledge relevant to determining the Aboriginal significance of Aboriginal objects and/or places within the local area. An advertisement in The Daily Telegraph on 14 November also invited participation, resulting in the registration of 24 Registered Aboriginal Parties (RAPs).

On 19 December 2023, a copy of the addendum ACHAR methodology was emailed to the RAPs. Responses included two RAPs that agreed with the methodology, one that provided feedback on the RAP engagement process, and one that noted their agreement with establishing an exclusion zone around the perimeter of the area of potential archaeological deposits (PAD) to prevent inadvertent impacts during works.

Consultation with Aboriginal stakeholders was also an important part of developing the Connecting with Country Framework by Ngurra Advisory as part of the SSDA submission. This process aimed to ensure that the Darug and broader First Nations community will be able to see their culture and history represented throughout the proposed development. As part of the Connecting with Country process, engagement activities involved face-to-face interviews with Elders, community organizations, and leaders.

4.5 Next steps

It is recommended that consultation and engagement continue to be undertaken through all future stages of the proposal, including formal notification to be undertaken by DPHI during the assessment period of the SSDA. This will provide further opportunities for engagement to occur between the proponent, key stakeholders, community groups and interested parties including adjoining or nearby receivers.

[5] Artefact (2024), *230 Martin Road, Badgerys Creek Addendum Aboriginal Cultural Heritage Assessment Report*

IMPACT ASSESSMENT AND PREDICTION

5.0 IMPACT ASSESSMENT AND PREDICTION

This chapter details the potential social impacts to arise from the proposed development. The method for the social impact assessment is described in Appendix A. Each potential impact is assessed based on level of impact, the likelihood of impact, the significance of impact, and a social risk rating matrix.

5.1 Way of life

Definition

Way of life refers to how people live, how they get around, how they work, how they play, and how they interact on a daily basis. It can include impacts on people's daily routines caused by construction activities and/or operational arrangements. Impacts on people's commuting/travelling times, their experience of travel, and their ability to move around freely. Impacts on people's experience of privacy, peace, and quiet enjoyment, especially if affected by increased noise. Impacts on people's general experience of life in their community, especially if the project might cause a 'tipping point' of cumulative impacts on their lives (e.g. through property acquisitions, severance of communities, or major disruption during construction).

5.1.1 During construction

The construction process has the potential to affect way of life of through disturbance to the neighbourhood and changes in amenity, particularly for sensitive receivers within the surrounding area, causing changes in routines and day to day activities. Sensitive receivers for this project will include residential properties, businesses and other industrial uses.

During construction, the following may affect local amenity:

- The introduction of construction facilities
- Noise and dust arising from construction activities
- Unpleasant odours
- Increased traffic volumes and/or congestion.

These can have a range of impacts to way of life, including:

- Loss of peace and quiet for workers, businesses and any residents near the Site with consequential impacts to surroundings, way of life and health and wellbeing
- Disturbance, inconvenience and safety concerns caused by construction vehicle movements and increased congestion on surrounding roads impacting travel times, access to services and livelihoods for residents, workers and businesses in the surrounds
- Potential for interruptions to daily life caused by interruptions to utilities service(s) for neighbouring residents and businesses
- Disturbance to workers (at nearby businesses or working from home) and students' ability to concentrate with associated impacts to productivity and stress levels.

A range of mechanisms can be applied to minimise any potential construction impacts on amenity. Such mechanisms are employed by most building contractors and are designed once the construction process is confirmed. The mechanisms tend to focus on addressing issues such as demolition and construction staging, noise, air and water quality, construction traffic management, pedestrian safety and site management and may include simple but effective measures such as screening, noise mitigation at source and varying work hours.

The Noise and Vibration Impact Assessment (NVIA) prepared by Renzo Tonin and Associates assessed the noise and vibration impacts, of both the construction stage and operation stage of the warehouses, against relevant

industry standards. The report indicates that that construction noise levels are generally expected to comply with the Noise Management Levels during standard construction hours for nearby affected receivers, except when high-noise generating equipment, such as rock hammers, are in use. However, construction noise levels at the nearby industrial premises (210 Martin Road, Badgerys Creek) may exceed noise management levels when construction activities occur nearby. Once a contractor is appointed and a more specific construction methodology is developed, a further assessment will be required to establish the necessary mitigation measures to manage construction noise.

During construction, there may be disruptions to traffic flow and increased traffic generation on local roads as a result of the construction of the development. The contractor, once appointed, should prepare a detailed *Construction Pedestrian and Traffic Management Plan (CTMP),* prior to the commencement of any construction activities. This document would assess the proposed access and operation of construction traffic associated with the proposed development with respect to safety and capacity.

Construction impacts are by nature temporary, as they occur during the construction phase of the project only. Construction impacts to amenity are generally experienced by receivers in close proximity to a construction site. As such, a short-term reduction in way of life may impact the neighbouring properties within the immediate vicinity of the Site. It would be appropriate for the proponent to engage with neighbouring occupants regularly throughout the construction period to inform them of construction timelines and potentially disruptive activities, with information about expectations of scale and severity and mitigation standards that will be met.

With appropriate mitigations in place, social impacts arising from construction at the Site to nearby residents are likely to be low.

5.1.2 During operation

New developments can increase noise levels within their surrounds as a result of traffic, building activities or mechanical plant. The introduction of more jobs on the Site will increase the number of people accessing the Site, and therefore congestion on surrounding transport and street networks, thereby potentially impacting routines and daily travel patterns. Exposure to noise from these changes may affect the function of businesses and operations, especially where a business is dependent on a quiet environment. Noise may also affect the way people use space, their ability to communicate and the way individuals undertake daily activities. Heightened annoyance, stress and sleep disturbance can also impact productivity and wellbeing.

Potential sources of noise associated with the operation of the proposed development have been identified as truck movements within the warehouse facility, including warehouse trucks, passenger vehicle movements and car parking, warehouse loading dock receiving and dispatching activities, internal warehouse activities and building services. It was found that these activities have the potential to exceed recommended noise levels. Mitigation measures were suggested (summarized in section 5.1.3). If implemented, the *NVIA* concluded that the predicted noise levels are expected to meet the project noise trigger levels for the residences east of the Site in Kemps Creek. Additionally, as the Badgerys Creek area will be affected by aircraft noise, the area is not suitable for noise sensitive land uses such as residential development. Noise concerns will therefore be less significant in an area focused on employment generating uses.

The operational traffic impacts associated with the proposed development have been reviewed by Modus Transport and Traffic Engineering as part of the *Traffic Impact Assessment (TIA),* with a particular on heavy vehicle traffic and road noise. Based on current traffic volumes on Martin Road, the operational traffic from the development is expected to exceed the Road Noise Policy (RNP) guidelines during the initial stage of operation. However, it is anticipated that the requirements will be met on the broader road network. Additionally, with future road network upgrades already in planning, the overall changes in traffic noise levels would likely be addressed as part of these upgrades, in line with RNP guidelines.

Benefits to way of life are likely to flow from additional employment being located within an area zoned to facilitate enterprise and employment-related land sue activities, improving employment access for local residents and the broader community. This would have positive impacts to way of life, and livelihoods. These benefits would be felt both by future residents of the proposal and by the community more broadly.

5.1.3 Mitigation and management

The Acoustic Assessment provides recommendations that aim to limit the impacts of noise during operations. These include:

- Multiple tenancy warehouse management - it is important that there is a management system in place, which helps control the noise emissions from each tenancy so that the cumulative noise emissions achieve below the maximum cumulated noise limits and a single tenancy does not take up the entire allowance
- Noise compliance monitoring
- Minimising concurrent use of mobile plant near hardstand openings (i.e.. ground floor exit) and/or limiting their use to the less sensitive daytime and evening periods.
- Minimising use of reversing alarms by providing forward manoeuvring where practicable.
- Switching vehicles and plant off when not in use.
- Keeping equipment well-maintained and operating it in a proper and efficient manner.
- Training staff and drivers on the effects of noise and the use of quiet work practices (eg informing drivers of the noise impacts from sudden braking or accelerating, bangs and clangs, etc).

The NVIA also includes a recommendation to prepare an *Operational Noise Management Plan*. As part of this, there should also be regular reviews of on-site noise mitigation and management practices to incorporate and capture opportunities for reductions of site noise emissions, with considerations of the following:

- Review of noise reduction opportunities during changes or refinements of site noise generating activities (i.e. new tenant/change of tenant).
- Reviewing noise levels of plant, equipment and activities, during both ongoing compliance checks and in response to complaints.
- Improvements in Best Management Practice.

The implementation of the above measures would assist in mitigating the potential noise impacts generated from the proposal. In these circumstances, the potential social impacts to way of life through increased noise is expected to be adequately addressed. Additional noise monitoring will be required once all tenants are known, and their proposed operations are clear. However as noted, noise impacts are limited with future aircraft noise making the surrounding area unsuitable for noise sensitive land uses.

5.2 Community

Definition

Community refers to the composition, character, cohesion, function, and sense of place that people experience. There are several aspects to community impacts, including:

- **Composition**: impacts on demographic characteristics and community structure. Can be changed by in-migration and out-migration over time, including the presence of newcomers and loss of longer term residents or sections of the community. Also inflow/outflow of temporary residents, e.g. during construction.
- **Character:** Impacts on a community's shared identity and attributes, and natural and built features that people value. Can be affected by changes to buildings, vegetation, landscapes, land uses/industries, or land ownership and management.
- **Cohesion and function:** Impacts on social connections, interrelationships, networks and interactions, trust and cooperation, participation in community activities and institutions, and the potential for harmony or conflict. Lack of cohesion can result in social dislocation, alienation, division, dispossession, tensions, impoverishment, and crime.
- **Sense of place**: Impacts on feelings of belonging in a place, or identity with a place, which may derive from cultural or historical connections.

5.2.1 During construction

While construction activities typically have the potential to impact upon the community's sense of place. However, with the lower aesthetic value of the existing structures on site and the relatively low population, it is not considered that the proposed construction activities would impact upon any of the matters considered under community. Proposed construction activities are also not going to lead to separation of any community groups. The development and implementation of standard measures as part of a construction management plan shall assist in mitigating any potential impacts on surrounding residents.

Some community concerns may arise in relation to the significant change in character of the area from rural and residential to industrial, aligned with broader changes to the precinct and Western Sydney region, as it evolves and transitions into the future. However, the proposed use outlined in the proposal is supported by strategic planning objectives. The *Greater Sydney Region Plan*, for example, includes the following objectives:

- Objective 15: The Eastern, GPOP and Western Economic Corridors are better connected and more competitive.
- Objective 16: Freight and logistics network is competitive and efficient
- Objective 20: Western Sydney Airport and Badgerys Creek Precinct are economic catalysts for Western Parkland City
- Objective 23: Industrial and urban services land is planned, retained and managed.

The *Western Sydney Aerotropolis Precinct Plan for Badgerys Creek* also specifically identifies that Badgerys Creek, being affected by aircraft noise, is not suitable for noise sensitive land uses such as residential development. Instead, it will provide land for a range of employment generating uses that will benefit from proximity to the Western Sydney Airport. Specific Precinct objectives or Badgerys Creek include:

1. Develop industries that leverage access to freight transport networks including the M12 and Elizabeth Drive
2. Take advantage of proximity and direct access to the Western Sydney Airport for the production of goods for export.

5.2.2 During operation

The proposed development concerns the construction of two warehouses in an existing rural area that will form part of the future Western Sydney Aerotropolis. As such, the proposal is considered to be consistent with community expectations around the future character of the surrounds. The Site is located away from residential development, thereby having a minimal effect on the community. The social infrastructure review in section 4.5 revealed no potentially sensitive land uses nearby the Site. Furthermore, of the community stakeholders contacted as part of the engagement process, none provided feedback or raised concerns with regard to the proposed development.

The existing community is relatively small and dispersed throughout the study area, however this will change significantly with the development of Western Sydney Airport and surrounds. The former rural residential community of the area will be replaced with a new workforce, and logistics and transport will be key industries of employment in the future region. By creating additional employment opportunities, the proposed development would provide benefits to community cohesion and resilience by adding many opportunities for meaningful engagement in the workforce. The proposed development also creates more opportunities for residents in the area to work closer to home, thereby adding to time that they can spend with their families and in their communities.

5.2.3 Mitigation and management

No significant community impacts have been identified, so no specific mitigation or management mechanisms are proposed.

5.3 Access

Definition

Access refers to how people access and use infrastructure, services and facilities, whether provided by local, state, or federal governments, or by for-profit or not-for-profit organisations or groups. It includes impacts on how people use roads and other access routes; severance, restrictions, and/or improvements in access. It also includes the impacts of a project (including project-related transport) on pedestrian routes and people's access to schools, medical services, community services, and businesses.

5.3.1 During construction

During construction, changes to the road, public transport and active transport network may arise from alterations or disruptions to the local road network and additional vehicle movements. During the construction period, the Site will attract traffic movements associated with construction workers arriving and departing, in addition to deliveries of construction materials (including delivery vehicles, cranes and concrete trucks). F Further details of construction activity, staging and mitigation measures have been detailed within the *CTM,* prepared by Modus.

Construction activity also has the potential to temporarily affect access to essential infrastructure, including gas, electricity, water, sewerage, and telecommunications. Although short-term impacts to neighbouring premises' ability to access utilities services may be possible during the construction phase of the project, any impacts would be short term and arranged with the affected parties in advance.

5.3.2 During operation

The proposed development may result in temporarily changed access arrangements to the Site. As the proposed development is located within the future Western Sydney Aerotropolis, which aims to provide significant development in the areas of Aerotropolis Core, Badgerys Creek, Wianamatta-South Creek and Agribusiness, it is

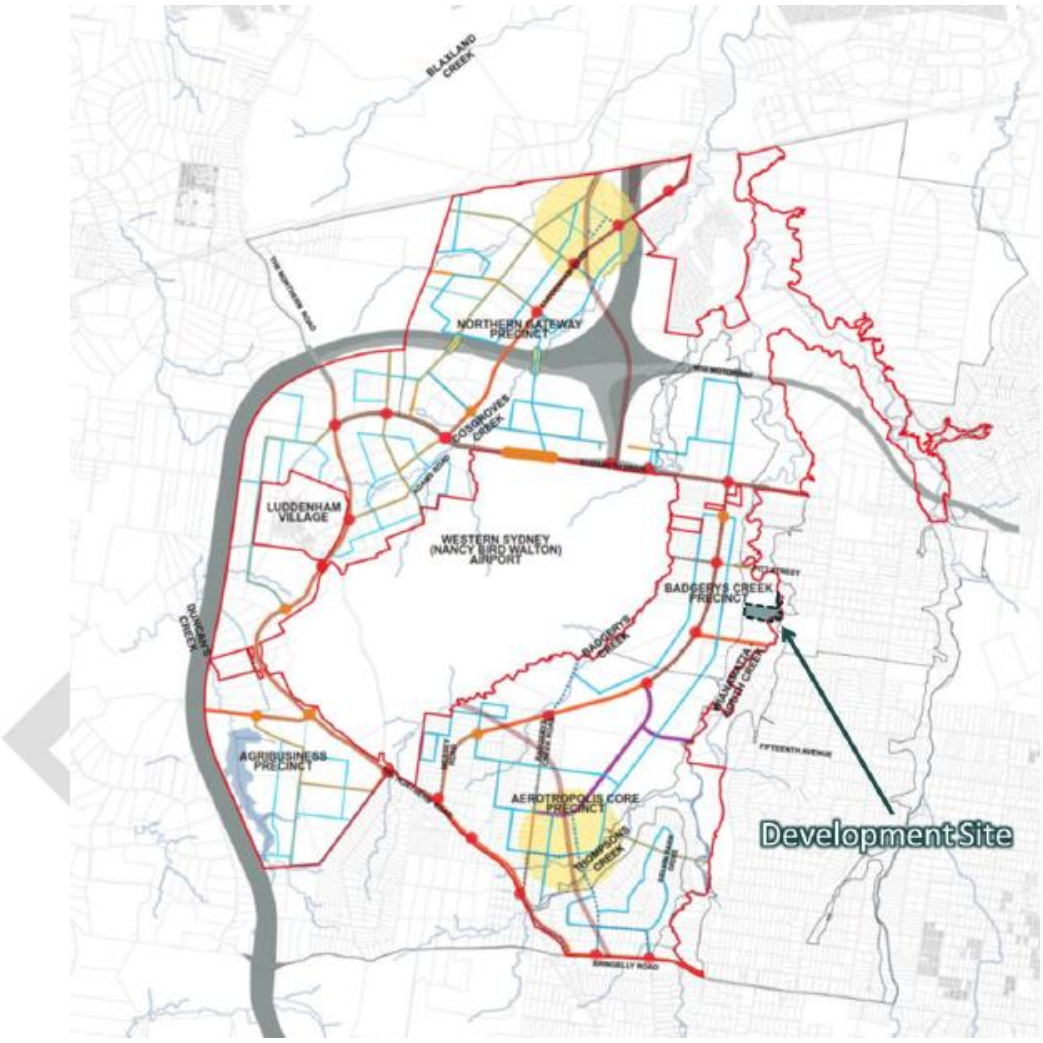
expected that significant growth will occurs in the future. Considering future upgrades to the surrounding traffic network, the TIA concluded that future intersection operates within acceptable performance thresholds until 2032 and that overall, the proposed development acceptable from a traffic engineering perspective.

The *TIA* anticipates that loading, servicing, and waste vehicles will primarily enter the Site through two access points on Martin Road. One will be a consolidated all-movements access for both warehouse tenancies, and there will be an entry-only access for Lot 1. Light vehicles and refuse collection vehicles will also have their own access points. The Lot 1 car park will have an all-movements access via Martin Road, and Lot 2 will have a similar all-movements access. This setup is designed to ensure smooth traffic flow while minimising disruption on nearby roads.

In terms of pedestrian access, to ensure the proposed development integrates well with the proposed future upgrades as part of the Western Sydney Aerotropolis, the proposed development has provided pedestrian footpaths through the Site. These footpaths connect pedestrians from the car parking area to the office building provided on site. Given the location of the development site, Modus expects that there will be low levels of foot traffic along Martin Road. Notwithstanding this, the pedestrian sight triangles at the development site will remain clear of obstruction. The *TIA* notes that while the location of the future pedestrian path along Martin Road is currently unknown, the development has provided provision for a connection to the future shared pedestrian path.

It is noted that public transport in the vicinity of the Site is currently limited (see section 2.3). As the Site is located within an area set to undergo significant transformation, additional public transport services in the area will be provided as the area continues to develop. The *Western Sydney Aerotropolis Precinct Plan* outlines that a local bus route will be provided within close proximity of the Site as illustrated in Figure 9. The local bus route is within a 400m walk to the development which indicates that the development will be within a walkable catchment. The location of bus stops has not been detailed in the Precinct Plan and is expected to be developed as developments in the area are provided.

Figure 9: Future transport - Western Sydney Aerotropolis Precinct Public Transport Facilities



Source: DPHI (2023) and Modus Transport and Traffic Engineering (2024)

Any new development has the potential to impact upon access arrangements to existing social infrastructure within an area. In this instance, the proposed development concerns the construction of warehousing and logistics facilities, being a place of employment. Given the limited social infrastructure offered in the immediate area (see section 2.3), it is anticipated that employees would most likely access social infrastructure at their area of residence, rather than their place of work. The impact of the proposed development on services and facilities is likely to be insignificant.

5.3.3 Mitigation and management

Potential impacts to access during construction would be mitigated through the implementation of a CTMP. A CTMP could include measures, such as:

- Traffic control to be provided to manage and regulate traffic movements during construction
- Construction and delivery vehicles entering or leaving the Site compound and/or construction sites o use arterial roads , where possible
- Traffic movements to be scheduled to non-peak traffic periods where possible
- Clear signage and alternate pedestrian routes should be organised if footpaths are affected.

5.4 Culture

Definition

Cultural impacts refer to both Aboriginal and non-Aboriginal culture, including shared beliefs, customs, values, and stories, and connections to country, land, waterways, places, and buildings. Specifically, it encompasses impacts on people's values, customs, and beliefs associated with (or embedded in) the Site or locality, e.g. as secondary effects of changes to scenic quality, landforms, or water flows. Strengthening of community values and culture through project design elements. There are also potential intangible cultural impacts, particularly concerning Aboriginal cultural heritage, with risks of 'cultural or spiritual loss' (i.e., loss or diminution of traditional attachment to the land or connection to country, or loss of rights to gain spiritual sustenance from the land).

5.4.1 During construction

Construction activities have the potential to impact on community and culture through impacts to Aboriginal and Non-Aboriginal historic cultural heritage during construction. This is often through disturbance of archaeological items or otherwise culturally significant locations by construction activities. An *Aboriginal Cultural Heritage Assessment (ACHA)* has been prepared by Artefact Heritage to accompany the proposal.[6] As a component of this assessment, consultation was undertaken with 24 Aboriginal stakeholders (individuals and organisations) who identified themselves as Registered Aboriginal Parties (RAP). Field surveys were also undertaken, which found that the area had been historically disturbed by land clearing and farming activities. As the Site is located within a flood zone, the soil was found to have been impacted by erosion, agriculture, and flooding, resulting in compromised agricultural integrity. The *ACHA* therefore concluded it to be unlikely that significant archaeological deposits remain intact.

This conclusion was supported by similar findings in a nearby lot, where low-density artefact scatters were discovered, though were determined to be of low archaeological importance. Overall, this suggests that any remaining artefacts are likely to be sparse and not of high research value, indicating that most of the study area has low Aboriginal archaeological sensitivity.

Overall, the *ACHA* found that the proposal would not impact any Aboriginal sites or areas of Aboriginal sensitivity. Although one potential archaeological deposit site was discovered. While it would not be impacted by the proposed works, the proximity of the Site to the proposed works boundary places the Site at risk of inadvertent impact.

A *Statement of Heritage Impact (SoHI)* was also prepared by Artefact to accompany the SSDA, examining built heritage and non-Aboriginal archaeological values of the Site.[7] No surface archaeological remains or significant built heritage were identified within the study area during the Site inspection or desktop review, and no evidence of potential archaeological deposits or former structures was identified. Accordingly, the Site has no heritage significance on which construction activities could impact.

5.4.2 During operation

The proposal is unlikely to substantially change the existing function of the Site within the community and the operation of the proposal is unlikely to impact upon any culturally sensitive locations or activities. The site is considered to have a low impact. Despite a survey of the Site revealing a potential archaeological deposit, the *ACHA* found that the proposal would not impact any Aboriginal sites or areas of Aboriginal sensitivity. As such, the proposal is considered unlikely to have any impacts on culture through impacts Aboriginal and Non-Aboriginal heritage.

[6] Artefact Heritage (2024*), 230 Martin Road, Badgerys Creek Aboriginal Cultural Heritage Assessment:*
[7] Artefact heritage (2024), *230 Martin Road, Badgerys Creek Statement of Heritage Impact*

5.4.3 Mitigation and management

Implementation of the recommendations and mitigation measures as identified in the *ACHA*. These include:

- Prior to the commencement of ground disturbing works, an exclusion zone would be established around the boundary the Potential Archaeological Deposit site
- In the event that unexpected finds occur, all work to immediately cease. The find mut be left in place and protected from any further harm.
  - If an Aboriginal heritage object is uncovered, Heritage NSW must be notified immediately
  - If human skeletal remains are uncovered, all work must cease, and NSW Police contacted
- The proponent should continue to communicate with RAPs about the management of any Aboriginal cultural heritage sites or discoveries within the study area throughout the life of the project, should any be identified
- All contractors undertaking earthworks in the study area should undergo an induction on identifying Aboriginal heritage sites and objects.

5.5 Health and wellbeing

Definition

Health and wellbeing concerns both physical and mental health, especially for those who are highly vulnerable to social exclusion or substantial change, plus wellbeing of individuals and communities.

This includes health impacts and well-founded concerns/fears about health impacts associated with noise, dust, odour, vibration, lighting, and toxic materials. It also includes:

- Stress, anxiety, and uncertainty - or hopes - about a Project, about changes to adjacent uses, and about cumulative change to a neighbourhood
- Psychological stress and fears/hopes for the future. Potential impact of the project on social behaviours such as alcohol/drug use, domestic or other violence
- Impacts of project elements on ability to sleep, people's general health and wellbeing, and overall community health.

5.5.1 During construction

The proposal could have potential health and wellbeing impacts to neighbouring residents and workers during construction through exposure noise and vibration from construction works and vehicle movements. This has been considered in section 5.1.

Construction activities can produce a range of environmental disturbances that can produce health impacts, including:

- Loud and continuous noise or vibration disturbance from activities such as piling, cutting or drilling could impact upon nearby residents' health and wellbeing.
- Dust and unpleasant odours arising from exposed loads or the operation of machinery could impact upon air quality
- Residents and workers could also experience impacts to mental health caused by increased stress through loss of convenience, increased noise, sleep disturbance for shift workers and loss of amenity. Construction impacts are considered to be temporary, as they will be present only while construction is occurring. Construction impacts on local amenity are also generally to be contained within close proximity to a construction site. Additionally, the low baseline population in the areas surrounding the Site will also reduce the risks of people's health and wellbeing being impacted during construction.

An *Air Quality Impact Assessment (AQIA)* was undertaken by NorthStar, which found that given the scale of the development, it is anticipated that management of potential short-term fugitive dust impacts associated with the construction phase would be managed through the implementation of a *Construction Environment Management Plan (CEMP),* including a *Construction Air Quality Management Plan*.[8] Northstar concluded that the implementation of a site-specific *Construction Air Quality Management Plan* would likely result in the appropriate management of air quality impacts during the construction phase.

With appropriate mechanisms to manage impacts from construction in place, the social impacts arising from works at the Site to nearby residents are likely to be low. To mitigate the potential negative impacts to wellbeing from construction of the proposal, measures can be taken to reduce the spread emissions from the Site. Such measures may include temporary screening, restricted work hours, substitution of disruptive equipment, or providing on-site residents and neighbouring properties with advanced warning of any potentially disruptive works. It may be beneficial to consult with staff at the existing facility to aid in developing work hours and protocols tailored to the specific works and identified sensitive receivers to help reduce the impacts to residents at the Site. Neighbouring properties should also be provided with contact details and mechanisms to raise complaints about construction impacts. Through the implementation of these mitigations, potential impacts to health and wellbeing during construction are expected to be minor.

5.5.2 During operation

The potential for increased risk to health has been considered including risk arising from disposal of waste, increased traffic emissions and dust during construction, and any air quality impacts in the operation phase. Traffic movements could potentially generate some small increases in emissions, which could have a very minor impact on the health of workers in the immediate surrounds. However, this presents a low level of risk due to the very minimal number of pedestrians in the area.

The *AQIA* concluded that the operation of the proposed development is not predicted to result in any additional exceedance of the air quality criteria. Good site management practices, such as the minimisation of vehicle idling whilst on site, would be sufficient to ensure that impacts are minimised during warehouse operation. In terms of cumulative operational impacts, whilst the Site is located in close proximity to a number of industrial activities, the low incremental impacts associated with the warehouse operation is not likely to result in adverse cumulative impacts at surrounding receptor locations.

Once operational, the proposed development could also result in positive impacts on the health and well-being of workers and site users. Once activated, the Environment and Recreation (ENZ) zone will provide amenities that enhance both physical and mental well-being. Landscape Plans incorporate green spaces with the retention of existing trees and introduction of native species, resulting in high quality open areas that connect with South Creek. It is intended that this will result in a flexible recreation area that encourages physical activity, potentially improving the overall quality of life for site users.

5.5.3 Mitigation and management

Despite the *AQIA* concluding that the level of activity being performed at the Site would result in the achievement of all air quality criteria, even following the adoption of potential worst-case operating conditions, potential impacts from construction activities should still be mitigated by standard project mitigation measures as part of the *CTMP.* These would include measures to mitigate potential health risks associated with air quality and hazardous materials used during construction, with mechanisms such as covering loads and wetting exposed piles. The report found that good site management practices, including the observation of speed limits on site, and the minimisation of vehicle use (through avoidance of engine idling) would be sufficient to ensure that off-site impacts are minimised.

[8] Northstar (2024), *Badgerys Creek Warehouse - Air Quality Impact Assessment*

A *CTMP* should be developed to address traffic, parking, and pedestrian safety for workers, pedestrians, and the community. Key mitigation measures could include:

- All truck loads to be securely covered during transportation
- On-site vehicle speed limits will be enforced with adjustments allowed based on weather and safety conditions
- Material deliveries and spoil removals to occur only during approved construction hours
- Drivers be required to yield to pedestrians, with adequate signage provided to mark safe walking areas.

5.6 Surroundings

Definition

Impacts to surroundings can include access to, and use of, services that ecosystems provide, public safety and security, access to and use of the natural and built environment, and its aesthetic value and amenity. It extends to impacts on:

- Anything provided by the environment and that is useful for people (e.g. food and clean water supply, flood or fire defences)
- Safety of pedestrians, children, drivers, and cyclists
- Levels of crime and violence, perceptions of crime, safety, and security (especially for women)
- Loss or enhancement of public spaces
- The perceived quality and uses of a natural or built area, including the valued features, soundscape, and aesthetics of a place and how people use or appreciate it.

5.6.1 During construction

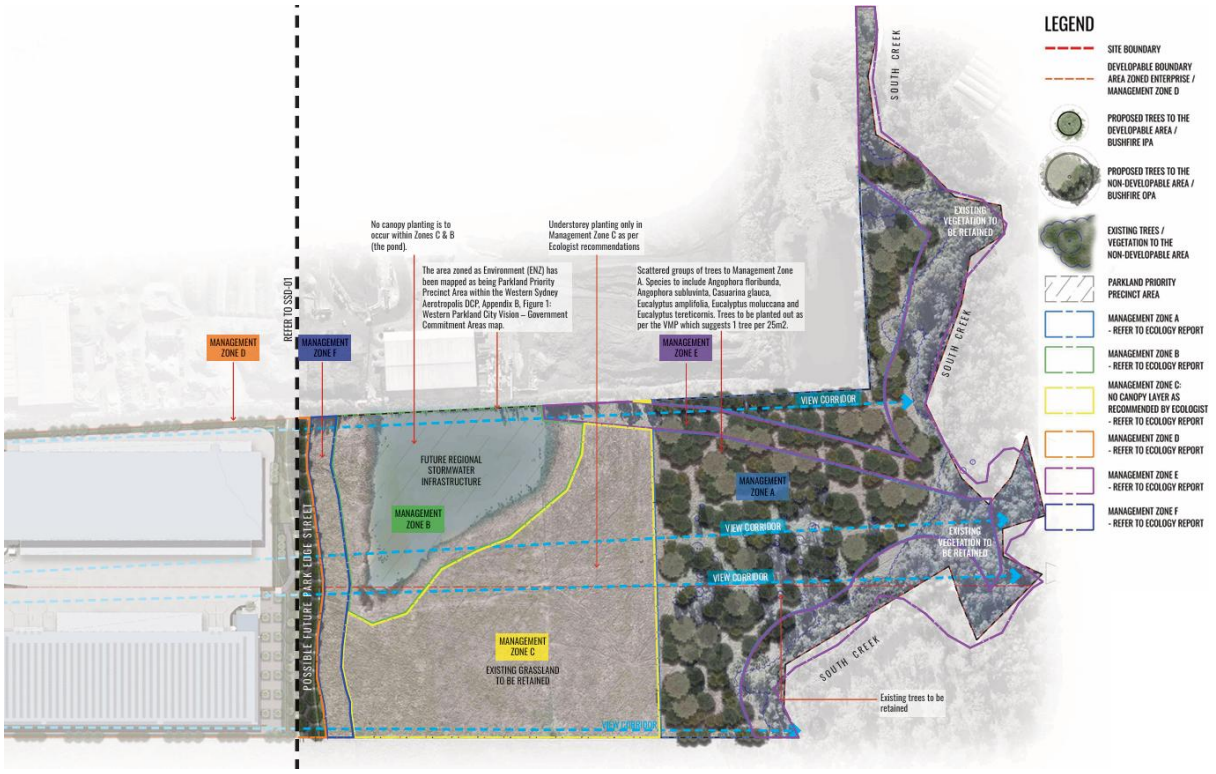
During construction, some activities may impact upon the ability of visitors and passers-by to access and enjoy their natural environment. Standard project measures such as appropriate temporary screening and hoarding would form part of the construction management plan and would mitigate these impacts on a temporary basis.

Given the very low level of pedestrian activity surrounding the Site and distance from surrounding sensitive receivers, it is unlikely that impacts resulting from construction activity would be experienced. The preliminary consultation process revealed no concerns regarding impacts upon the surrounds. No significant natural features have been identified on the Site or its immediate surrounds that may be affected during construction.

5.6.2 During operation

The Site is currently largely undeveloped, with some small structures located at the Sites' north-western corner. As such, the proposed development would change the immediate surroundings of the area. As a result, the proposed development would change the immediate surroundings, though the *Landscape and Visual Impact Assessment* concluded that the visual changes would primarily affect a small number of properties. . Visual impact would be most pronounced along Martin Road, where the warehouses are proposed to be fronted. The development will involve the removal of some trees and vegetation within the developable area; however, landscape plans include the planting of new trees in both developable and non-developable areas, helping to maintain and enhance overall tree canopy cover in the region. The inclusion of native trees along the northern border and the planting of shade trees along Martin Road will also improve the aesthetics of the area. Further mitigation measures to address potential visual impact concerns arising from the project are addressed in section 5.6.3.

Figure 10: Landscape Concept Plan



Source: Geoscapes (2024)

The proposed development is appropriately located in an area identified for future development within the Aerotropolis and has been identified to be a suitable location of industrial development. Although the Site would undergo a transformation from a rural land use to a warehousing facility, the proposed development is expected to be consistent with the future character of the surrounding area, given the Site's location within the envelope of the Western Sydney Aerotropolis.

Regarding real and perceived safety, the earlier investigation of the community identified low levels of crime in the immediate area and a low level of crime near the Site (see section 3.4). It is considered unlikely that the proposed development would increase crime rates within the area. In addition, the Site would provide benefits through increased population and levels of activity on-site, which would help to mitigate this risk through greater passive surveillance. However, it is recommended that Crime Prevention Through Environmental Design (CPTED)—which focuses on design strategies to deter crime—is incorporated into the proposed development to mitigate potential risks. This will be especially important if the hours of operation for the proposed development are longer than standard hors.

During operation, the proposed development will result in physical changes to the environment, potentially impacting surrounding of the proposed development. The existing character of the study area is a semi-rural area and is expected to undergo significant development due to proximity to Western Sydney Airport, resulting in cumulative visual impacts. A landscape and visual impact assessment report was prepared by Habitat8, concerned with changes to the physical landscape in terms of features that may give rise to changes in character. Their assessment indicates that while the proposed development will alter the visual character of the semi-rural area, the magnitude of the visual impact is expected to be low. The most sensitive visual receptors identified include residents, motorists and pedestrians along Martin Road. For residential properties in the RU4 zones, located approximately 185 metres east of the development, the significance of visual change will be negligible to minor. To mitigate any impacts to visual receptors, the development will include extensive planting, primarily consisting of native and endemic species. This planting strategy, featuring tall canopy trees and screening shrubs along setbacks, aims to soften and screen the development from adjacent residential areas and road users.

Additionally, existing vegetation along South Creek and that proposed under the Precinct Plan is expected to further assist in mitigating any visual impacts from the development.

5.6.3 Mitigation and management

Efforts have been made to mitigate visual impacts arising from the proposed development through landscape planning. Landscape Plans were prepared by Geoscapes to accompany the proposal which provide details on tree planting and canopy cover for both the developable and non-developable areas. The plans show the planting of trees along the northern border and shade trees along Martin Road to soften the visual impact and provide screening Along the northern border of the developable area, native trees such as Melaleuca and eucalyptus are proposed for visual screening. Shade trees will be planted along the western border, facing Martin Road, where visual impacts will be most noticeable. In total, Landscape Plans indicate 15 per cent canopy cover.

As noted, it is recommended that CPTED design principles be incorporated into the design of the warehouse facilities.

5.7 Livelihoods

Definition

A person's livelihood is their capacity to sustain themselves, whether they experience personal breach or disadvantage, and the distributive equity of impacts and benefits. It can include change in livelihood from new employment and business opportunities (positive), or from disruption during construction (negative). For Aboriginal people, it also includes rights to land and to gain spiritual and cultural sustenance from the land. The Project would affect the local and regional economy both during construction and operation. The extents of economic effects are discussed in the following sections.

5.7.1 During construction

It is expected that the Site will generate significant employment for the community during construction, providing 59 construction jobs and contributing to economic benefits from materials and transport of goods. This would have a very positive impact on livelihoods, particularly for local construction workers. In addition, the construction workers will have income to spend in the general area, positively contributing to the economy of the region. The proposal's construction would also improve accessibility of employment opportunities close to housing and daily living needs. Overall, the proposed development is anticipated to have a positive impact on livelihoods during the construction phase.

5.7.2 During operation

Operation of the proposed development is expected to generate 108 jobs on site while operational. The proposal's contribution to employment opportunities will assist in the realisation of the NSW Government's vision for the Western Sydney Employment Area, improving accessibility of employment opportunities close to housing and daily living needs.

The increased number of workers in the area may also increase patronage to local businesses, such as cafes and supermarkets, within the broader area.

5.7.3 Mitigation and management

None required.

5.8 Decision making systems

Definition

Decision marking systems concerns whether people:

- Experience procedural fairness
- Can make informed decisions
- Have power to influence decisions
- Can access complaint, remedy and grievance mechanisms.

It concerns matters like the capacity of affected people to influence project decisions, including elements of project design and:

- Extent to which they can navigate large amounts of technical material and make informed decisions
- Effectiveness of engagement mechanisms at enabling all groups (especially vulnerable or marginalised groups) to participate in the assessment process. Levels of trust in the rigour and impartiality of the assessment process
- Extent to which people feel empowered to determine their futures, including after a project closes
- Opportunities for people to have a say in the project's community investment decisions
- Accessibility and effectiveness of complaint and remedy procedures/mechanisms.

5.8.1 During construction

During the construction process, there is the potential for people to feel powerless or that they have a lack of means to have input or say on the proposal during construction. In the case of this project, the Site is located in an area already undergoing a significant change in character, with limited nearby residents who will experience the changes. As such, the surrounding community is less likely to experience this feeling of powerlessness. Furthermore, the project has had a targeted engagement process which has approached residents, businesses, and local community entities to provide input to the proposal, with no significant concerns raised.

5.8.2 During operation

It is not anticipated the proposal would introduce additional fears relating to decision making systems above the baseline during operation. However, while the risks attached to the proposal during operation are currently negligible, in future it is likely to be surrounded by a significantly different context as the precinct develops. Consequently, a range of mitigations and enhancements are proposed in section 5.8.3.

5.8.3 Mitigation and management

A CTMP should be implemented at the construction phase, which should provide for triggers to notify neighbours of disruptive construction activity, with minimum notice periods to allow neighbours to prepare. It would also nominate a single point of contact for neighbours with issues or concerns. The successful implementation and delivery of a CTMP would assist to mitigate any potential impacts to decision making systems during construction.

The proposed development includes a Connecting with Country Framework, prepared by Ngurra Advisory, as part of its project planning. This Framework outlines the process for creating a Cultural Overlay Implementation Framework. This implementation framework will be co-designed with Traditional Owners and Knowledge Holders. It will detail design opportunities throughout the development that highlight and interpret Darug culture. Additionally, it will provide a platform for incorporating the voices of First Nations communities into the design and operation of the project.

A *Stakeholder Management Plan (SMP*) should be implemented at the construction phase. This would provide for triggers to notify neighbours of disruptive construction activity, with minimum notice periods to allow neighbours to prepare. It would also nominate a single point of contact for neighbours with issues or concerns.

The *Plan of Operation and Management (POM)* should identify a clear participatory structure for residents to make suggestions or raise issues in the operation of the proposal. This process should be transparent, with clear timeframes for resolution of matters. The *POM* should also identify a process for resolving complaints by neighbours and community members. This process should be transparent, with clear timeframes for resolution of matters, as well as a clear system tenant management where tenants are breaching the agreed code of conduct. Additionally, tenants will be required to adhere to a code of conduct as part of their lease, which would specify activities considered to unduly impact the amenity and peace of neighbouring residents in the building and surrounds.

5.9 Evaluation of impacts

This section provides the assessment of the social risk of each impact expected to result from the proposal. This section includes an assessment of the likelihood and consequences of each impact which are input into the social impact significance matrix (as described in Appendix A) to provide a significance rating. Mitigation measures have been provided for negative impacts.

5.9.1 Construction

The construction process has the potential to affect the amenity of sensitive receivers within the surrounding area through noise, dust, odours and the movement of construction vehicles to and from the Site. Sensitive receivers for these types of impacts generally relate to nearby residents and neighbouring premises but may also include childcare centres, places of worship, community and recreational facilities or businesses (such as cafes and restaurants) that rely on the amenity of a locality to attract customers.

Table 12: Social impact evaluation and mitigation response – during construction phase

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
Way of life				
Noise, dust, odour and vibration from construction activity could negatively affect amenity for nearby residents, impacting upon way of life, quiet enjoyment of surroundings, and health and wellbeing.	Possible + Minor = Medium	• When planning construction work that will generate significant noise or vibration, consider: – Restricting times when work is carried out – Informing potentially affected neighbouring properties about when works will occur • Limit works to standard construction hours. • Construction phase air quality impacts shall be minimised or avoided by incorporation of appropriate dust suppression and air quality control measures at various stages of the project.	• As noted in the *AQIA*, good site management practices, including the observation of speed limits on site, and the minimisation of vehicle use (through avoidance of engine idling) are anticipated to be sufficient to ensure that off-site impacts are minimised. • The movement of all construction vehicles to be restricted to designated routes and confined to the regional road network. • Use best practice construction methods to reduce impact of dust and noise. • Conduct construction within regular working hours • Use quieter and less noise/vibration emitting construction methods where feasible and reasonable.	Unlikely + Minor = Low
Impacts to way of life and community wellbeing for the local community during construction works, including through potential changes to access arrangements.	Possible + Moderate = Medium	• None	• Implementation of standard measures as part of a *CTMP*	Unlikely + Minor = Low
Additional construction vehicle movements may increase congestion on surrounding roads, impacting way of life, accessibility	Possible + Minor = Low	• Construction activity to be provided on-site or within on-street work zones.	• Construction works to be undertaken in accordance with the *CTMP*.	Unlikely + Minor = Low

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
and livelihoods for surrounding residents, workers and businesses		• Construction activity to be coordinated with the construction of other developments in the vicinity of the Site where required. • Movement of trucks on and off the Site to be managed and controlled in accordance with appropriate protocols.		
Community				
Increased number of construction workers, potentially changing the composition of the local community from rural to industrial.	Unlikely + Minor = Low	• Ensure ongoing communication and engagement with the community	• Implementation of *stakeholder Management Plan (SMP)* during construction • A *POM* should identify a transparent process for resolving complaints	Unlikely + Minor = Low
Access				
Potential changes to access for surrounding businesses and residences from parking for workers on site during construction, impacting on accessibility	Unlikely + Minor = Low	• Ensure dedicated parking is provided for workers, or that they are encouraged to travel via alternative means (e.g. public transport, shuttle to external parking site).	• Prior to construction works commencing at the Site, prepare a detailed *CTMP*	Unlikely + Minor = Low
Construction activity could cause temporary interruptions to essential infrastructure access, such as gas, electricity, water, sewerage, and telecommunications.	Unlikely + Minor = Low	• None identified	• Prior to construction works commencing at the Site, develop a *CTMP* that addresses utility and infrastructure access	Unlikely + Minor = Low
Culture				
Potential impact on community and culture through fear of impacts to Aboriginal cultural heritage sites during construction.	Unlikely + Minor = Low	• Engagement with Local Aboriginal Land Council • Adherence to requirements under AHIP (if required)	• Ongoing engagement with the local Aboriginal community • Implementation of the following measures as identified in the *ACHA*: – The individual or persons responsible for the management of onsite works will ensure that all site personnel are made aware of the statutory legislation protecting Aboriginal sites and places of significance. Of particular importance is the National Parks and Wildlife Amendment (Aboriginal Objects and Aboriginal Places) Regulation 2010, under the NPW Act. – Implement an unexpected finds protocol prior to the commencement of any works at the Site and provide all workers with an induction outlining the relevant procedures and requirements.	Very unlikely + Minor = Low

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
Potential impact on local cultural values through fear of impacts to non-Aboriginal heritage sites during construction.	Very unlikely + Minimal = Low	• None	• Implementation of an unexpected archaeological finds policy as recommended in the *ACHA* report.	Very unlikely + Minimal = Low
Health and wellbeing				
Dust from construction activity could cause a decline in air quality, potentially impacting the amenity of surroundings and health and wellbeing of neighbouring residents and workers. Release of hazardous building materials could potentially impact the health and wellbeing of neighbouring residents and workers.	Possible + Moderate = Medium	• Construction phase air quality impacts shall be minimised or avoided by incorporation of appropriate dust suppression and air quality control measures at various stages of the project.	• The *AQIA* identifies a range of site-specific management measures to be implemented at the Site, including in relation to the following: – Site management and monitoring – Site preparation and maintenance – Waste management • Measures specific to demolition, construction, and track-out.	Unlikely + Minor = Low
Noise and vibration from construction activity may negatively affect amenity for residents, workers and businesses surrounding the Site, impacting upon quiet enjoyment of surroundings, way of life and health and wellbeing. Due to limited surrounding residential dwellings and the separation of dwellings by Wianamatta South Creek, impact is most likely to affect workers at neighbouring businesses.	Possible + Minor = Medium	• When planning construction work that will generate significant noise or vibration, consider: – Substitution by an alternative process. – Restricting times when work is carried out. – Screening or enclosures. • Utilisation of temporary supports, where deemed necessary. • Carry out demolition activity in accordance with the approved work hours.	• Implement the recommended mitigation measures from the Noise and Vibration Impact Assessment including: – Distance – doubling of distance between source and receiver – Screening – acoustic barriers such as temporary or permanent noise barriers – Acoustic enclosures – engine casing lagged with acoustic insulation and plywood – Engine silencing – residential class mufflers – Substitution by alternative process – use electric motors in preference to diesel or petrol. – Equipment - Use quieter and less noise/vibration emitting construction methods where feasible and reasonable. • Site specific safe working distances should be determined once vibration emission levels are measured on site prior to continuous operation.	Unlikely + Minor = Low
Changed access arrangements and increased vehicle movements to and from the Site, including large construction vehicles with limited views, would increase the risk of collisions between pedestrians and vehicles in the area surrounding the Site.	Unlikely + Moderate = Medium	• None identified	• Prior to construction works commencing at the Site, finalise a preliminary *CTMP*	Very unlikely + Moderate = Low

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
Surroundings				
Potential impacts to the surroundings for local residents through visual impacts and changes to visual amenity associated with the proposed development.	Likely + Minor = Medium	• Ensure retention of existing trees on site where possible • Maximise opportunities to contribute to landscape setting, urban heat island effect, and urban tree canopy through plantings and landscaping.	• Incorporation of design features as outlined in the Landscape Visual Impact Assessment:	Unlikely + Minor = Low
Potential impacts on the surroundings (and sense of community for surrounding residents) during construction due to the proposed clearing of existing vegetation within the Site. The Site currently has a rural character and has an environmental corridor within the south-eastern corner of the Site.)	Unlikely + Minor = Low	• Retention of trees and vegetation where possible	• To mitigate views particularly from the south and west, the proposal incorporates wide landscape buffer zones that will be maintained.	Very unlikely + Minor = Low
Livelihoods				
Positive impacts to livelihoods (as well as community and way of life) in the study area from additional employment opportunities on site arising from construction activity (direct and indirect)	Likely + Moderate (positive) = High (positive)	• Construction activity will draw resources from and thereby generate economic activity in Penrith LGA as well as from Liverpool LGA and other LGAs.	• None required (positive)	Almost certain + Moderate (positive) = High (positive)
Decision making systems				
Potential feeling of powerlessness or lack of means to have input or say on the proposal during construction (for surrounding properties and the wider community), negatively impacting decision-making systems	Possible + Minor = Medium	• Standard engagement mechanisms as per *DPHI's Undertaking Engagement Guidelines for State Significant Projects.*	• Prior to construction works commencing at the Site, determine an approach that provides mechanisms to raise and resolve issues. This may include a communications plan, provision of contact details, and the establishment and maintenance of a complaints register (or similar). • The proponent should enable engagement throughout the development process by: – Engaging with the community about the project, its impacts, and the approval process – Enabling the community to seek clarification about the project through the two-way communication channels – Providing information about communications and complaints protocols to neighbouring premises prior to any works commencing.	Unlikely + Minor = Low

5.9.2 Operation

Operational impacts arise from the day-to-day activities of the proposal once complete and are experienced long term. These are summarised in Table 13, with mitigation measures identified where appropriate.

Table 13: Social impact evaluation and mitigation response – operation

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
Way of life				
Noise emissions from the operation of mechanical plant facilities and vehicle movements could potentially impact residents, workers, and businesses (on site and surrounding) enjoyment of surroundings, way of life and health and wellbeing	Possible + Moderate = Medium	• Use best practice construction methods to reduce impact of dust and noise • Conduct construction within regular working hours	• Implementation of recommendations outlined in the Acoustic Assessment, including use of: – Acoustic walls (noise barriers) – Installation of broadband reverse alarms ("quackers") to mitigate noise from reversing vehicles – Design elements should minimise the requirement for trucks to not have to stop/brake and then accelerate. – Alternate methods and practices to the use of horns as a safety warning for onsite moving forklifts should be reviewed and incorporated into site operations and safety practices • Prepare and implement *CTMP*	Very Unlikely + Minor = Low
Community				
Potential for cumulative development to result in change in character of the area from rural and residential to industrial	Likely + Moderate = High	• N/A	• None identified, though it is acknowledged that significant planning and consultation has been undertaken regarding the Western Sydney Aerotropolis. As such, the proposed development is considered to align with the community's expectation for the area.	Likely + Moderate = High
Access				
Impacts to access (and way of life) for existing local workers and residents as a result of the increase in worker population on site, which could create additional demand for local services including childcare services	Unlikely + Minor = Low	• N/A	• Prior to commencing any construction activities, prepare and implement *CTMP*	Very unlikely + Minor = Low
Culture				
Potential impact on community and culture through changes to surrounds and context of neighbouring historic heritage items or impacts to sites of Aboriginal cultural significance.	Possible + Minimal = Low	• None identified	• Implement an unexpected finds protocol prior to the commencement of any works at the Site and provide all workers with an induction outlining the relevant procedures and requirements.	Unlikely + Minimal = Low

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
Health and wellbeing				
Increased safety and wellbeing through increased site activation, reducing opportunity for crime in the area.	Possible + Minor (positive) = Medium (positive)	• None	• Incorporation of CPTED principles • As noted in Landscape and Visual Impact Assessment, lighting is to be provided with a combination of light poles and building mounted lighting around the Site for onsite security and safety.	Possible + Minor (positive) = Medium (positive)
Changed access arrangements and increased vehicle movements to and from the Site, including large construction vehicles with limited views, would increase the risk of collisions between pedestrians and vehicles in the area surrounding the Site.	Unlikely + Moderate = Medium	• None identified	Prior to commencing any construction activities, prepare and implement *CTMP*	Very unlikely + Moderate = Low
Potential benefits to health and wellbeing (physical and mental health) of workers associated with eventual activation of the ENZ.	Possible + Minor (positive) = Medium (positive)	• N/A	• The design of the warehouses, featuring amenity areas, aims to support health and well-being in the workplace beyond what is provided in typical warehousing facilities. • Once activated, the ENZ zone is expected to offer a diverse range of amenities not commonly found in other industrial precincts.	Likely _ Moderate (positive) = High (positive)
Surroundings				
Potential impacts to the surroundings (and community) for local residents through visual impacts and changes to visual amenity associated with the proposed development	Likely + Minor = Medium	• Ensure retention of existing trees on site where possible • Maximise opportunities to contribute to landscape setting, urban heat island effect, and urban tree canopy through plantings and landscaping.	• Prior to construction works commencing at the Site, a comprehensive *CTMP* would be prepared, including approaches to mitigating impacts to surroundings. • Incorporation of design features as outlined in the Visual Impact Assessment, including dense canopy tree planting together with a large shrub and groundcover understory to soften the appearance of the development from the most highly sensitive receptors.	Very unlikely + Minor = Low
Livelihoods				
Additional employment opportunities on site arising from operational activity (direct and indirect), positively impacting livelihoods, community, and way of life and drawing on existing skillsets in the area. This would also increase the number of jobs available close to existing residents' homes.	Almost certain + Minor (positive) = Medium (positive)	• Operational activity will draw resources from and thereby generate economic activity in the wider region.	• None (positive)	Almost certain + Minor (positive) = Medium (positive)
Community				
Potential benefits to community cohesion and resilience by adding opportunities for meaningful engagement in the workforce.	Likely _ Moderate	• N/A	• None (positive)	Likely + Moderate

Detail	Evaluated	Standard measures	Project-specific mitigation measures	Residual impact significance
	(positive) = High (positive)			(positive) = High (positive)
Decision making systems				
Potential feeling of powerlessness or lack of means to have input or say during operations, negatively impacting decision-making systems	Unlikely + Moderate = Medium	• N/A	• The POM should identify a clear participatory structure for residents to make suggestions or raise issues in the operation of the proposal. This process should be transparent, with clear timeframes for resolution of matters. • The POM should also identify a transparent process for resolving complaints by neighbours and community members. This process should be transparent, with clear timeframes for resolution of matters, as well as a clear system tenant management where tenants are breaching the agreed code of conduct.	Unlikely + Minor = Low

ENHANCEMENT, MITIGATION AND RESIDUAL IMPACTS

5.10 Mitigation, management and enhancement measures

The proposal is likely to generate a range of social impacts, both positive and negative. Below is a summary of proposed measures to mitigate potential impacts arising from the proposal during construction and operation.

Construction activities have the potential to be disruptive to the day-to-day lives of residents, workers, visitors and businesses in the surrounds. Activities can be effectively mitigated through the implementation of a range of measures, as well effective coordination and planning of potentially disruptive activities. Proposed mitigation measures for construction activities are summarised here:

- Implementation of *CTMP* mitigations, which may include managing access to/from adjacent properties, minimising impact on vulnerable road users, use of designated routes to/from the Site, and managing access to road and footpath users
- When planning construction work that will generate significant noise or vibration, consider mechanisms to reduce the impact by use of different equipment, screening or enclosures, and limiting operations to agreed time periods
- Construction phase air quality impacts shall be minimised or avoided through the incorporation of appropriate dust suppression and air quality control measures at various stages of the project, as detailed in the *AQIA*
- Ensuring there is dedicated parking provided for workers
- Disposal of hazardous materials from site demolition in a manner that is safe to workers and neighbouring residents
- Implementation of a *SMP* to address the implementation of project specific mitigation and management strategies to minimise the potential for negative impacts on the community in and around the construction site.

Operational impacts will affect a range of matters across the life of the proposal. Proposed mitigations include:

- Implementing the recommendations of the *TIA* to reduce potential impacts resulting from additional vehicular congestion on nearby streets
- Incorporation of design features as outlined in the *Landscape and Visual Impact Assessment*, including tree and shrub planting to reduce visual impacts from potential visual receivers
- Implementation of operational mitigation measures as outlined in the *AQIA* including limiting unnecessary idling of truck engines on-site
- Establish regular communication channels with the local community to keep them informed about operational changes and to gather feedback
- Undertaking the design in a high-quality manner to remain consistent with the principles of Design Excellence
- Implementation of *NVIA* recommendations
- Implementation of recommended landscaping provisions.

5.11 Cumulative impacts

Cumulative social impacts are social impacts that result from the wider context of environmental, social, and economic changes that a particular project sits within, distinct from those impacts caused by the project alone. A further definition is provided below:

> *"Cumulative impacts are a result of incremental, sustained and combined effects of human action and natural variations over time and can be both positive and negative. They can be caused by the compounding effects of a single project or multiple projects in an area, and by the accumulation of effects from past, current and future activities as they arise."*
>
> - DPHI (2022), Cumulative Impact Assessment Guidelines for State Significant Projects

To consider cumulative impacts, the existing environment surrounding the Site must be assessed, with consideration given to recent, current, and future changes that may have significance to the local community and/or the potential to generate social impacts. As noted in section 2.5, the Site is located in proximity to several developments that are either proposed or under construction. If these developments proceed through construction and to operation, cumulative social impacts may arise. It is noted, however, that there exists an understanding in the community that such development is to be expected and that Badgerys Creek is undergoing significant change as a result of the Western Sydney Aerotropolis. This minimises cumulative impact risks from operation, though it is noted that cumulative construction phase impacts may still be significant. Mitigation measures applied to construction phase works would generally be sufficient to address the identified impacts in isolation and would reduce the significance of any cumulative construction impacts.

5.11.1 Aboriginal heritage values

Badgerys Creek and the study area is subject to several large underway and proposed development projects which will likely result in a substantial cumulative impact to the Aboriginal cultural heritage. As the ACHA does not anticipate the proposed development to impact any identified Aboriginal sites, this proposal is not expected to contribute to the cumulative impact of Aboriginal archaeological sites. However, Aboriginal cultural heritage values were identified with South Creek and the undeveloped nature of Badgerys Creek. As Aboriginal cultural heritage values are closely tied with landforms and landscape, any development, including the proposal, which involves ground disturbance contributes to a cumulative loss of cultural heritage values in the region.

5.11.2 Site accessibility

Access to the Site represents another potential key cumulative impact given the limited public and active transport options available within the social locality. The development of the Sydney Metro rail connection to Sydney, a metro station in Bradfield City Centre and additional bus routes would help to alleviate this issue. However, the timing of the delivery of these services will determine the level of access or impacts experienced by the proposed development. Future upgrades to Martin Road will also assist in providing for improved accessibility outcomes, including surrounding upgrades / construction to Eastern Ring Road, Elizabeth Drive and the M12.

5.11.3 Construction fatigue

Construction fatigue caused by the development of successive projects within the locality may increase stress and anxiety amongst residents and workers due to ongoing disruption associated with construction activities. These impacts would likely be associated with prolonged reduced access due to transport disruption, noise impacts and uncertainty caused by changing surroundings. To address potential construction fatigue, standard project mitigation measures would be implemented such as providing adequate notice prior to construction works. Additionally, the contractor (once appointed) would implement a CTMP to minimise road disruption for residents and workers and ensure accessibility is minimally affected throughout the construction phase.

5.11.4 Sense of place and character

The existing peri-urban community may experience a loss of sense of place due to significant development occurring in the surrounding locality. Loss sense of place and character may result from changes to both the physical and social landscape of the area. Engagement activities were undertaken with the surrounding community. Consultation activities yielded relatively low engagement. Considering the scale of surrounding development, it is considered that the community are generally aware of the change, and less likely to participate. Given the large scale of development, project-specific mitigations are unlikely to significantly alter the overall cumulative impact, though it is recommended that engagement activities continue throughout the project phases.

Table 14 summarises and provides an evaluation of the cumulative impacts that may be added to by the proposal.

Table 14: Summary of potential cumulative impacts

Cumulative impact type	Cumulative impact detail	Impact category	Impact assessment	Mitigation/enhancement measures
Direct	Loss of access and reduced mobility for residents and workers in the local area could result from construction traffic and parking impacts across multiple sites, potentially affecting their ability to reach homes, workplaces, and local facilities.	• Way of life • Accessibility • Health and wellbeing • Surroundings • Livelihoods	Likely + Minor = Medium	• Site manager to pass on complaints received to their counterparts on other constructions sites and seek out collaborative solutions. • Ensure residents and workers are kept aware of project activities and timeframes • Property access would be maintained at all times, with alternate access arrangements provided as required
	Construction fatigue and cumulative noise and vibration impacts to amenity and surroundings from the movement of construction vehicles.			
Indirect	Cumulative loss of Aboriginal heritage values in the region	Culture	Likely + Minor = Medium	• Connecting with Country approach • Implement unexpected finds procedures Ongoing engagement
	Increased worker population within the surrounding area (associated with numerous cumulative developments in the area) may contribute to increased demand for social infrastructure such as childcare, education, and healthcare and transport services, reducing access for existing users.	• Way of life • Accessibility Health and wellbeing	Possible + Minor= Medium	DPHI to liaise with Council and other services providers as part of broader metropolitan planning activities.
	Loss of sense of place and connections resulting from changes to the area's physical and social characteristics.	• Decision making systems Community	Likely + Moderate = High	DPHI, Council and proponent to manage community and expectations and include opportunities for social connection in strategic planning.

CONCLUSION

6.0 CONCLUSION

This report has assessed the potential social impacts arising from the State Significant Development Application for the construction and operation of approval for two contemporary warehouse or distribution centre buildings at 230 Martin Road, Badgerys Creek, legally described as Lot A in DP406215.

The analysis has examined the Site and its surrounds, as well as its social context, noting that:

- The Site is located within the Western Sydney Aerotropolis and is a short distance east of the new Western Sydney International Airport, which is currently under construction and is expected to be completed and operational in 2026
- A new Metropolitan Centre (known as 'Bradfield') will be developed to the southwest of the Site in the adjoining 'Aerotropolis Core Precinct'
- The Western Sydney Aerotropolis Precinct Plan identifies several other smaller Neighbourhood Centres nearby the Site, including centres to the north (around Pitt Street), west and south.
- The Site located within Liverpool LGA and is occupied, at present, by an existing farm dam and associated structures. The Wianamatta South Creek vegetated riparian corridor runs along the eastern boundary
- Despite current limited access to public transport, the Site will benefit from planned and underway upgrades including the M12 motorway, the Sydney Metro project - Western Sydney Airport Metro line, Safety and access improvements along Elizabeth Drive and the development of local and rapid bus connections

Government agencies and peak organisations, neighbouring residents, and commercial operations near the Site were provided with the opportunity to comment on the proposed development. While a few questions were raised regarding the proposed development by community members, no feedback or concerns were raised during these activities. Potential negative social impacts associated with the proposed development are centred around noise, vibration, and dust impacts for neighbouring premises and residents. The second potential impact is traffic and congestion impacts during the construction of the proposal. Most social impacts were shown to be relatively minor and able to be controlled with standard mitigations, though a residual impact from construction and operational noise remains post-mitigation.

The proposed development is expected to create 59 jobs during the construction phase and 108 jobs on site while operational, representing a major benefit to the community. These increased job opportunities are expected to enhance livelihood, well-being and accessibility for workers and the community. In the short term, the employment generated during the construction phase, will provide a valuable boost to the community. This positive impact includes both direct effects, such as economic activity on-site during construction and operation, and indirect effects, which include additional economic activity supported by the project. Furthermore, the proposal aligns with the objectives of the zone and the broader Aerotropolis Precinct Plan, fostering a diverse range of tenants and promoting sustainable growth in the area

The project may contribute to negative cumulative impacts associated with the development of the Western Sydney Aerotropolis, 'Bradfield' southwest of the Site and several other smaller neighbourhood centres nearby the Site, including centres to the north (around Pitt Street), west and south. Cumulative impacts include potential construction fatigue caused by long term construction disruption affecting existing nearby residents, a loss of connection to place amongst existing residents and potential cumulative loss of Aboriginal cultural heritage values in the region. However, it is important to recognise that these impacts are anticipated within the context of extensive community engagement and strategic planning efforts in an area undergoing transition. The Western Sydney Aerotropolis Precinct Plan specifically identifies Badgerys Creek as being affected by aircraft noise, rendering it unsuitable for residential development or sensitive land uses. By aligning with the objectives of the Precinct Plan, the development will support a range of employment opportunities, contributing to the region's economic growth and resilience.

The social infrastructure audit identified that access to public transport and social infrastructure, including community facilities and open spaces, is relatively limited at present. However, given that the Site is within the Aerotropolis, which is undergoing significant transformation, the Site will benefit from new public transport options, improvements to social infrastructure, and the addition of green and open spaces as the WSI develops. These enhancements will lead to better facilities in the future, along with improved access via new roads and cycling paths.

Overall, while the proposed development may result in minor to moderate negative social impacts, these are largely mitigated through the measures recommended in the AQIA, TIA, NVIA, and ACHA reports. The development will also provide significant benefits, particularly increased employment opportunities. Aligned with the strategic planning objectives for the area, it meets community expectations and will benefit in the future from enhanced infrastructure provision, including social and recreational facilities.

APPENDICES

APPENDIX A METHODOLOGY

The approach to conducting this SIA reflects current industry best practice including DPHI *SIA Guideline* 2024, the current version at the time the SEARs were issued.

The SIA aims to scope, assess, and enhance or mitigate potential positive and negative impacts that may arise from the Project. The method for this SIA is divided into three phases as shown in Figure 11 below.

Figure 11: SIA process

Source: HillPDA, DPHI (2023), *Social Impact Assessment Guideline*.

A.1 Defining social impacts

A social impact can be defined as the net effect of an activity on a community and the wellbeing of individuals and families. Social impacts may occur across a range of aspects of an individual's and a community's life, as shown in Figure 12.

Figure 12: Types of social impact

way of life	how people live, how they get around, how they work, how they play, and how they interact on a daily basis
community	composition, character, cohesion, function, and sense of place
access	how people access and use infrastructure, services and facilities, whether provided by local, state, or federal governments, or by for-profit or not-for-profit organisations or groups
culture	both Aboriginal and non-Aboriginal culture, including shared beliefs, customs, values, and stories, and connections to country, land, waterways, places, and buildings
health and wellbeing	physical and mental health, especially for those who are highly vulnerable to social exclusion or substantial change, plus wellbeing of individuals and communities
surroundings	access to, and use of, services that ecosystems provide, public safety and security, access to and use of the natural and built environment, and its aesthetic value and amenity
livelihoods	people's capacity to sustain themselves, whether they experience personal breach or disadvantage, and the distributive equity of impacts and benefits
decision-making systems	whether people experience procedural fairness; can make informed decisions; have power to influence decisions; and can access complaint, remedy and grievance mechanisms

Source: Adapted from DPHI (2023), *Social Impact Assessment Guideline*.

A.2 Scoping

Social impacts arising from a development may be positive, negative and cumulative. Table 15 presents the outcomes of impact scoping undertaken for the project. The table identifies high level key impact areas for detailed investigation, that may be affected by the Project.

Table 15: Types of social impacts

Type of impact	High level scoping of issues
Negative social impacts	Negative social impacts result from changes to the physical or social fabric that make it worse (in any of the impact categories) than before the project took place. These may include: • Increased dust or noise levels affecting health • Decreased amenity during construction • Alterations to community character through land use changes.
Positive social impacts	Positive social impacts result from changes to the physical or social fabric that make it better (in any of the impact categories) than before the project took place. These may include: • Increased access to jobs in the local area • Improved amenity through provision of open space • Stronger sense of community through provision of community space.
Cumulative social impacts	Cumulative social impacts result from changes to the physical or social fabric that occur from multiple projects or activities that need similar resources or affect similar impact categories. These may include: • Increased traffic level from construction vehicles for multiple projects in one area • A shortage of workers in an area due to multiple similar projects • Health impacts from persistent noise or dust levels due to ongoing projects.

Source: HillPDA, DPHI (2023), *Social Impact Assessment Guideline.*

A.3 Evidence base

To assess the social impacts accurately, an SIA must also provide an accurate assessment of the social baseline of the project surrounds. This means that the existing surrounds of the Project must be considered through the collection of data to establish benchmarks against which the impacts of the Project can be assessed.

To establish this social baseline, HillPDA has conducted a desktop review of the available information provided by the proponent, as well as research conducted with a high degree of impartiality using trusted, industry-standard sources to inform our understanding of relevant demographic and social trends.

The evidence base for this SIA includes data from sources such as:

- Australian Bureau of Statistics
- NSW Bureau of Crime Statistics and Research
- NSW Department of Planning, Housing and Infrastructure
- Relevant information provided by Council and/or the proponent
- Profile .id.

The findings of this work are outlined in Chapter 3.0.

A.4 Predicting, analysing and evaluating impacts

The impact assessment framework presented in this report identifies and evaluates changes to the social baseline due to the Project. This includes the assessment of positive, negative, and cumulative impacts as outlined in section A.1. Changes can be tangible or intangible; qualitative or quantitative; direct or indirect; and subjectively experienced.

The likelihood of social impacts arising from each matter is assessed as part of the scoping process. Matters which are identified as having potential social impacts are then assessed. Professional judgement and experience is applied on a case-by-case basis to identify the significance of impact on the social environment.

The likelihood of a potential impact is a primary element of considering each social impact and its risk rating. The criteria used to determine the likelihood of any potential impact are described in Table 16.

Table 16: Likelihood of impact

Likelihood	Description	Indicative Probability
Almost certain	Definite or almost definitely expected	Greater than 90 per cent
Likely	High probability	70 per cent
Possible	Medium probability	50 per cent
Unlikely	Low probability	30 per cent
Very unlikely	Improbable or remote possibility	Less than 10 per cent

Source: DPHI (2023), *Social Impact Assessment Guideline*. Adapted from Esteves A.M.et. al. (2017)

The magnitude of a potential impact is a key consideration to determine a risk rating. In determining the magnitude of a potential impact there are five key characteristics that must be considered, these are shown below in Table 17.

Table 17: Dimensions of social impacts

Characteristic	Details needed to enable assessment
Extent	Who is expected to be affected? Will any vulnerable groups be impacted? Which locations and people are affected?
Duration	When is the impact expected to occur? Will it be temporary or permanent?
Intensity or scale	What is the likely scale or degree of change?
Sensitivity or importance	How sensitive/vulnerable or adaptable/resilient are affected people to the impact, or (for positive impacts) how important is it to them?
Level of concern/interest	How concerned or interested are people?

Source: DPHI (2023), *Social Impact Assessment Guideline*. Adapted from Esteves A.M.et. al. (2017)

Table 18 below identifies the overall magnitude level of impact rating.

Table 18: Magnitude of impact

Magnitude	Description
Minimal	No noticeable change experienced by people in locality.
Minor	Mild deterioration/improvement, for a reasonably short time, for a small number of people who are generally adaptable and not vulnerable.
Moderate	Noticeable deterioration/improvement to something that people value highly, either lasting for an extensive time, or affecting a group of people.
Major	Substantial deterioration/improvement to something that people value highly, either lasting for an indefinite time or affecting many people in a widespread area.
Transformational	Substantial change experienced in community wellbeing, livelihood, amenity, infrastructure, services, health and/or heritage values; permanent displacement or addition of at least 20% to a community.

Source: DPHI (2023), *Social Impact Assessment Guideline*. Adapted from Esteves A.M.et. al. (2017)

Potential impacts identified in the scoping process are analysed based on the nature of the impact and its predicted severity, and based on this, are assigned a level of significance in line with Table 19.

Table 19: Social impact significance matrix

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

Source: Adapted from DPHI (2023), *Social Impact Assessment Guideline.*

A.5 Social impact management

Where impacts are identified, the SIA provides mitigation and/or enhancement measures. For potential negative impacts, measures are identified to avoid or minimise impacts by amending the project or its delivery. For potential positive social impacts, the SIA identifies measures to enhance the benefit of that impact. Social impact management is an ongoing process.

APPENDIX B SIA REVIEW QUESTIONS

Appendix C of the *Social Impact Assessment Guideline for State Significant Projects* sets out review questions. This appendix indicates where the required information sits within this report.

Table 20: SIA review questions and relevant report sections

	Impact area	Section
General		
1	Does the lead author meet the qualification and experience requirements?	Yes, see Quality assurance on page 2
2	Has the lead author of provided a signed declaration?	Yes, page 2
3	Would a reasonable person judge the SIA report to be impartial, rigorous, and transparent?	HillPDA has been engaged as an independent expert, and Appendix A details the approach taken.
Project's social locality and social baseline		
4	Does the SIA report identify and describe all the different social groups that may be affected by the project?	Yes, Chapter 4.0
5	Does the SIA report identify and describe all the built or natural features that have value or importance for people, and explain why people value those features?	Yes, Chapter 2.0
6	Does the SIA report identify and describe historical, current, and expected social trends or social changes for people in the locality, including their experiences with this project and other major development projects?	Yes, Chapter 2.0
7	Does the social baseline study include appropriate justification for each element, and provide evidence that the elements reflect both relevant literature and the diversity of views and likely experiences?	Yes, Chapter 2.0 and 3.0.
8	Does the social baseline study demonstrate social-science research methods and explain any significant methodological or data limitations?	Yes, Chapter 3.0.
Identification and description of social impacts		
9	Does the SIA report adequately describe likely social impacts from the perspectives of how people may experience them, and explain the research used to identify them? When undertaken as a part of SIA scoping and initial assessment, has the plan for the SIA report been detailed?	Yes, the method and approach for preparing the SIA is described in Appendix A
10	Does the SIA report apply the precautionary principle to identifying social impacts, and consider how they may be experienced differently by different people and groups?	Yes, the precautionary principle is applied in Chapter 5.0.
11	Does the SIA report describe how the preliminary analysis influenced both the project design and EIS Engagement Strategy?	Yes, the design of the engagement approach is summarised in Chapter 4.0.
Community engagement		
12	Were the extent and nature of engagement activities appropriate and sufficient to canvass all relevant views, including those of vulnerable or marginalised groups?	Yes, Chapter 4.0.
13	How have the views, concerns and insights of affected and interested people influenced both the project design and each element of the SIA report?	Outcomes including changes arising from engagement are described in Chapter 4.0.
Predicting and analysing social impacts		
14	Does the SIA report impartially focus on the most important social impacts to people at all stages of the project, without any omissions or misrepresentations?	Yes, Chapter 5.0.
15	Does the SIA report analyse the distribution of both positive and negative social impacts, and identify who will benefit and who will lose from the project?	Yes, Chapter 5.0.
16	Does the SIA report identify its assumptions, and include sensitivity analysis and alternative scenarios? (including 'worst-case' and 'no project' scenarios where relevant)	Yes, Chapter 5.0.
Evaluating significance		
17	Do the evaluations of significance of social impacts impartially represent how people in each identified social group can expect to experience the project, including any cumulative effects?	Yes, Chapter 5.0.

	Impact area	Section
18	Are the evaluations of significance disaggregated to consider the likely different experiences for different people or groups, especially vulnerable groups?	Yes, however no significant impacts to vulnerable groups have been identified.
Responses, monitoring and management		
19	Does the SIA report propose responses that are tangible, deliverable, likely to be durably effective, directly related to the respective impact(s) and adequately delegated and resourced?	Yes Chapter 5.0.
20	Does the SIA report demonstrate how people can be confident that social impacts will be monitored and reported in ways that are reliable, effective and trustworthy?	HillPDA has been engaged as an independent expert. Evidence presented here is from impartial sources.
21	Does the SIA report demonstrate how the proponent will adaptively manage social impacts and respond to unanticipated events, breaches, grievances and non-compliance?	The SIA identifies a need for ongoing monitoring and proposes a coordinated approach as part of the day-to-day operation of the Site in Chapter 4.0

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7. Due care has been taken to prepare the attached financial models from available information at the time of writing, however no responsibility can be or is accepted for errors or inaccuracies that may have occurred either with the programming or the resultant financial projections and their assumptions.
8. This report does not constitute a valuation of any property or interest in property. In preparing this report HillPDA has relied upon information concerning the subject property and/or proposed development provided by the Client and HillPDA has not independently verified this information except where noted in this report.
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   This valuation is prepared on the assumption that the lender or addressee as referred to in this valuation report (and no other) may rely on the valuation for mortgage finance purposes and the lender has complied with its own lending guidelines as well as prudent finance industry lending practices, and has considered all prudent aspects of credit risk for any potential borrower, including the borrower's ability to service and repay any mortgage loan. Further, the valuation is prepared on the assumption that the lender is providing mortgage financing at a conservative and prudent loan to value ratio.
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