

# Social Impact Assessment

40 The Retreat, Bringelly

Submitted to the Department of Planning, Housing and  
Infrastructure on behalf of SCG Developments Pty Ltd



# Contents

<b>1.0</b>	<b>Introduction</b> .....	<b>5</b>
1.1	Approach.....	5
1.1	Development description.....	5
1.2	Secretary's Environmental Assessment Requirements.....	6
1.1	Qualifications of Report Authors.....	6
<b>2.0</b>	<b>Site Context and Proposed Development</b> .....	<b>8</b>
2.1	Subject Site.....	8
2.2	Existing Development .....	8
2.3	Surrounding Context.....	9
2.4	Proposed development .....	11
<b>3.0</b>	<b>Strategic Policy Context</b> .....	<b>16</b>
<b>4.0</b>	<b>Social Locality and Baseline</b> .....	<b>20</b>
4.1	Social Locality Definition: Areas Of Social Influence.....	20
1.2	Demographic Profile.....	22
4.2	Local Social Infrastructure.....	26
4.3	Social Issues and Trends.....	30
<b>5.0</b>	<b>Methodology</b> .....	<b>33</b>
5.1	Assessment Objectives.....	33
5.2	Assessment Structure .....	33
5.3	Social Factors for Assessment .....	34
5.4	Social Significance Rating Approach.....	34
5.5	Information Sources.....	36
5.6	Assumptions.....	36
<b>6.0</b>	<b>Community and Stakeholder Perspectives</b> .....	<b>37</b>
<b>7.0</b>	<b>Social Impact Assessment</b> .....	<b>38</b>
7.1	Scoping .....	38
7.2	Key Affected Communities.....	38
7.3	Assessment of Technical Reports .....	38
7.4	Impact Assessment .....	44
<b>8.0</b>	<b>Conclusion</b> .....	<b>52</b>
8.1	Summary of Notable Impacts.....	52
8.2	Management and Mitigation of Impacts.....	53

## Figures

Figure 1	Site Context	8
Figure 2	The site in relation to the Aerotropolis Core Precinct	9
Figure 3	Aerotropolis land use and structure plan	10
Figure 4	Project staging plan	12
Figure 5	View of proposed development from Kelvin Park Homestead, facing west	12
Figure 6	South western corner perspective of proposed development	13
Figure 8	Walking in Country map	15
Figure 7	Social locality map	21
Figure 8	SEIFA map	23
Figure 10	Social infrastructure map	29
Figure 12	NSW Healthy Built Environment Checklist	30
Figure 14	Prevalence of long-term health conditions in the PHA, PHN and NSW	58

## Tables

Table 1	SIA Authors' Qualifications	7
Table 2	Strategic Policy Drivers	17
Table 3	Social Locality Definition	20
Table 4	Overview of Demographics	22
Table 5	Resident Population Projections	24
Table 6	Resident Age Projections	25
Table 7	Community Health Snapshot	25
Table 8	Crime statistics	26
Table 9	Summary of Key Social Infrastructure	27
Table 10	Public Transport and Accessibility	28
Table 12	Assessment Structure	33
Table 13	Defining Magnitude Levels for Social Impacts	35
Table 14	Defining Likelihood Levels of Social Impacts	35
Table 15	Social Impact Significance Matrix	35
Table 16	Engagement overview	37
Table 17	Technical report assessment	38
Table 20	Prevalence of long-term health conditions (per 100 population) in the PHA, PHN and NSW	57
Table 22	Register of social impacts	59

# 1.0 Introduction

This Social Impact Assessment (SIA) has been prepared in relation to the State Significant Development Application (SSDA) 40 The Retreat, Bringelly (the 'proposal') at 40 The Retreat, Bringelly. The applicant is SCG Developments Pty Ltd ('the proponent').

This SSDA seeks consent for the design, construction, and use of the proposed mixed-use residential development, including 533 residential units, 647 basement car parking spaces, residential amenities including a pool, gym, public and private open spaces, 496m<sup>2</sup> non-residential GFA, and 424m<sup>2</sup> retail GFA.

For a detailed project description refer to the Environmental Impact Statement prepared by Ethos Urban.

## 1.1 Approach

The SIA has been prepared in accordance with the following documents:

- NSW Department of Planning, Housing and Infrastructure (DPHI) Social Impact Assessment Guideline for State Significant Projects as updated in February 2023 ('the SIA Guideline').
- Technical Supplement – SIA Guideline February 2023
- The report has regard to relevant federal, state and local policy frameworks and strategic drivers, in particular the SIA Guideline.

The SIA draws on the analysis of the current and forecast social conditions of the defined study area/s, along with details of the proposed development, to assess its likely social impacts. It also draws on the outcomes of community consultation that has been specially undertaken to inform the SIA.

The purpose of this report is to analyse the potential social impacts that may arise from the development, during construction and operational phases. It subsequently recommends appropriate social mitigation and benefits optimisation measures.

## 1.1 Development description

This State Significant Development Application seeks consent for the detailed design and delivery (including construction and use) of a new mixed use residential development, to be developed in two (2) stages. Specifically, development consent is sought for:

### Stage 1

Overall site clearing and preparation works, including demolition of all existing development on the Site;

The redevelopment of the northern portion of the Site, comprising:

- Temporary Site access to the northern portion of the Site from The Retreat;
- Temporary bin enclosure adjacent the temporary access;
- Excavation works and construction of a shared two (2) storey basement to a maximum depth of RL 60.60, with capacity for 311 vehicle car spaces;
- Construction of three (3) individual mixed use buildings, comprising:

Maximum building heights between 30.4m and 39.8m;

A total Gross Floor Area (**GFA**) of 26, 204sqm, comprising 25,744 sqm of residential GFA, 248 sqm of non-residential GFA and 212 sqm of retail GFA, distributed across the three buildings;

254 residential units, distributed across the three buildings.

- Associated landscaping, communal open space and embellishment works; and
- Delivery and augmentation of services.

### Stage 2

The redevelopment of the southern portion of the Site, comprising:

- Removal of the Stage 1 temporary access from The Retreat;
- Connection and access of the Stage 1 basement to the western boundary (to become a future Collector Road);
- Excavation works and construction of a shared three (3) storey basement to a depth of RL 56.35, with capacity for 336 vehicle car spaces;

- Site and basement access from the western boundary (to become a future Collector Road);
- Construction of three (3) individual mixed use buildings, comprising:

Maximum building heights between 23.8m and 39.9m;

A total Gross Floor Area (**GFA**) of 29,126 sqm, comprising 28,540 sqm of residential GFA, 212 sqm of retail GFA and 374 sqm of non-residential GFA, distributed across the three buildings;

279 residential units, distributed across the three buildings.

- Associated landscaping, communal open space and embellishment works; and
- Delivery and augmentation of services.

A detailed description of the proposed development is detailed in Section 3.0 of the Environmental Impact Statement prepared by Ethos Urban.

## 1.2 Secretary’s Environmental Assessment Requirements

In accordance with section 4.39 of the *Environmental Planning & Assessment Act 1979 (EP&A Act)*, Secretary’s Environmental Assessment Requirements (SEARs) for SSD 65729209 were issued on 18 January 2024. This report has been prepared to respond to the relevant issued SEARs, as set out in the table below.

SEAR	Response / location in report
<p><b>20. Social Impact</b></p> <ul style="list-style-type: none"> <li>• Provide a Social Impact Assessment prepared in accordance with the <i>Social Impact Assessment Guidelines for State Significant Projects</i>.</li> </ul>	<p>This report in its entirety responds to this requirement.</p>

## 1.1 Qualifications of Report Authors

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

**Name:** Erin Henshaw-Hill

**Qualifications, expertise, and professional memberships:** Erin has over 10 years of experience in social planning in both the private and public sectors. with expertise in social strategy, policy, and planning. She has a Bachelor of Arts and a Master of Urban and Regional Planning.

**Date the SIA was completed:** Click or tap to enter a date.

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

Signed: 

**Table 1 SIA Authors' Qualifications**

Author	Expertise/Qualifications
<p><b>Erin Henshaw-Hill</b> Associate Director, Social Strategy and Engagement</p>	<p><i>BA, MURP</i> Erin has over 10 years of experience in social planning in both the private and public sectors. with expertise in social strategy, policy, and planning.</p>
<p><b>Kate McClure</b> Principal, Social Strategy and Engagement</p>	<p><i>BA (Hons), MUP</i> Kate has 10 years' experience across social sustainability, community infrastructure and planning, including in State and local government, and the private sector. Member of Planning Institute of Australia (MPIA).</p>
<p><b>Jayden Price</b> Urbanist, Social Strategy and Engagement</p>	<p><i>BPlan, MUMP</i> Jayden has over a year of experience in social research and analysis, on issues such as policy drivers for new development, identifying social sustainability outcomes and opportunities and social impacts of new infrastructure.</p>

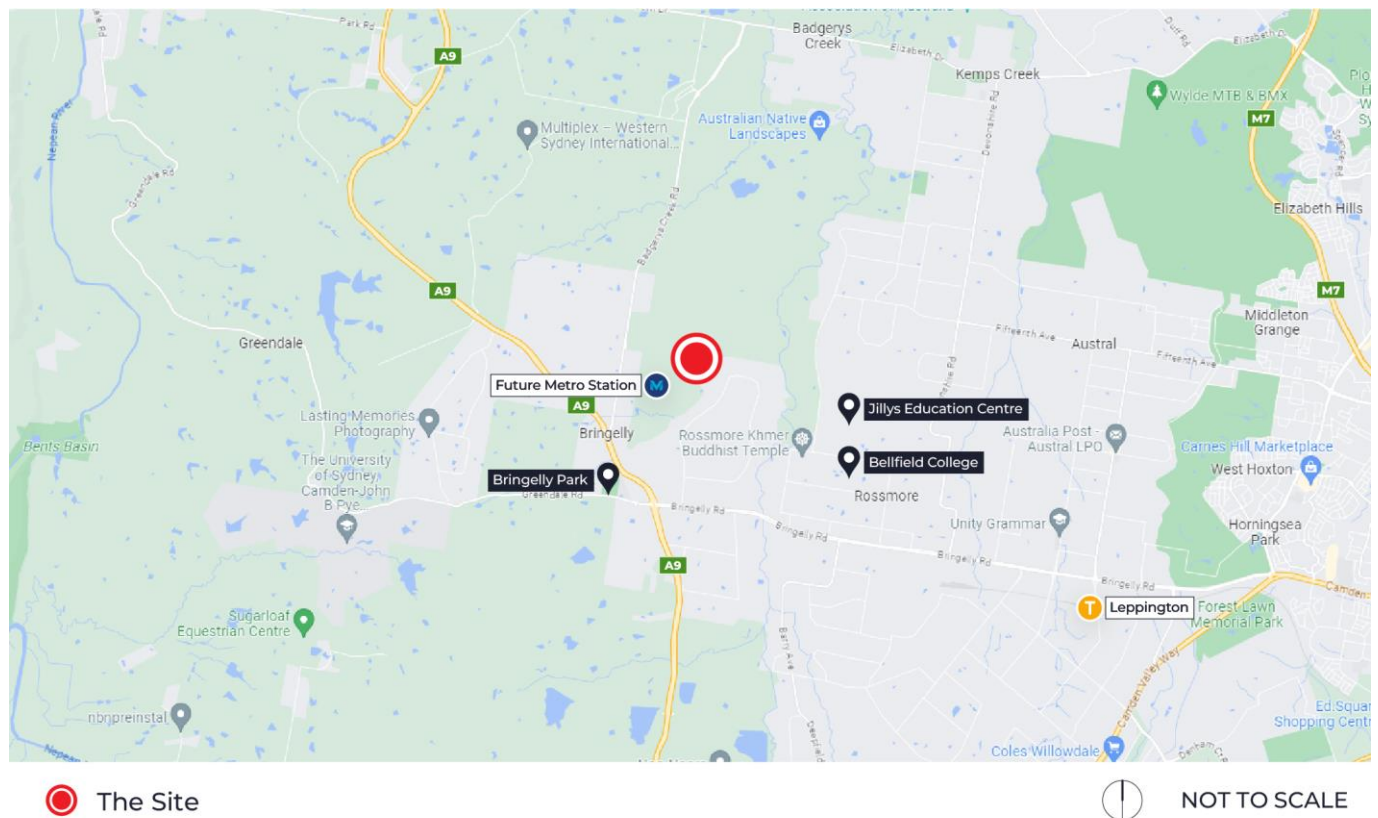
# 2.0 Site Context and Proposed Development

## 2.1 Subject Site

The site is located on Dharug Land, in the Liverpool Local Government area (LGA) and within the Aerotropolis Core precinct. The Aerotropolis represents a new priority growth area designed to leverage the Western Sydney International (Nancy-Bird Walton) Airport and Aerotropolis Metro.

The site’s western boundary adjoins the Government-owned Bradfield City Centre, of which a Masterplan has been prepared by the Western Sydney Parkland Authority (WSPCA). The Bradfield Centre contains the Aerotropolis Metro Station (which has commenced construction) and two advanced Manufacturing Research Facility buildings (one approved and one currently in planning).

The Bradfield City Centre will be the heart of the Aerotropolis Core precinct. It will deliver more than 17,000 jobs, open space, retail, entertainment, and cultural facilities. **Figure 1** illustrates the site’s surrounding context.



**Figure 1** Site Context

Source: Ethos Urban

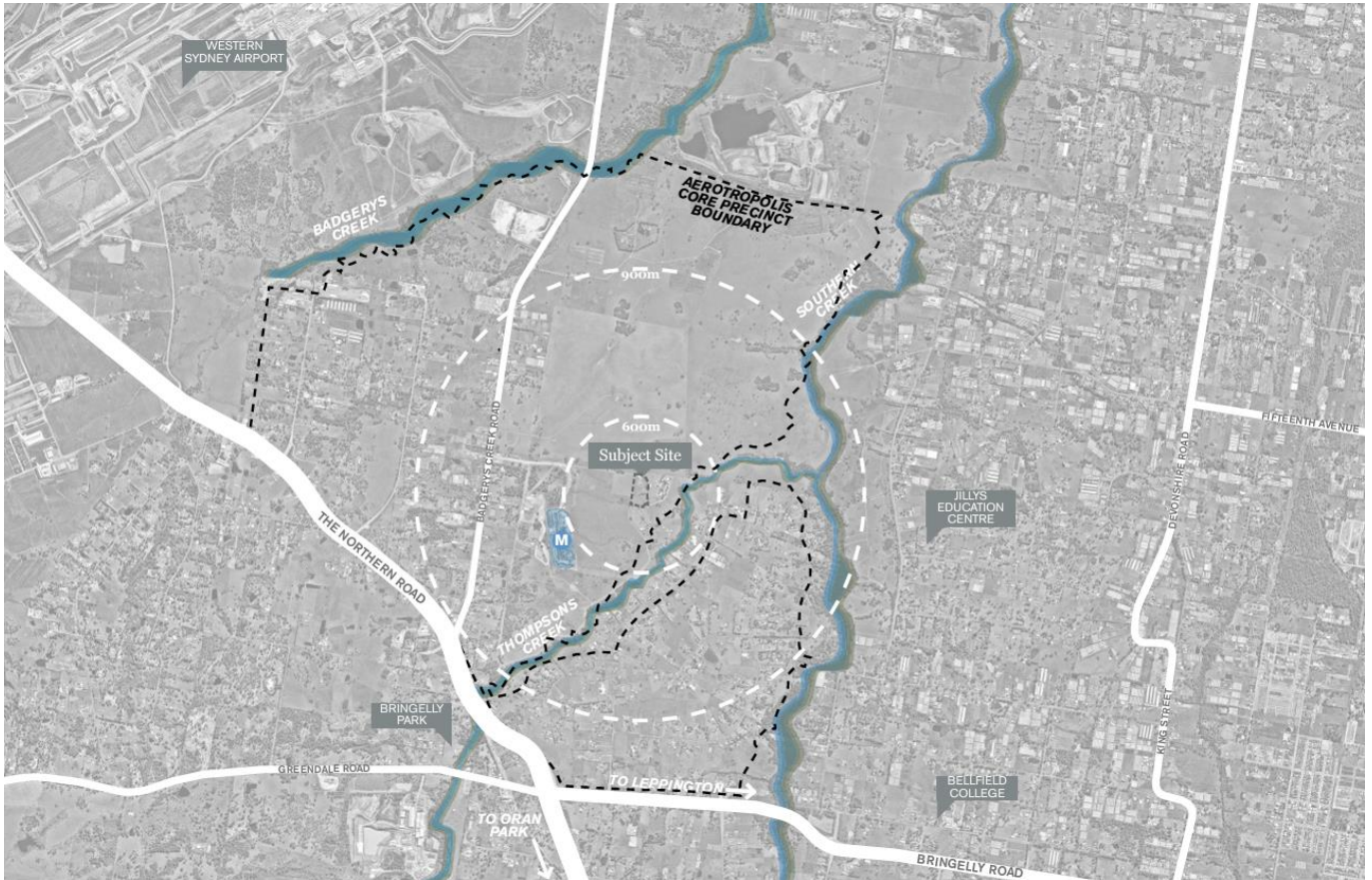
## 2.2 Existing Development

The site’s surrounding area currently has low levels of development.

- **North:** Agricultural land, maintained lawn, sparse trees, and shrubbery. Land to the further north of the site (475 Badgerys Creek Road) is currently undertaking a master planning process.
- **South:** Residential property, including a home, shed, dam and sporadic trees and shrubbery.
- **East:** State Heritage listed ‘Kelvin Park Homestead’ including multiple buildings of heritage significance, maintained lawns and sporadic trees and shrubbery. Further east is Thompsons Creek Riparian Corridor.
- **West:** Maintained grasslands.

## 2.3 Surrounding Context

This section describes the relevant future planned development in the area surrounding the site, see **Figure 2**.



**Figure 2** The site in relation to the Aerotropolis Core Precinct

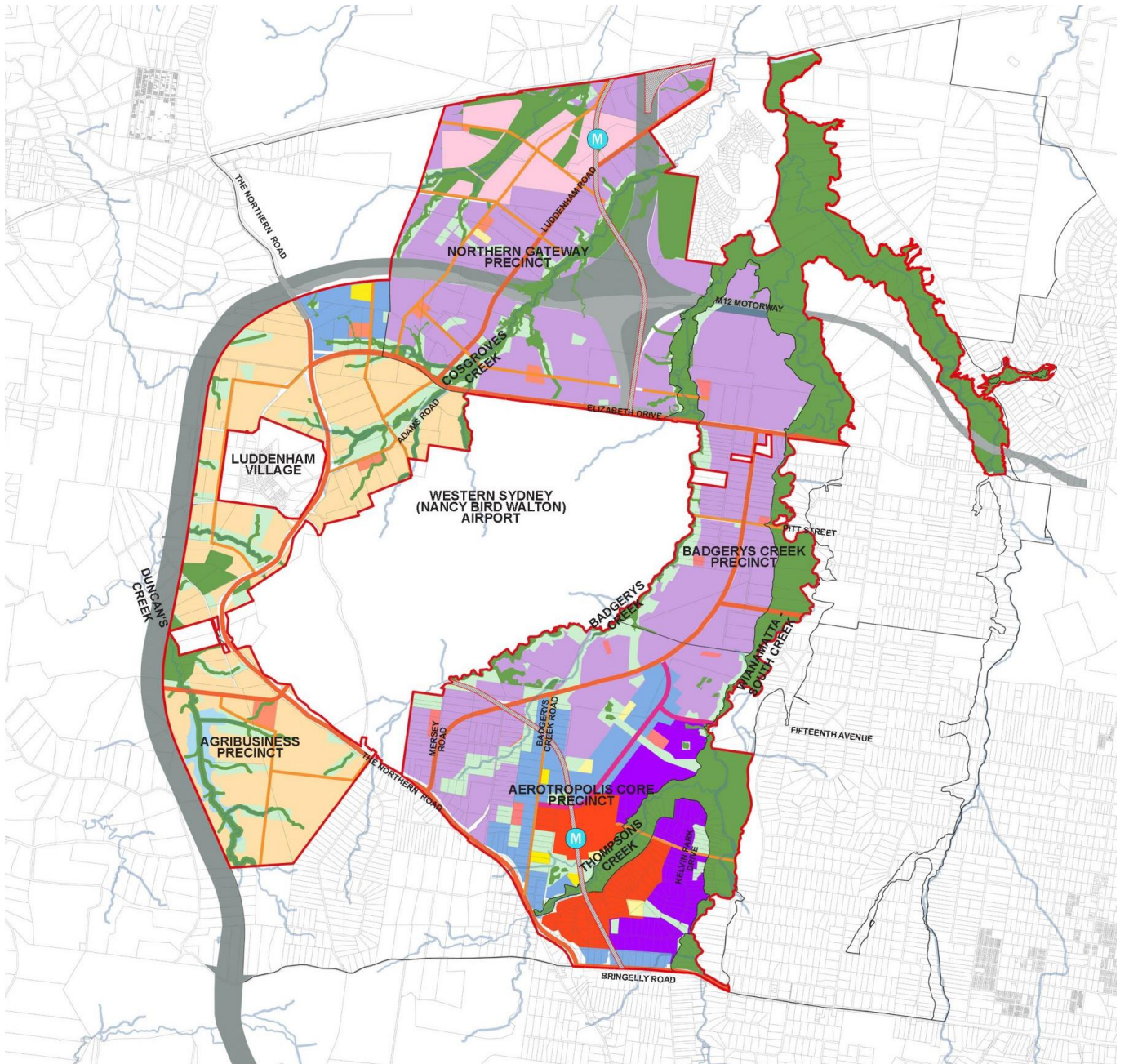
Source: DKO

### 2.3.1 The Aerotropolis

The Aerotropolis is envisaged to become 'Australia's next global gateway', built around the Western Sydney International (Nancy-Bird Walton) Airport. The Aerotropolis is expected to undergo transition and significant development to support the economic growth of the Parkland City over the next decade, with the new Western Sydney International Airport the catalyst for growth.

**Figure 3** provides a high-level land use plan for the Aerotropolis, including the Core precinct, which contains the subject site. It is planned to be a dense urban area centred around the Aerotropolis Metro Station (the 'Bradfield City Centre'), comprising commercial uses, advanced manufacturing, and high technology, to support up to 60,000 jobs. It will also contain residential development within walking distance of the new Metro or other public transport, Wianamatta-South Creek, and Thompsons Creek, in identified areas not impacted by significant aircraft noise.

The 'Inghams Estate' at 475 Badgerys Creek Road (approx. 1.8km north of the subject site) is, like the Bradfield City Centre, currently undertaking a master planning process which will facilitate predominately enterprise and light industrial redevelopment of this land holding.



- |                               |                                   |                               |
|-------------------------------|-----------------------------------|-------------------------------|
| Commercial centre - mixed use | Specialised centre mixed use      | Major Infrastructure Corridor |
| Local/Neighbourhood Centre    | Open Space / Stormwater Land      | M12 motorway                  |
| Business and enterprise       | Environment and Recreation        | Outer Sydney Orbital          |
| Mixed use residential         | Primary arterial road             | East West Rail Link           |
| Agribusiness                  | Primary arterial road (rapid bus) | Metro Station                 |
| Enterprise and light industry | Sub-arterial                      | Land Application Boundary     |
| Education                     |                                   | Watercourses                  |
| Special Infrastructure        |                                   | Property Boundary             |
|                               |                                   | Precinct Boundary             |



**Figure 3 Aerotropolis land use and structure plan**

Source: NSW Department of Planning

### 2.3.2 Bradfield City Centre

Land to the west of the site will comprise the Bradfield City Centre including the Aerotropolis Metro Station, for which the Western Sydney Parkland authority (WSPCA) has prepared a master plan.

Key features include 36 hectares of public domain, 60 hectares of land prepared for development, a visitor centre and high-tech research facility, digitally enabled city centre, commercial and community facilities, a plaza adjacent to the new metro station and dining, entertainment, and leisure infrastructure.

Construction of the Bradfield City Centre has started, with work on the First Building (due to be completed in 2024) and first stage civil and enabling works on new roads and utility services. An SSDA was approved in September 2022 for an advanced manufacturing research and developing facility. The Centre will continue to grow and evolve over the next 30 years.

### 2.3.3 Transport

#### Aerotropolis Station

The Aerotropolis Station will be located east of Badgerys Creek Road, at the centre of Western Sydney Aerotropolis. It will become a major transport interchange providing connectivity to the future new central business district of the Western Sydney Parkland City.

The Aerotropolis Metro Station is currently under construction.

#### The Fifteenth Avenue Smart Transit (FAST) Corridor

The FAST Corridor is located north of the site and will provide a 19km arterial bus corridor running east-west within the Bradfield City Centre, connecting the Liverpool Central Business District, the Aerotropolis, and the Western Sydney International Airport.

Plans for the corridor could accommodate services such as rapid buses, trackless trams, light rail, and other modes of transport as well as prioritising walking and cycling with segregated shared paths and landscaping.

## 2.4 Proposed development

### 2.4.1 Development Objectives

The project will deliver residential accommodation and ground floor retail that responds to the Site's unique context, designed to support the anticipated growth and demand for housing arising from the broader growth of the Aerotropolis Core. The objectives of the proposed development are to:

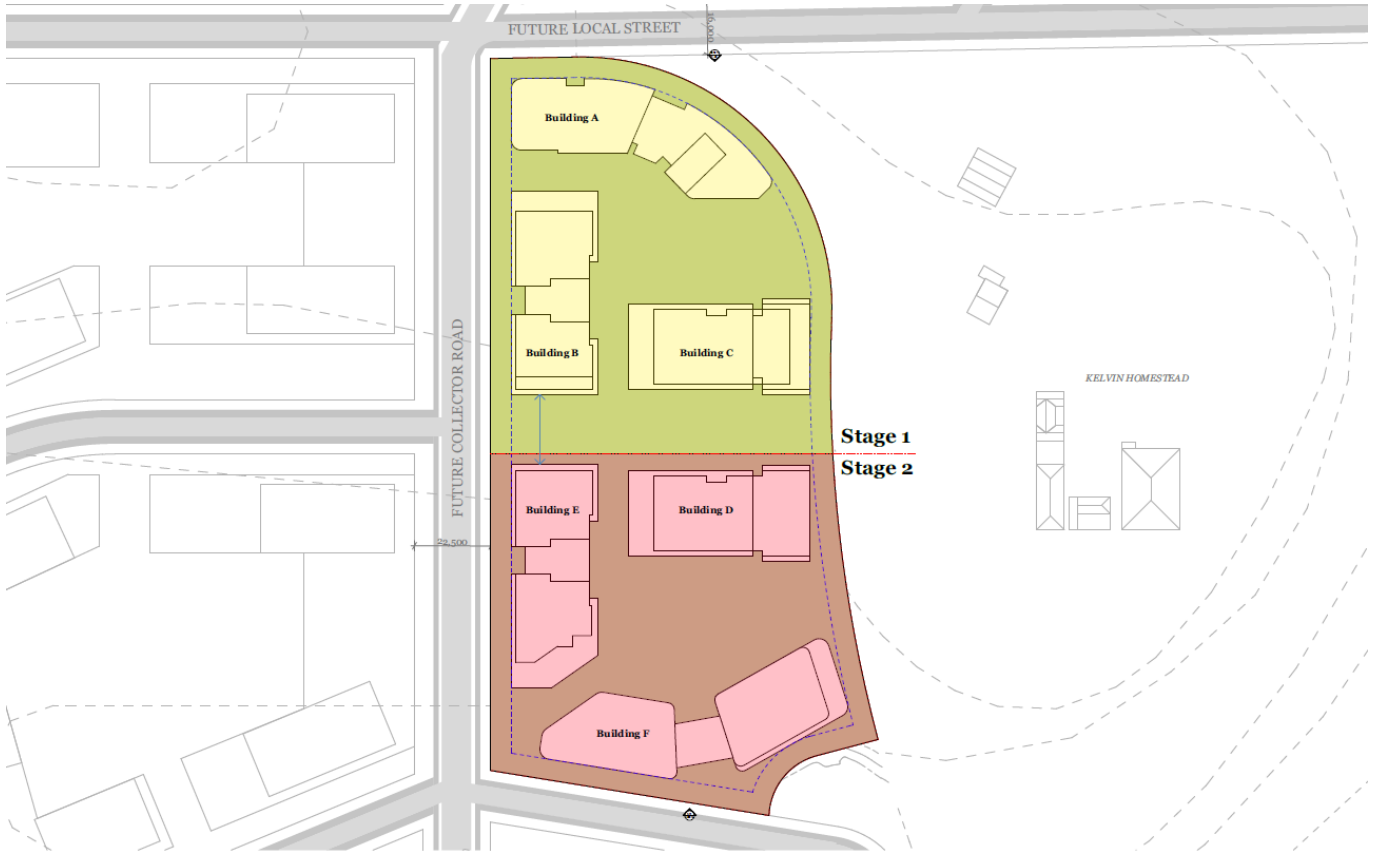
- **Transition** - The built form and landscape carefully transitions between the scale of Thompson Creek, Kelvin Park Homestead and the larger massing of Bradfield City Centre and the Aerotropolis Core Precinct.
- **Living Option** - The project will deliver a diverse range of living options for a growing precinct.
- **Establishing Connections and Permeability**- The project will maximise walkability within a permeable, connected precinct.
- **Solar amenity and ground plane** - The project will ensure adequate solar amenity is achieved for future residents and surrounding development.

### 2.4.2 Development Staging

The development will be delivered in two stages (see Figure 4):

- **Stage 1:** Planned to commence 2027 contingent on the completion of key infrastructure including the metro station and airport (both due to be completed in 2026) and is anticipated to take around 2.5-3 years.
- **Stage 2:** Commencement is contingent on key services infrastructure works and the new collector road on the western boundary of the site.

Works included in each stage are outlined in section 1.1 of this report and a detailed description of the proposed development is detailed in Section 3.0 of the Environmental Impact Statement prepared by Ethos Urban.



**Figure 4** Project staging plan

Source: DKO



**Figure 5** View of proposed development from Kelvin Park Homestead, facing west

Source: DKO



**Figure 6** South western corner perspective of proposed development

Source: DKO

### 2.4.3 Key Design and Delivery Considerations

Development in the Aerotropolis must consider the *Recognise Country: Draft Guidelines for development in the Aerotropolis*, published in October 2021. The project team has engaged Hardy Hardy to ensure these guidelines are considered and to ensure Connecting with Country is embedded in the development early as part of the design process.

The proposal has been and will continue to be informed by the Designing with Country framework and the *Recognise Country: Guidelines for Development in the Aerotropolis*.

As advised by the SDRP, the SSDA is inclusive of a landscape-led approach informed by the design principle 'Start with Country'; which has informed the site's built form and character. The proposal will further consider propagating seeds from the Grandmother tree prior to the construction stage of the project. This was advised by the Dharug custodians for use in the landscape design. The SSDA process has continuously referred to the Draft Connecting with country framework on the GANSW website to guide the development and will continue to do so after following the submission of the application.

### 2.4.4 Walking in Country

Walking in Country occurred on 26 October 2023 and facilitated designers to acquire Indigenous knowledge. Walking on Country provided a crucial opportunity to learn and respect the deep connection and concern Dharug people have for their Country. This invaluable knowledge is essential for creating designs that are culturally sensitive, connected, and sustainable.

Walking Country is a crucial step in connecting and designing with Country because it involves physically immersing all senses in all elements of Country. Engaging with geology, meeting the water that is informing the design principles is essential in building a relationship to care, design, nurture, and belong, with and to Country. From a Dharug perspective, this is best practice and as essential step that cannot be missed.

Walking as a team, with the developer, state design review panel, client, design team, landscaper, and Dharug Traditional owners provided an opportunity to ensure we were listening to each other and the oldest continuous living culture on Earth, on unceded land see **Figure 7**. This process facilitated stronger relationships cross-

pollination, bringing together collective wisdom for the greater good of humans, non-humans, and more-than-humans, ensuring inclusivity for a more holistic architectural response that brings an active voice to all manifestations of Country, not a passive backdrop.

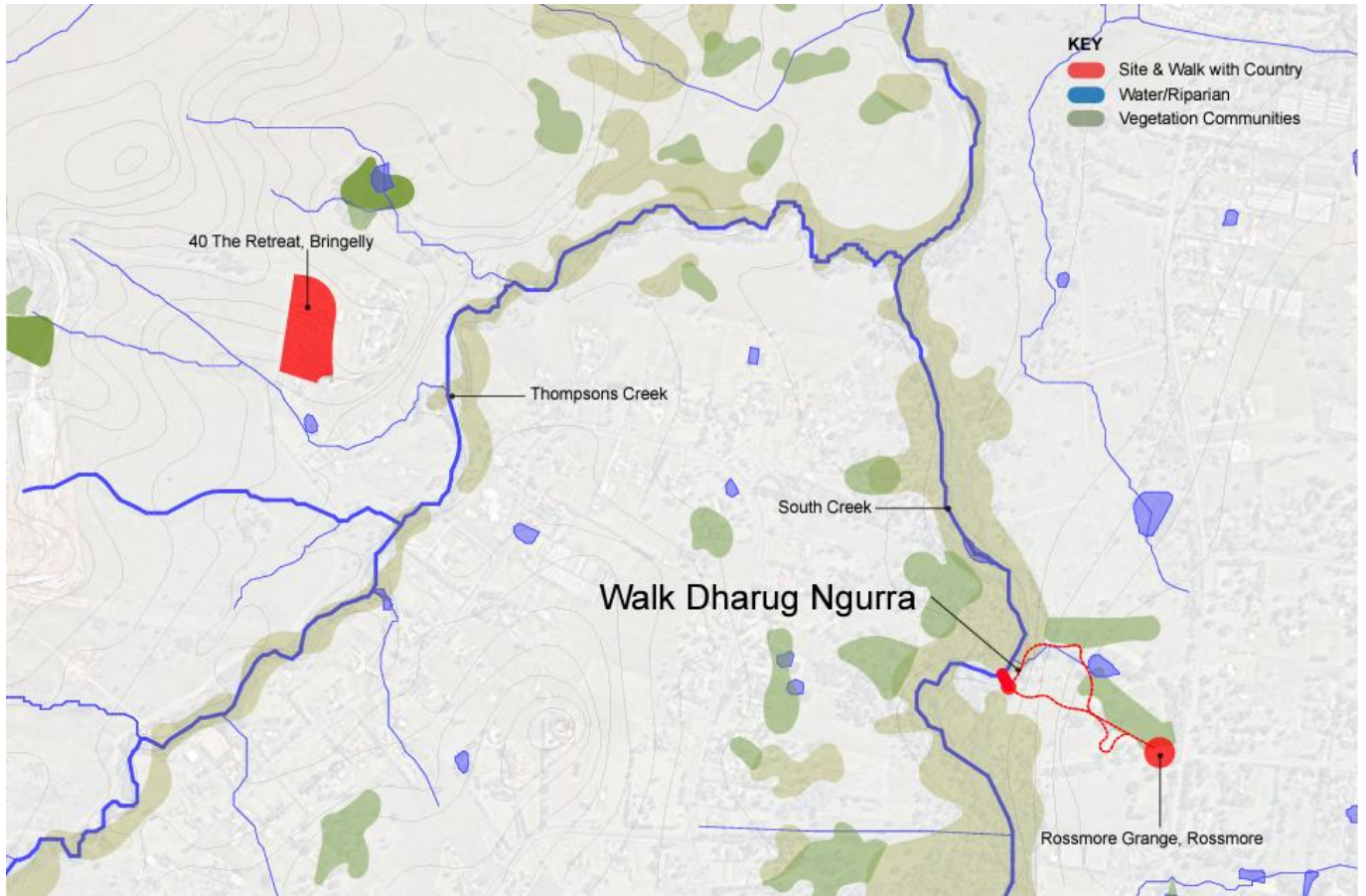
The Connecting with Country framework and Walking in Country process informed the design principles which have been adopted to ensure the objectives for the site are achieved.

#### 2.4.5 Design principles

The following design principles and urban approaches have been adopted to ensure the overall vision and objectives for the site are achieved. The design approach to the proposal is grounded by 4 overarching established by DKO which have set the design vision of the site:

The design principles were developed based upon the Connecting with Country framework,

- **Regeneration: remembering Place Dharug Nguraa**
  - Restoring the presence of indigenous species to their rightful place.
  - Revitalise natural habitats by restoring water access.
  - Reuse materials take from the land.
  - Reconnect with the land to nurture fertility and endemic food sources.
  - Reconnect and regenerate endangered species through landscaping.
  - This will encourage sounds of belonging to remain.
- **Ridges and Valleys: rejuvenation of bioregional Cumberland Plain**
  - Understanding the geology and history of the land.
  - Respecting natural level.
  - Respecting natural levels.
  - Place for respite, shelter and hiding.
  - Meandering connections for navigating Country and Place.
  - Protect and maintain important sightlines.
- **Interconnected relationality: Ground Plane Suitable for Bioregional Area**
  - Elder Tree connected to living systems.
  - Everything is interconnected.
  - Nothing in the natural world is separate, therefore buildings should not cause separateness.
  - Connection of humans and non-humans is essential for belonging.
  - Yarning to build relationships, between human, non-humans and more than humans.
  - Make residents feel part of the local community.
  - Sounds of belonging are connected to wellbeing.
- **Memory of Place: Shared communities of Humans and non-humans**
  - Sense of belonging.
  - Feeling of safety.
  - Memory comes through the materiality and form.
  - Material palette will speak to Country and Place.
  - Sharing of stories to listen to the land.
  - Letting Country guide the feeling and memories.
  - Reflecting on intertwined Aboriginal and colonial history for healing.



**Figure 7** Walking in Country map

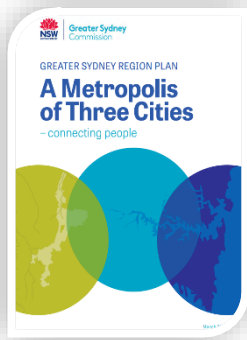
Source: DKO

# 3.0 Strategic Policy Context

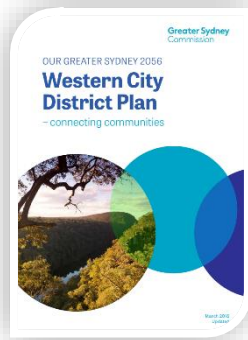
This proposal aligns with several strategic policy drivers at a local and state level. Key themes of interest to this Social Impact Assessment derived from the policies include:

- Ensuring that growth in the Western Parkland City, Bradfield, and Liverpool City Council is supported with appropriate and timely infrastructure.
- Exploring opportunities to provide housing diversity to suit a range of demographics.
- Sustainable building practices and mitigating environmental impacts, with housing to focus on sustainability and climate resilience, and Bradfield to ensure an urban tree canopy and ample open spaces are provided.

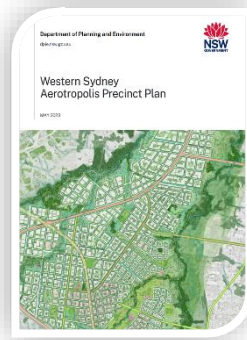
The following section identifies the key social drivers for this site, based on a review of the relevant federal, state, and local policies and strategies. The following documents have been reviewed:



Greater Sydney Region Plan, Greater Sydney Commission 2018



Western City District Plan, Greater Sydney Commission 2018



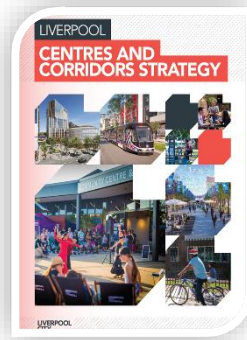
Western Sydney Aerotropolis Precinct Plan, Department of Planning and Environment 2023



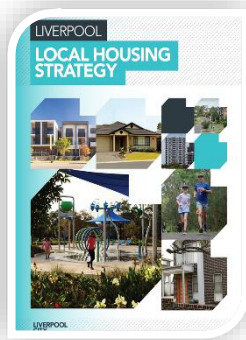
Connected Liverpool 2040: Local Strategic Planning Statement, Liverpool City Council 2020



Community Strategic Plan 2022-2032, Liverpool City Council 2022



Liverpool Centres and Corridors Strategy, Liverpool City Council 2018



Liverpool Housing Strategy,  
Liverpool City Council 2020



Bradfield City Centre Draft Master  
Plan, Western Parkland City Authority  
2023



Future Transport Strategy: Our  
vision for transport in NSW,  
Transport for NSW 2022

**Table 2 Strategic Policy Drivers**

Policy theme	Key implications for impact assessment	Source
Growth in the Western Parkland City supported by appropriate infrastructure	<ul style="list-style-type: none"> <li>The Western Parkland City is projected to grow from 740,000 in 2016 to 1.1 million by 2036, and over 1.5 million by 2056.</li> <li>It is important that the Western Parkland City is shaped by placemaking, helping to support healthy lifestyles and connected communities.</li> <li>There is a need for new infrastructure including cultural, education, health, and community infrastructure to fairly balance and align population growth with infrastructure investment.</li> <li>Places with high concentrations of social connectors are characterised by:               <ul style="list-style-type: none"> <li>Access to trains or high frequency bus routes.</li> <li>Cultural and economic diversity.</li> <li>High levels of volunteering.</li> <li>High provision of social infrastructure.</li> <li>Access to education and learning.</li> <li>Walkable town centres / eat street.</li> <li>Diverse housing mix (density, tenure, and affordability).</li> </ul> </li> <li>The staging of enabling infrastructure, and upgrades or expansions of local infrastructure need to be in line with housing.</li> <li>Liverpool LGA has the largest projected growth in the 65–84-year age groups, with 23,750 more people by 2036.</li> <li>To support growth in older populations, more diverse housing types (including medium density housing) and designing walkable neighbourhoods “will create opportunities for older people to continue living in their community, where being close to family, friends, and established health and support networks improves people’s wellbeing”.</li> <li>Greenfield developments are increasing Liverpool’s population and affecting the distribution and efficiency of services. Global migration movements are expected to be the highest contributor to population growth.</li> <li>Planning decisions need to support new infrastructure in each city – including cultural, education, health, community, and water infrastructure – to fairly balance population growth with infrastructure investment.</li> <li>The WPCA Master Plan Social Infrastructure Strategy estimate that residential development yields for the Master Plan site approximate a total residential population of 15,288 – 23,000 residents up to and beyond 2056. Job projections for the</li> </ul>	<ul style="list-style-type: none"> <li>Greater Sydney Region Plan (Greater Sydney Commission, 2018)</li> <li>Western City District Plan (Greater Sydney Commission, 2018)</li> <li>Community Strategic Plan (Liverpool City Council, 2022)</li> <li>WPCA Master Plan Social Infrastructure Strategy (Western Parkland City Authority, 2023)</li> <li>Western Sydney Aerotropolis Precinct Plan (Department of Planning and Environment, 2023)</li> <li>Bradfield City Centre Draft Master Plan (Western Parkland City Authority 2023)</li> </ul>

Policy theme	Key implications for impact assessment	Source
	<p>Bradfield City Centre anticipate a total worker population of 27,997 by 2056. Western Sydney International Airport is predicated to accommodate 10 million passengers annually five years after opening. By 2050, the annual capacity is expected to increase to 37 million passengers (over half of Sydney's international air travel demand).</p> <ul style="list-style-type: none"> <li>• Connections from the site to the Bradfield City Centre's road network and social infrastructure is within Stage 3 of staging, with timing and sequencing of this area yet to be determined.</li> </ul>	
Providing housing diversity	<ul style="list-style-type: none"> <li>• Housing needs to be diverse, including a mix of dwelling types, sizes, universal design, seniors and aged care housing, student accommodation, group homes, and boarding homes.</li> <li>• There also needs to be in increasing focus on providing affordable rental housing and social housing.</li> <li>• Liverpool City Council will prioritise transit-oriented development opportunities to help reduce reliance on private vehicles.</li> <li>• Western Parkland City will support housing diversity around centres and transit nodes.</li> <li>• The Liverpool Housing Strategy sets out a vision for people to have access to quality, affordable, and appropriate housing close to open space, transport connections, and local jobs. By balancing housing, employment, and retail uses, residents will be able to live, work, and play within a 30-minute city.</li> <li>• High-quality housing types will be provided across Liverpool, with densities concentrated in centre locations.</li> <li>• Affordable housing needs to be provided to meet the housing needs of very low, low, and middle income earners.</li> </ul>	<ul style="list-style-type: none"> <li>• Western City District Plan (Greater Sydney Commission, 2018)</li> <li>• Local Strategic Planning Statement (Liverpool City Council, 2020)</li> <li>• Greater Sydney Region Plan (Greater Sydney Commission, 2018)</li> <li>• Liverpool Housing Strategy (Liverpool City Council, 2020)</li> </ul>
Growth in the Aerotropolis	<ul style="list-style-type: none"> <li>• The Liverpool Centres and Corridors Strategy (2018) identifies the Aerotropolis as a metropolitan cluster within the LGA, along with Liverpool CBD. As a metropolitan cluster, the role of the centre is as a regional-scale mixed-use centre of retail, services and businesses, with features including: <ul style="list-style-type: none"> <li>- Commercial office development.</li> <li>- Mixed-use residential.</li> <li>- Multiple supermarkets and department stores.</li> <li>- Higher-order services.</li> </ul> </li> <li>• The Aerotropolis will help cement Liverpool as a gateway city, attracting global exposure for freight, business, and leisure travel. To ensure success, the area needs to be supported by infrastructure and transport.</li> <li>• Liverpool is heavily reliant on private vehicles due to a lack of efficient public transport. This is set to get worse if the Aerotropolis is not properly supported.</li> <li>• The Aerotropolis has been identified for housing growth between 5,000 – 10,000 homes, and jobs growth between 20,000 – 45,000 jobs.</li> <li>• Western Sydney Airport and the Aerotropolis are major drivers of employment and economic growth within Liverpool, with the area having been identified as part of a metropolitan cluster and the western economic corridor in the Western Parkland City.</li> <li>• The site is located within an area designated as a first priority area for development sequencing within the Western Sydney Aerotropolis Precinct Plan.</li> </ul>	<ul style="list-style-type: none"> <li>• Community Strategic Plan (Liverpool City Council, 2022)</li> <li>• Local Strategic Planning Statement (Liverpool City Council, 2020)</li> <li>• Liverpool Centres and Corridors Strategy (Liverpool City Council, 2018)</li> <li>• Western Sydney Aerotropolis Precinct Plan (Department of Planning and Environment, 2023)</li> </ul>
Improving transport connections in Liverpool	<ul style="list-style-type: none"> <li>• There is a need to improve transport connections within Liverpool to decrease reliance on private vehicles.</li> <li>• Council would like to investigate opportunities for a Western Sydney International terminal interchange with the Western Sydney Airport Metro Line, South-West rail link, and Fifteenth Avenue Smart Transit Corridor.</li> </ul>	<ul style="list-style-type: none"> <li>• Local Strategic Planning Statement (Liverpool City Council, 2020)</li> <li>• Greater Sydney Region Plan (Greater Sydney Commission, 2018)</li> </ul>

Policy theme	Key implications for impact assessment	Source
	<ul style="list-style-type: none"> <li>The community has identified a need for a fast-tracked Leppington to Western Sydney Airport / Aerotropolis train link, and to ensure the airport is a stop on future fast rail. The Fifteenth Avenue Smart Transit (FAST) Corridor will provide a key gateway between the Western Sydney Airport / Aerotropolis and Liverpool CBD.</li> <li>The Greater Sydney Region Plan highlights the proportion of residents who access city within 30 minutes (in 2016) is 39%, significantly less than in Central River City (65%) and Eastern Harbour City (70%).</li> <li>Council will support active and healthy lifestyles by improving footpaths, cycleways and walkways, and other infrastructure that promotes and supports active transport.</li> <li>There will be continued investment in improving and maintaining Liverpool's road networks and infrastructure.</li> <li>The long-term vision of transport in NSW includes: <ul style="list-style-type: none"> <li>More choice, better access – through improving transport solutions for customers.</li> <li>Environmentally responsible – through moving towards net zero emissions.</li> <li>Thriving places – through enhancing liveability for customers and communities.</li> <li>Maximising the use of our network – through releasing the potential of infrastructure.</li> <li>Resilient communities – through building for resilience and economic growth.</li> </ul> </li> <li>The Future Transport Strategy identifies future rapid bus links between Bradfield and Liverpool, Narellan, Campbelltown – Macarthur, and Penrith. Bradfield will also be connected to road through the under construction M12 and planned M9 Outer Sydney Orbital. Rail connections from Bradfield are also under construction towards Western Sydney International Airport and St Marys.</li> </ul>	<ul style="list-style-type: none"> <li>Community Strategic Plan (Liverpool City Council, 2022)</li> <li>Future Transport Strategy (TfNSW, 2022)</li> </ul>
Addressing sustainability and climate change	<ul style="list-style-type: none"> <li>Western Parkland City has the lowest average annual rainfall of the (683mm at Badgerys Creek), highest average annual days over 35°C (21 days in Penrith), and lowest existing urban tree canopy (16%) of the three cities.</li> <li>South Creek (which runs along the eastern boundary of the Aerotropolis), and its tributaries, will provide new opportunities for cool and green neighbourhoods and centres with generous open space in a parkland setting.</li> <li>Western Parkland City will have increased tree canopy cover to provide shade and shelter for walkable neighbourhoods.</li> <li>Areas in Liverpool of high rural and ecological value will be protected from housing growth. New housing will have a focus on sustainability, and climate resilience.</li> <li>Planning priority 14 in the Liverpool LSPS advocates for bushland and waterways to be celebrated, connected, protected, and enhanced. Council aims to address this through protecting and restoring naturally occurring ecosystems and habitat, minimising threats to endangered species, substantially increasing tree canopy cover, establishing a Green and Blue Grid corridor network, and collaborating with Western Sydney Planning Partnership to ensure a landscape-led approach to development is taken within the Aerotropolis.</li> <li>Council will deliver and advocate for a sustainable, cool, and green city. Furthermore, Council will protect and enhance Liverpool's natural environment, and increase the City's resilience to the effects of natural hazards, shocks, and stresses.</li> </ul>	<ul style="list-style-type: none"> <li>Greater Sydney Region Plan (Greater Sydney Commission, 2018)</li> <li>Liverpool Housing Strategy (Liverpool City Council, 2020)</li> <li>Local Strategic Planning Statement (Liverpool City Council, 2018)</li> <li>Community Strategic Plan (Liverpool City Council, 2022)</li> </ul>

# 4.0 Social Locality and Baseline

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

It describes the following:

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

## 4.1 Social Locality Definition: Areas Of Social Influence

For the purposes of the SIA, social localities have been defined, taking into consideration the need to factor in both local social impacts and those likely to occur on a broader scale. The areas of social influence have been determined for the proposal based on the consideration of:

- The construction activities and operational uses of the proposal.
- The likely scale and extent of potential direct and indirect impacts and benefits of the proposal on the social factors identified in the SIA Guideline. This includes indirect impacts that are generally less tangible and more commonly relate to matters such as community values, identity, and sense of connection to place.
- Cumulative impacts that may impact affected communities due to other transport, construction, and major urban renewal processes underway within or proximate to the corridor or localities.
- The potentially affected built or natural features that have social value or importance located on or near the construction sites, and the social characteristics of the areas likely to be affected by the proposal, as informed by the social baseline study and other technical assessments that inform the EIS.
- The community and stakeholder groups that would be most likely affected by the direct and indirect impacts, based on stakeholder and community engagement activities, and other available information sources.

Based on the above, this assessment has considered the following 'areas of social influence' as shown in **Table 3** and **Figure 8**.

**Table 3 Social Locality Definition**

Study Area	Relevance to SIA	Definition in this SIA
<b>Social locality - primary</b>	<ul style="list-style-type: none"> <li>• Likely to be localised social impacts relating to the immediate surrounds of the site, for example impacts associated with the construction of new buildings (i.e., amenity values, access, noise, air quality).</li> <li>• Longer term impacts such as potential noise, light, traffic and/or increased activity in the area may occur close to the proposed development.</li> </ul>	<p>The PSL incorporates the <b>residential area along The Retreat, north-west of Thompsons Creek</b>. This area is most likely to experience impacts during construction such as increased noise, dust, vibration, and traffic, as well as experience operational impacts including overshadowing, visual impacts, and increased traffic.</p>
<b>Social locality - secondary</b>	<ul style="list-style-type: none"> <li>• Understand the broader impacts and benefits that the proposed development will likely have on the surrounding community.</li> </ul>	<p>The SSL aligns with the <b>Aerotropolis Core Precinct</b> as identified in the Western Sydney Aerotropolis Precinct Plan (Department of Planning and Environment, 2022). This was chosen to encompass the area where future residents are most likely to access social infrastructure, services, facilities, and employment.</p>









## 1.2 Demographic Profile

Based on 2021 ABS Census of Population and Housing data, an overview of the demographic profile of the identified study areas is compared to the Greater Sydney. Key findings in relation to relevant social indicators are highlighted below with detailed demographic tables available in **Table 4**.

The current population of the SSL is approximately **1,256** (2021), and existing population density is sparse, with nearly all dwellings being separate on acreage and hectares. This will significantly change with the growth of Bradfield City Centre and the Aerotropolis Core precinct, where dwelling structure be medium and high density.

**Table 4** Overview of Demographics

 <b>Age structure</b>	<b>The population in the SSL is significantly older than Greater Sydney.</b> The median age in the SSL is 42.9 years, significantly older compared to 37.3 years for Greater Sydney. The top three age groups in the SSL are 35-39 years (16.6%), 60-69 years (15.5%), and 50-59 years (14.5%).
 <b>Median Income</b>	<b>SSL households earn a lower income than in Greater Sydney.</b> The median annual household income in the SSL is \$85,360, -21.5% lower than Greater Sydney (\$108,750). Median annual individual incomes in the SSL (\$31,830) are also lower than Greater Sydney (\$45,930) at -30.7%.
 <b>Cultural diversity</b>	<b>The SSL has a higher rate of people born in Australia than Greater Sydney.</b> 74.3% of the SSL population were born in Australia, compared to 61.1% for Greater Sydney. The top three countries of birth in the SSL (other than Australia) are China (3.8%), Italy (3.2%), and Malta (2.9%). The top three languages spoken at home (other than English) in the SSL are Arabic (8.5%), Italian (6.3%), and Cantonese (4.9%). The population of Aboriginal and Torres Strait Islander people in the SSL (1.7%) is comparable to Greater Sydney (1.8%).
 <b>Household composition</b>	<b>The most predominant household type in the SSL are family households.</b> Over three quarters of households are a family (85.3%), compared with 72.6% in Greater Sydney. Of those family households, close to half are couple families with children (46.6%). The number of lone person households (13.5%) and group households (1.1%) in the SSL is lower than in Greater Sydney (23.3% and 4.1%, respectively).
 <b>Dwellings</b>	<b>Dwellings are mostly separate houses in the SSL.</b> Nearly all dwellings in the SSL (99.2%) are separate houses, a significantly higher proportion than in Greater Sydney (56.1%).
 <b>Tenure Type</b>	<b>There is a high share of owner occupiers (particularly owned outright) in the SSL.</b> 81.0% of tenures in the SSL are owner occupiers, most of which are owned outright (54.4%). This is a significantly higher proportion than in Greater Sydney, wherein 62.3% are owner occupiers, with the majority being owned with a mortgage (34.0%). There is a significantly lower proportion of renters in the SSL (16.4%) than Greater Sydney (36.1%).

### Disclaimer regarding COVID-19 Pandemic

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

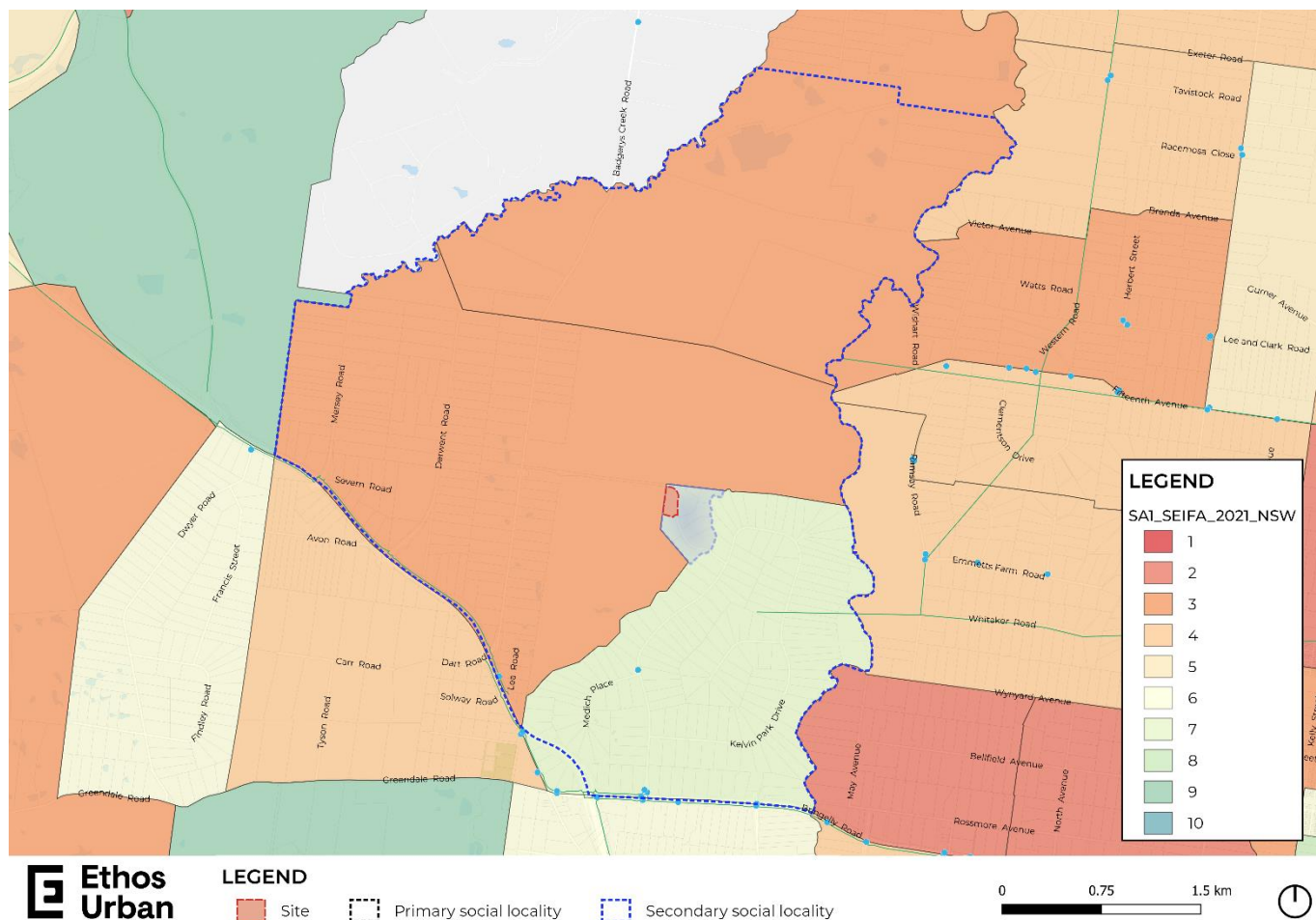
### 4.1.1 Socio-economic Disparity

The Socio-Economic Indexes for Areas (SEIFA) provides a measure of the relative socio-economic advantage and disadvantage of geographical areas using ABS Census data. SEIFA uses socio-economic indicators such as but not limited to income, education, employment, occupation, and housing variables.

Relative socio-economic advantage and disadvantage, as defined by ABS, refers to “people's access to material and social resources, and their ability to participate in society.”<sup>1</sup>

**Figure 9** shows the mapping of SEIFA percentiles on a SA1 (statistical area 1) level for the two study areas and surrounds. A lower percentile (i.e., red and orange tiles on the map) represents a more disadvantaged area. This provides an indication of the collective socio-economic characteristics of the communities in the study areas and can highlight potential vulnerable communities that may be disproportionately affected by the development.

The area is mixed in terms of socio-economic advantage. While the south and east of the SSL (including the PSL) is categorised by relative advantage, the north and west are relatively disadvantaged. The socio-economic indexes within the surrounding area may change as development occurs.



**Figure 9 SEIFA map**

Source: Ethos Urban

<sup>1</sup> Australian Bureau of Statistics, 2016. Technical paper: Socio-Economic Indexes for Areas (SEIFA), p. 6.

## 4.1.2 Forecast Resident Population and Age

For the purposes of this analysis, population projections have been sourced with reference to Transport for NSW Population Projections and have been rebased to the latest ABS estimated resident population figure.

**Table 5** shows historical and projected population from 2016 to 2041 and **Table 6** shows the projected age population growth within the SSL.

While the SSL is currently categorised as having an older population (see **Section 1.2**), this is expected to significantly change in line with the growth of Bradfield and the Aerotropolis Core, with significant growth particularly in younger age groups.

### Key findings

While the SSL experienced population decline of -2.0% between 2016 – 2023 (most likely a result of COVID-19), it is expected to increase at a **growth rate of 7.3% between 2023 – 2041**. This is a **significantly higher** rate than **Greater Sydney** (1.2%) and can be attributed to the development of the Aerotropolis and Bradfield. Most of the growth in the SSL is expected to occur in the ten years between 2026 – 2036.

The demographic profile in **Section 1.2**, shows the SSL is currently categorised by a much older population (median age 42.9 years) than Greater Sydney (median age 37.3 years). However, this is expected to change with the development of the Aerotropolis and Bradfield, with age projections predicting **30-34 years (+300), 35-39 years (+290), and 40-44 years (+280)** experiencing the **greatest growth** between 2023 – 2041. There is also a **high proportion** of expected growth in people aged **29 years and younger**.

**Table 5 Resident Population Projections**

Population (no.)	2016	2023	2026	2031	2036	2041	2016 - 2023	2023 - 2041
<b>SSL</b>	1,470	1,280	1,350	2,150	3,620	4,550	-190	+3,270
<u>Average Annual Growth (no.)</u>		<b>2016 - 2023</b>	<b>2023 - 2026</b>	<b>2026 - 2031</b>	<b>2031 - 2036</b>	<b>2036 - 2041</b>	<b>2016 - 2023</b>	<b>2023 - 2041</b>
<b>SSL</b>		-30	+20	+160	+290	+190	-30	+180
<u>Average Annual Growth Rate (%)</u>		<b>2016 - 2023</b>	<b>2023 - 2026</b>	<b>2026 - 2031</b>	<b>2031 - 2036</b>	<b>2036 - 2041</b>	<b>2016 - 2023</b>	<b>2023 - 2041</b>
<b>SSL</b>		-2.0%	1.8%	9.8%	11.0%	4.7%	-2.0%	7.3%
<u>Benchmark</u>	<b>2016</b>	<b>2023</b>	<b>2026</b>	<b>2031</b>	<b>2036</b>	<b>2041</b>	<b>2016 - 2023</b>	<b>2023 - 2041</b>
<b>Greater Sydney</b>	5,024,920	5,367,140	5,578,580	5,915,630	6,255,940	6,600,740	+342,220	+1,233,600
<u>Average Annual Growth (no.)</u>		+48,889	+70,480	+67,410	+68,062	+68,960	+48,890	+68,530
<u>Average Annual Growth Rate (%)</u>		0.9%	1.3%	1.2%	1.1%	1.1%	0.9%	1.2%

Source: Transport for NSW, ABS

**Table 6 Resident Age Projections**


Population (no.)	2016	2023	2026	2031	2036	2041	2016 - 2023	2023 - 2041
0-4	80	80	90	150	260	310	+0	+230
5-9	100	80	90	150	250	320	-20	+240
10-14	110	90	90	140	230	300	-20	+210
15-19	120	90	90	140	220	280	-30	+190
20-24	120	80	100	160	260	290	-40	+210
25-29	90	90	100	180	310	340	+0	+250
<b>30-34</b>	80	90	110	190	320	390	+10	<b>+300</b>
<b>35-39</b>	80	90	100	180	310	380	+10	<b>+290</b>
<b>40-44</b>	100	80	90	150	280	360	-20	<b>+280</b>
45-49	100	80	80	130	230	320	-20	+240
50-54	100	80	80	100	190	270	-20	+190
55-59	90	70	70	100	160	220	-20	+150
60-64	90	60	70	90	140	180	-30	+120
65-69	80	60	60	80	120	160	-20	+100
70-74	60	60	50	70	100	130	+0	+70
75-79	40	50	50	60	90	110	+10	+60
80-84	20	20	30	50	70	90	+0	+70
85-89	10	10	10	20	40	50	+0	+40
90-94	10	0	0	10	20	30	-10	+30
95-99	0	0	0	0	0	10	+0	+10
100+	0	0	0	0	0	0	+0	+0

Source: Transport for NSW, ABS

### 4.1.3 Community Health Profile

The primary and secondary study areas fall within the Population Health Area (PHA) boundary of Cobbitty – Leppington, which is derived from 2021 SA2 (statistical areas level 2) boundaries.<sup>2</sup> Using the 2021 Census of Population and Housing data, several indicators related to social and health conditions for the PHA and South Western Sydney Local Health District (SWSLHD) in comparison to NSW are summarised below and illustrated in **Table 7**. A snapshot of the most prevalent long-term health conditions in the PHA, SWSLHD and NSW (per 100 population) are highlighted in **Figure 12**.

**Table 7 Community Health Snapshot**



**Long Term Health Conditions**

**Prevalence of self-reported long-term health conditions for both adults and children within the PHA is similar to those in SWSLHD and NSW.** Within the PHA, 29.0 adults (aged 15 years and over) and 6.7 children (aged 0 to 14 years) per 100 population have reported one or more long-term health conditions, similar to the SWSLHD (29.1 adults and 7.6 children) and NSW rates (30.8 adults and 8.7 children).

**Arthritis is the most reported long-term health condition among adults,** at a similar rate to the SWSLHD and NSW (10.7, 10.3 and 10.3 respectively). Asthma (7.2 adults per 100 population) and a mental health condition (6.9 adults per 100 population) were the second and third most reported long-term health conditions in the PHA.

**Asthma is the most reported long-term health condition among children,** and affects about 5.1 children per 100 population in the PHA, and 6.0 children per 100 population within the SWSLHD. Mental health conditions affect around 1.2 children per 100 population in the PHA, and 1.3 children per 100 population in the SWSLHD.

<sup>2</sup> Public Health Information Development Unit (PHIDU) Torrens University, 2022



### Disability

**The rate of disability carers and people living with core activity limitations in the PHA is slightly lower than that in SWSLHD.** 4.1 people aged 15 years and over (per 100 population) are primary carers in the PHA, compared to 4.9 in SWSLHD.

Per 100 population, an estimated 8.3 people in the PHA (8.4 people per 100 population in the SWSLHD) are living with moderate or mild core activity limitation, while 3.5 people the PHA are living with profound or severe core activity limitation (6.1 people in the SWSLHD).



### Rental Assistance & Social Housing

**The share of social housing (rented dwellings) within the PHA is significantly lower than in SWSLHD. However, the rate of households receiving rental assistance is significantly higher in the PHA.**

0.2% of dwellings in the PHA are social housing (rented dwellings), compared to 6.6% of dwellings in the SWSLHD. 41.6% of households in the PHA are receiving rental assistance from the Australian Government, compared to 25.5% in the SWSLHD.

## 4.1.4 Local Crime

Statistics from the NSW Bureau of Crime Statistics and Research (BOCSAR) indicate that Liverpool City Council generally experiences a higher rate of crime in assault, drug offences, and robbery compared to NSW. Between January 2022 – December 2023, Liverpool City Council experienced increased rates of crime in assault and theft, while all other offences remained stable.

**Table 8** displays the prevalence of different offences in Liverpool City Council and NSW as a benchmark, expressed as a rate per 100,000 population. It highlights that in particular, Liverpool experiences a significantly higher rate of drug offences compared to NSW.

**Table 8 Crime statistics**

Offence	Liverpool City Council	NSW
Assault	986.5	899.2
Sexual offences	175.4	214.8
Theft	2312.6	2375.7
Malicious damage to property	531.6	609.1
Drug offences	981.8	516.3
Robbery	29.0	23.7

Source: BOCSAR




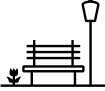


## 4.2 Local Social Infrastructure

It is important to consider the provision of key social infrastructure to support the project – such as hospitals, emergency services, schools, and other social and health services. The workforce on site and future residents will place demand on existing infrastructure and services, and any impacts associated with local social infrastructure networks must be identified.

Existing social infrastructure accessible within and to the social locality is mapped in **Figure 10**, and outlined in **Table 9**. Currently, there is no social infrastructure within either the PSL or SSL. Infrastructure is very limited to small-scale services and facilities, with most clustered around the small villages of Bringelly (to the site’s south-west), and Rossmore (to the site’s south-east).

As the strategic policies recognise, significant investment in social infrastructure to support the projected Aerotropolis population growth will be required.

**Table 9 Summary of Key Social Infrastructure**

Local social infrastructure	
 <p><b>Childcare</b></p>	<p>There are three childcare facilities a short radius away from the site. These include Bringelly Child Care Centre (to the site's west), Jillys Educational Centre (to the site's east), and Rossmore Community Preschool (within Rossmore village).</p>
 <p><b>Community facilities</b></p>	<p>There is one community facility a short distance away from the site: Bringelly Community Centre. The centre provides a 120-capacity function room, smaller capacity room, accessible toilets, and kitchen. Residents need to travel to nearby larger centres such as Oran Park to access additional facilities such as a community centre and library.</p>
 <p><b>Education facilities</b></p>	<p>Both Bringelly and Rossmore are serviced by a Public School. Bellfield College, an Independent K-12 School, is also located in Rossmore. A University of Sydney Campus is situated to the site's south-west, which allows students to learn and research on a mixed enterprise farm. For additional education, residents will either need to travel towards nearby larger centres such as Oran Park (south), Liverpool (east), or Penrith (west).</p>
 <p><b>Open space and recreation</b></p>	<p>Bringelly Park and Rossmore Reserve are the nearest open spaces to the site. Bringelly Park hosts two full-size sports fields, two netball courts, and public toilets, while Rossmore Reserve has a full-sized sports field, and playground. For additional open spaces, residents will need to travel to Oran Park, where they can access additional sports fields, larger playgrounds, a skate park, tennis and basketball courts, and a splash park.</p>
 <p><b>Health and emergency services</b></p>	<p>There is only one health facility within proximity to the site: Bringelly Family Medical Practice. For access to larger scale services, residents will need to travel to nearby larger centres including Penrith, Liverpool, and Campbelltown.</p>
 <p><b>Places of worship</b></p>	<p>There are a range of places of worship that cater to different religions. Places of worship located near the site (most are clustered in Bringelly and Rossmore village centres) include: Agape Church of God Sydney, Bringelly Vineyard Church, Crossroads Baptist Church, Rossmore Anglican Church, Rossmore Khmer Buddhist Temple, and the St Joseph Conference Centre (used by the Vietnamese Catholic Community).</p>

#### 4.2.1 Planned social infrastructure

The WPCA Master Plan Social Infrastructure Strategy (Western Parkland City Authority 2023) identifies the following infrastructure needed to support the predicted growth by 2056:

- **Education** – public primary school, public high school (including spaces for specialised learning), an innovation outreach centre (consider co-location with public high school), 1x permanent TAFE / VET facility (committed in Western Sydney City Deal), 1x multiversity campus / maker space facilities co-located with compatible industry and community facilities (committed in Western Sydney City Deal).
- **Health** – 1x community health centre / IHHub, 1x specialised Aboriginal community health facility.
- **Emergency services** – 1x justice precinct with co-located police station and courthouse.
- **Community facilities** – 1x local community space, 1x district community centre (co-located with the District / State satellite library).
- **Childcare** – 1x public childcare care (min 100 places), 1x specialised Aboriginal childcare centre, ~10x private childcare centres (total 499 places), OSHC places provided through public primary school, 2x OSHC centres (total 198 places).
- **Aged care** – consider appropriate planning controls to allow future development of aged care facilities. Provision of approximately 136x moderate to high care needs places, 163x low care needs places, and 7x short term restorative care places located near IHHub. Provision of approximately 68x community care packages near the IHHub.
- **Cultural facilities** – 1x local cultural facility (i.e., gallery, studio, or museum), 1x Aboriginal Cultural Centre, 1x cultural performance centre.





- **Sport and recreation facilities** – 2x playing fields (i.e., hockey and athletics), 3x multipurpose sports courts, 1x district sports field (2x rectangles and 1x oval), 1x indoor sports facility, 1x indoor aquatic / swimming facility, 1x youth focused outdoor recreation facility.
- **Parks and open space** – up to 8x local parks, 2x district parks, 1x regional park (Moore Gully).

#### 4.2.2 Transport and Accessibility

Transport is very limited in the site’s proximity, indicating poor accessibility and car dependency. This is shown below in **Table 10**.

As the strategic policies recognise, investment in public and active transport to support the projected Aerotropolis population growth will be required, to connect residents with the services, facilities, and jobs they need, while reducing reliance on cars.

**Table 10 Public Transport and Accessibility**

Public transport and accessibility	
 <b>Train</b>	<p>The nearest station to the site is Leppington, a 15min drive to the south-east. The station is serviced by the following lines:</p> <ul style="list-style-type: none"> <li>• T2 Inner West &amp; Leppington Line – Leppington, Glenfield, Liverpool, Granville, Strathfield, City Circle via Town Hall</li> <li>• T5 Cumberland Line – Leppington, Glenfield, Liverpool, Parramatta, Blacktown, Schofields, Richmond</li> </ul>
 <b>Metro</b>	<p>The site is located within 600m to the Aerotropolis Metro Station, as part of the under-construction Western Sydney Metro Line. The new Metro services will provide access to Western Sydney International Airport and Airport Business Park, the new precincts of Luddenham and Orchard Hills, and connect to the T1 Western Line at St Marys. The Metro line is expected to open in line with Western Sydney International Airport in 2026.</p>
 <b>Bus</b>	<p>There are no bus stops within 1km of the site. The nearest bus stop is on Kelvin Park Drive, near Medich Place (3min drive, 25min walk). The stop is serviced by Route 856 – Bringelly to Liverpool.</p>
 <b>Active transport</b>	<p>There are no active transport within 1km of the site. The nearest active transport link is on Bringelly Road, which provides access to Leppington Train Station and Liverpool, or The Northern Road, providing access to Oran Park, Narellan, Campbelltown, and Penrith.</p>

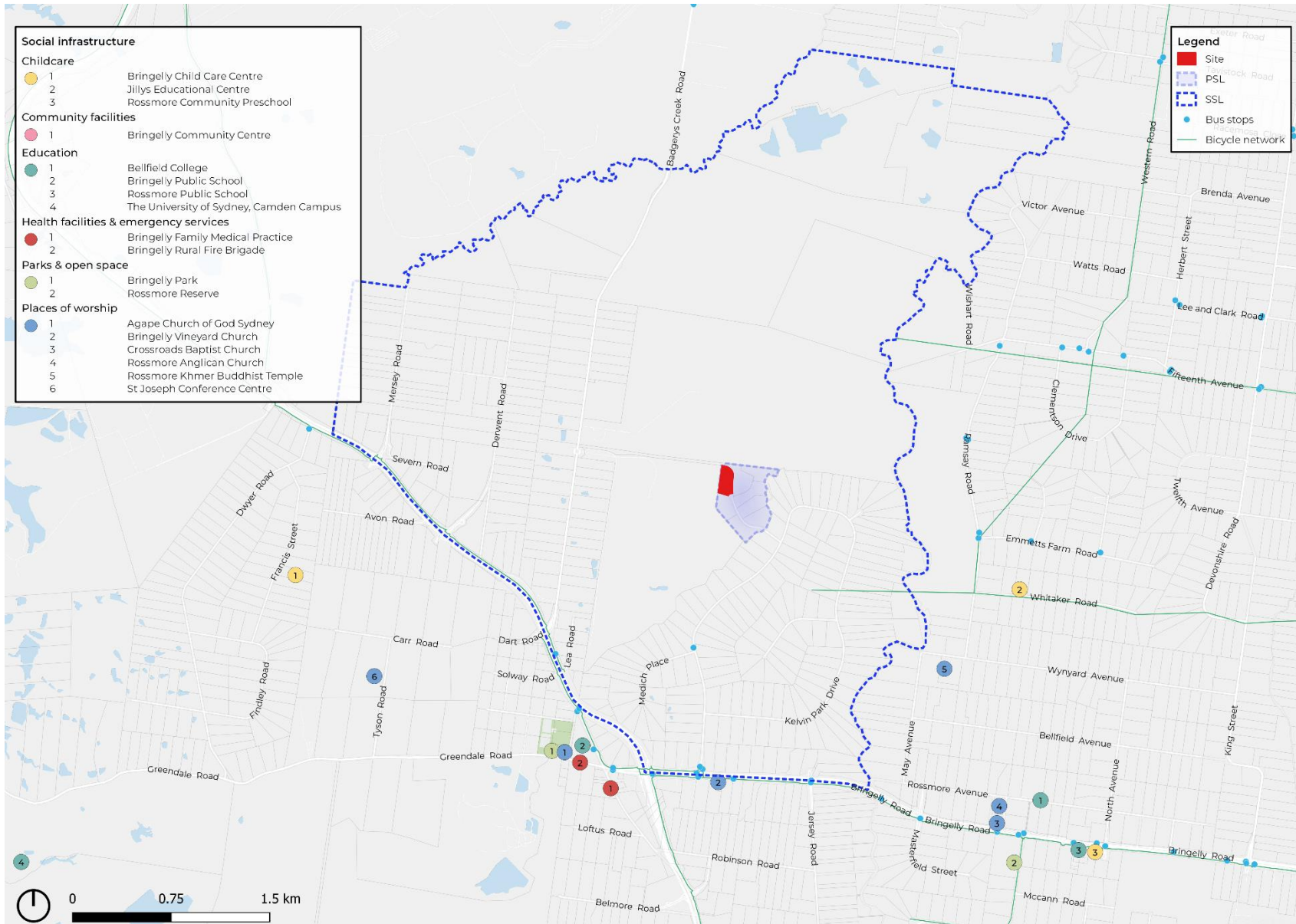


Figure 10 Social infrastructure map

Source: Ethos Urban

### 4.3 Social Issues and Trends

This section identifies social issues and trends of relevance to the proposal, including macro issues, as well as intangible community assets in the locality, such as human and social capital, community values and connection to place.

Two relevant issues and trends identified for discussion to inform the Social Impact Assessment are *Healthy Built Environment* and *15-minute neighbourhoods*.

#### 4.3.1 Healthy Built Environment Checklist

The Healthy Built Environment Checklist is a practical tool for those within and outside of the health sector to assess built environment factors that impact on health. The design of the checklist supports engagement with planning processes, guiding feedback on development policies and plans. Health considerations play an important role in planning and ensuring new suburbs, centres, and towns are more sustainable.<sup>3</sup>

It is being more widely recognised that a well-designed built environment can help reduce health risks and improve health outcomes. This can be achieved through design that encourages people to walk, cycle, take part in physical activity, use public transport, and interact with community members.



Figure 11. NSW Healthy Built Environment Checklist

Source: NSW Ministry of Health, 2020

The checklist encapsulates the following 11 themes to ensure that the built environment adequately addresses health impacts:

- **Healthy eating** – the need to preserve agricultural areas, support local food production, and promote access to fresh, nutritious, and affordable food and drink.
- **Physical activity** – the need to promote physical activity, provide opportunities for walking, cycling, and other forms of active transport, and provide access to quality open spaces and recreational facilities.

<sup>3</sup> NSW Health 2020, *Healthy built environment checklist*, <https://www.health.nsw.gov.au/urbanhealth/Publications/healthy-built-enviro-check.pdf>.

- **Housing** – the need to encourage housing that supports human and environmental health, and provide and promote dwelling diversity, affordable housing, and adaptable and accessible housing.
- **Transport and connectivity** – the need to reduce car dependency, encourage and increase access to public and active transport options, and promote infill development around transport nodes.
- **Quality employment** – the need to improve the location of jobs in proximity to housing and increase access to a range of quality employment opportunities and appropriate job training.
- **Community safety and security** – the need to consider crime prevention and a sense of security.
- **Open space and natural features** – the need to provide access to green and blue open spaces and natural areas, ensure that public open spaces are safe, accessible, attractive, and easy to maintain, promote quality streetscapes that encourage activity, and create a sense of cultural identity, sense of place, and incorporate public art.
- **Social infrastructure** – the need to provide access to a range of facilities to attract and support a diverse population, respond to existing and projected community needs and current gaps in facilities and services, and maximise efficiencies in social infrastructure planning and provision, including early delivery.
- **Social cohesion and connectivity** – the need to provide environments that encourage social interaction and connection, minimise social disadvantage and promote equitable access to resources, and promote a sense of community and attachment to place, including local involvement in planning.
- **Environment and health** – the need to minimise disturbance and health effects caused by noise, odour, and light pollution, consider the potential for hazards (both natural and manmade) and mitigate them, and improve air and water quality.
- **Environmental sustainability and climate change** – the need to meet environmental sustainability objectives, consider climate change mitigation, adopt measures to adapt to climate change, and promote community resilience.

The Checklist also describes several macro built environment features that can positively influence health. These include:

- Street connectivity and smaller block sizes that influence walkability, permeability, and route options.
- Streetscape safety and amenity, including lighting.
- Pedestrian pathways that minimise conflict between vehicles, cyclists, and pedestrians.
- Local living destinations such as supermarkets, shops, parks, and public transport.
- The location, size, amount and connections of open space, vegetation, and shade.
- Transport and movement networks, including public transport, pedestrian pathways, and cycleways.

#### 4.3.2 15-minute neighbourhoods and 30-minute cities in the Western Parkland City

Implementing and delivering the planning concept of 15-minute neighbourhoods is a primary objective of the Future Transport Strategy. The concept is underpinned by creating mixed-use local centres that promote accessibility and liveability within the community. The 15-minute neighbourhood concept veers away from urban sprawl and car dependency. The plan describes a 15-minute neighbourhood as:

“Thriving 15-minute neighbourhoods have tree canopy cover and shade, quality of public spaces, well-designed roads and pathways with safe speeds, and a concentration of activities that bring people onto streets. Neighbourhoods contain homes, schools, shops, cafes, businesses, community services, and green infrastructure as well as public transport stops and stations”.<sup>4</sup>

Transport for NSW has also aimed to establish thriving 15-minute neighbourhoods, wherein placemaking, walking, cycling, micro mobility and last mile freight are prioritised, promoting sustainability and revitalisation of local centres. Shops, transport, and facilities will be accessible within 15-minute either by walking or cycling. Neighbourhoods will be characterised by quality open spaces, abundant tree canopy cover, and pedestrianised streets.<sup>5</sup> 30-minute cities are categorised by people being able to access a strategic centre, home to jobs, services, and facilities, within 30-minutes by public transport.<sup>6</sup>

If the proposed development is built within the existing landscape as is, it will not be supported by the 15-minute neighbourhood or 30-minute city frameworks. Although just outside of Bradfield City Centre, the development is

<sup>4</sup> Transport for NSW 2022, *Future transport strategy*, [https://www.future.transport.nsw.gov.au/sites/default/files/2022-09/Future\\_Transport\\_Strategy\\_2.pdf](https://www.future.transport.nsw.gov.au/sites/default/files/2022-09/Future_Transport_Strategy_2.pdf).

<sup>5</sup> Transport for NSW 2023, *Thriving places*, <https://www.future.transport.nsw.gov.au/strategy-highlights/thriving-places>.

<sup>6</sup> Greater Cities Commission 2020, *PI 2: 30-minute city*, <https://greatercities.au/pulse-of-greater-sydney-2020/pi-2-30-minute-city>.

in an isolated location, with minimal infrastructure nearby, leaving future residents relying on private vehicles to access infrastructure in the nearby centres of Oran Park, Narellan, Liverpool, Penrith, or Campbelltown.

For the development, it is important that planned infrastructure and services contributes to the creation of 15-minute neighbourhoods and 30-minute cities. It is encouraged that the development seeks to provide some infrastructure on-site including childcare, retail, and open space to provide some accessibility for future residents, as infrastructure timing for Bradfield City Centre is unknown.

Local community infrastructure and services such as childcare, shops, health facilities, sports and recreation facilities, parks, community halls should be accessible by active transport within 15 minutes. Jobs, universities, hospitals and other services and facilities should be accessible within 30-minutes by public transport.

Careful planning and timely delivery of community infrastructure as well as collaboration with local governments and agencies to improve public transport access will be critical to achieve this objective.

## 5.0 Methodology

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

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

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

### 5.1 Assessment Objectives

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

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

### 5.2 Assessment Structure

The stages in the preparation of the SIA are shown in **Table 11**.

**Table 11** Assessment Structure

Element	Location
Methodology	<b>Section 5.0</b>
Overview of site context and proposed development	<b>Section 2.0</b>
Review of relevant policy context at local, state and federal level	<b>Section 3.0</b>
Social baseline analysis of the existing socio-economic environment, involving: <ul style="list-style-type: none"><li>• Social locality definition</li><li>• Demographic analysis, including current and forecast characteristics</li><li>• Mapping of current social infrastructure local community rely on</li></ul>	<b>Section 4.0</b>
Analysis of findings of stakeholder and community consultation undertaken identify community and stakeholder values, concerns and aspirations	<b>Section 6.0</b>
Scoping of social impacts: <ul style="list-style-type: none"><li>• Scoping of impacts before, during and post-construction, with each of the directly affected communities and other stakeholders identified in relation to the way they may be affected. A SIA Scoping Checklist was prepared at the outset of this assessment, in line with the specifications of the SIA Guideline.</li><li>• Summary of which impacts have been considered material for full assessment in this SIA.</li></ul>	<b>Section 7.1</b>
Identification of the social impacts of the proposal. The SIA ultimately appraises the significance of each identified impact based on its duration, extent and sensitivity of impact "receivers." This results in a social significance rating for impacts and benefits.	<b>Section 8</b>

Element	Location
Identification of mitigation strategies to manage impacts and enhance benefits of the proposal.	<b>Section 8.2</b> Error! Reference source not found.
Concluding comments	<b>Section 0</b>

### 5.3 Social Factors for Assessment

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



#### Way of life

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



#### Community

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



#### Accessibility

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



#### Culture

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



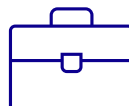
#### Health and wellbeing

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



#### Surroundings

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



#### Livelihoods

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



#### Decision-making systems

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

### 5.4 Social Significance Rating Approach

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

Magnitude of impact generally considers the following dimensions:

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

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

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

**Table 12 Defining Magnitude Levels for Social Impacts**

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

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

**Table 13 Defining Likelihood Levels of Social Impacts**

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

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

**Table 14 Social Impact Significance Matrix**

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

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

## 5.5 Information Sources

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

- Australian Bureau of Statistics (ABS) Census Data (ABS, 2021) & Transport for NSW (TfNSW) population projections data (TfNSW, 2024).
- Cumulative Impact Assessment Guidelines for State Significant Projects.
- Environmental Impact Statement & Crime Prevention Through Environmental Design Report (Ethos Urban 2024).
- NSW Department of Planning and Environment (DPE) Social Impact Assessment Guideline for State Significant Projects (DPE, 2023).
- Technical Supplement – SIA Guideline (DPE, 2023).
- Liverpool City Council strategic plans and policies.

Technical reports used to inform the SIA include:

- Arboricultural Impact Assessment (Creative Planning Solutions, 2024)
- Archaeological Survey Report (Artefact Heritage and Environment, 2024)
- Architectural Design Excellence Report (DKO Architecture, 2024)
- Architectural Report & Staging Report (DKO Architecture, 2024)
- Bushfire Protection Assessment (Australian Bushfire Protection Planners, 2024)
- Construction & Demolition Waste Management Plan (Foresight Environmental, 2024)
- Construction Traffic Management Plan (The Transport Planning Partnership, 2024)
- Green Travel Plan (The Transport Planning Partnership, 2024)
- Heritage Opportunities and Constraints Report (Urbis, 2024)
- Historical Archaeological Assessment (Artefact Heritage and Environment, 2024)
- Noise and Vibration Impact Assessment (Acoustic Logic, 2024)
- Operational Waste Management Plan (Foresight Environmental, 2024)
- Pedestrian Wind Assessment (RWDI Consulting Engineers, 2024)
- Transport Impact Assessment (The Transport Planning Partnership, 2024)

## 5.6 Assumptions

Assumptions applied to complete this SIA include:

- The key findings of the background studies and technical reports are accurate.
- Socio-economic data for each study area accurately reflects the community demographic profile.
- Outcomes of the community consultation and engagement undertaken accurately reflect community views.
- All potential social impacts to the local community and special interest groups that can reasonably be identified have been included in this report.

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

## 6.0 Community and Stakeholder Perspectives

This section provides an overview of the community and stakeholder consultation undertaken to inform the SIA, and key findings from the project engagement process relevant to the SIA. **Table 15** provides an overview of engagement and key issues raised relevant to the SIA.

Further detail is provided in this report:

- Consultation Outcomes Report (Ethos Urban, 2024)

**Table 15 Engagement overview**

Activity	Details	Outcome	Items raised relevant to SIA
<b>Community webinar</b>	Hosted a 1-hour webinar for community members to learn about the project, meet the project team, provide feedback on key topics, and ask questions. Neighbouring residents were invited via a letterbox drop.	7 registered and 3 attended.	<ul style="list-style-type: none"> <li>• Construction timing and duration.</li> <li>• Integration of Thompson's Creek into the design.</li> <li>• Timing of utilities infrastructure provision.</li> <li>• Interface with Bradfield City Centre master plan.</li> </ul>
<b>Phone and email enquiries</b>	Established a project enquiry 1800 number, email address and enquiry database for stakeholders, and monitored and responded to enquiries up until lodgement.	No enquiries were received.	N/A
<b>Stakeholder meetings</b>	The project team sought a meeting to discuss the proposal and feedback with the owner of Kelvin Park Homestead.	Held 29 February 2024.	<ul style="list-style-type: none"> <li>• Views and visual impact of the development.</li> <li>• Appreciates the significant heritage values of KPH and opens to the public annually.</li> <li>• Intention to retain and occupy in the long term, not to redevelop.</li> </ul>
<b>SIA survey</b>	A short survey was sent via email to those who registered for the webinar and the owner of Kelvin Park Homestead. Initial email sent 11/4/2024, followed up 18/4, survey closed end of the day 23/4.	No submissions were received.	N/A
<b>Stakeholder interviews (SIA specific)</b>	Interview sought with the Western City Parklands Authority to better understand social infrastructure planning and delivery.	Meeting declined.	<ul style="list-style-type: none"> <li>• The WCPA Social Infrastructure Plan is the best available information.</li> </ul>

Source: Ethos Urban

# 7.0 Social Impact Assessment

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

## 7.1 Scoping

Scoping of the potential positive and negative social impacts took place during the initial assessment, utilising the SIA worksheet. The scoping determined the level of assessment and effort required to address impacts for the SIA report, ranging from not relevant to detailed.

Following from the stakeholder and community engagement activities, and the social baseline review, the following list of social impacts has been developed. These impacts are considered as requiring in-depth assessment and are considered in more detail in **Section 7.4**. Less significant impacts as per the original scoping exercise are included in **Appendix C**.

### Key identified social impacts, during construction:

- Amenity impacts during construction

### Key identified social impacts, during operation:

- Proximity for future residents to Bradfield City Centre, providing good accessibility to future social infrastructure, transport, services, and jobs.
- Improved availability and provision of housing

### Key identified cumulative impacts from the ongoing development of Bradfield:

- Construction impacts from the surrounding development
- Change in local character.
- Poor access to social infrastructure if development is not aligned with social infrastructure delivery.

## 7.2 Key Affected Communities

Considering the outcomes of the social baseline, within the social locality, the following individuals and communities are likely to be impacted by the proposal, in varying ways, which will be discussed further in the SIA assessment:

- Existing residents
- Future residents and workers of the proposed development
- Future residents and workers of Bradfield

## 7.3 Assessment of Technical Reports

The following technical reports have been reviewed and a summary of the findings in terms of their relevance to the social experience of the development is provided below in **Table 16**.

**Table 16** *Technical report assessment*

Report Name	Key detail	Proposed mitigations
<b>Architectural Report &amp; Staging Plan</b> DKO Architecture	<ul style="list-style-type: none"><li>• A total of 254 apartments (533 total development) are within Stage 1 of the proposal (Buildings A, B &amp; C):<ul style="list-style-type: none"><li>- 45 1-bedroom apartments (18%).</li><li>- 160 2-bedroom apartments (63%).</li><li>- 47 3-bedroom apartments (19%).</li><li>- 2 4-bedroom apartments (0%).</li></ul></li><li>• A temporary two-way driveway will provide access to the site off the cul-de-sac on The Retreat. The driveway will lead to a</li></ul>	<ul style="list-style-type: none"><li>• N/A</li></ul>

Report Name	Key detail	Proposed mitigations
	<p>temporary drop-off zone and temporary basement access driveway.</p> <ul style="list-style-type: none"> <li>• 311 vehicle car spaces in Stage 1.</li> <li>• Buildings B &amp; E are proposed to have ground floor retail (424m<sup>2</sup>), while Building D has a wellness / gym space (247m<sup>2</sup>) also on the ground floor.</li> <li>• Each building will have its own lobby space.</li> <li>• Communal open space is proposed on Level 3 for Building E (242m<sup>2</sup>), Level 4 for Buildings A (617m<sup>2</sup>), D (396m<sup>2</sup>) &amp; F (165m<sup>2</sup>), Level 7 for Building C (315m<sup>2</sup>), and Level 10 for Buildings B (195m<sup>2</sup>) &amp; E (196m<sup>2</sup>).</li> <li>• The ground floor provides ample landscaping, with a proposed waterway feature traversing the site.</li> <li>• Proposed heights for buildings are as follows: <ul style="list-style-type: none"> <li>- Building A – 12 storeys</li> <li>- Building B – 12 storeys</li> <li>- Building C – 8 storeys</li> <li>- Building D – 6 storeys</li> <li>- Building E – 12 storeys</li> <li>- Building F – 11 storeys</li> </ul> </li> <li>• During the winter solstice, there will be some overshadowing impacts to future developments to the site's west, as well as to buildings in Stage 2 of this proposal. Land within Kelvin Park Homestead will be overshadowed, but there are no impacts to its structures.</li> <li>• During the summer solstice, there will be minimal overshadowing impacts to future development to the site's west, and Kelvin Park Homestead. Buildings on-site will experience overshadowing impacts.</li> </ul>	
<p><b>Construction Traffic Management Plan</b> The Transport Planning Partnership</p>	<ul style="list-style-type: none"> <li>• Indicative construction program for each stage is as follows: <ul style="list-style-type: none"> <li>- Demolition – 1 month</li> <li>- Excavation and site preparation – 4 months</li> <li>- Construction and building works – 24 months</li> <li>- Public domain works – 2 months</li> <li>- Total – 31 months</li> </ul> </li> <li>• The envisaged that the standard construction work hours will be as follows: <ul style="list-style-type: none"> <li>- Mon-Fri – 7am-5pm</li> <li>- Sat – 8am-1pm</li> <li>- Sun and public holidays – no work</li> </ul> </li> <li>• Inbound and outbound construction vehicle routes for Stage 1 traverse The Retreat, Kelvin Park Drive, Bringelly Road and The Northern Road.</li> <li>• On-site parking for workers could be provided on the Stage 2 site.</li> <li>• Each stage is expected to generate the following construction vehicle movements:</li> </ul>	<ul style="list-style-type: none"> <li>• Given the expected low volume of construction vehicles, construction vehicle movements to and from the site can be satisfactorily accommodated in the surrounding road network.</li> <li>• It is proposed that loading / unloading of trucks to occur within the site.</li> <li>• A number of driver protocols will be established as part of the site induction procedure for drivers to ensure the safety of motorists, pedestrians, and cyclists.</li> <li>• Truck drivers are to be instructed to use the designated truck routes to / from the site.</li> </ul>

Report Name	Key detail	Proposed mitigations
	<ul style="list-style-type: none"> <li>- Demolition – 20 trips per day (up to 2 hourly two-way movements)</li> <li>- Excavation and site preparation – 10 trips per day (up to 1 hourly two-way movements)</li> <li>- Construction and building works – 80 trips per day (up to 8 hourly two-way movements)</li> <li>- Public domain works – 20 trips per day (up to 2 hourly two-way-movements)</li> </ul>	
<p><b>Transport Impact Assessment</b> The Transport Planning Partnership</p>	<ul style="list-style-type: none"> <li>• Stage 1 is expected to generate 58 trips during the AM peak and 28 during the PM peak.</li> <li>• The proposal (after completion of both stages) is expected to generate 127 trips during the AM peak and 68 during the PM peak, approximately equivalent to 1-2 trips per minute.</li> <li>• The proposal requires 620 car spaces in accordance with the DCP. It is proposed to comply with this requirement.</li> </ul>	<ul style="list-style-type: none"> <li>• The impacts of the traffic generation of the site have already been considered as part of the strategic transport planning for the Western Sydney Aerotropolis Precinct Plan.</li> </ul>
<p><b>Green Travel Plan</b> The Transport Planning Partnership</p>	<ul style="list-style-type: none"> <li>• The area surrounding the proposal is undergoing substantial change, including investment in significant public and active transport projects.</li> <li>• The improved connectivity provides the opportunity to establish a Green Travel Plan for the proposal to support a decrease in reliance on private vehicles for travel.</li> </ul>	<ul style="list-style-type: none"> <li>• Public transport maps will be provided on noticeboards, newsletters, websites, and social media to make future residents more aware of the alternative transport options available.</li> <li>• A walking map showing essential amenities in the site's vicinity will be provided on noticeboards, newsletters, websites and social media to inform residents that they need not travel far to access supermarkets, restaurants, medical centres, sports facilities etc.</li> <li>• The proposal could encourage the use of car share within the development.</li> <li>• The proposal includes provision of bicycle parking spaces located in a secured storage area.</li> <li>• The provision of high-quality internet services will be provided to enable residents to work and/or study on-site, rather than travelling off-site.</li> </ul>
<p><b>Heritage Opportunities and Constraints Report</b> Urbis</p>	<ul style="list-style-type: none"> <li>• The subject site is not listed as a heritage item and is not located in a Heritage Conservation Area. It is located adjacent to the heritage item 'Kelvin'.</li> <li>• The subject site does not include any significant fabric or elements (built or landscaping) associated with Kelvin Park Homestead (Kelvin) which would be required for retention under future proposals.</li> <li>• The Conservation Management Plan (CMP) for Kelvin does not identify any significant views to or beyond the subject site from Kelvin or from the subject site to Kelvin, which would be required for retention.</li> </ul>	<ul style="list-style-type: none"> <li>• There is an opportunity for future development to create new views to Kelvin, particularly the main homestead, reflecting its significant siting at the top of a hillcrest.</li> <li>• Mitigation of potential impacts to the rural character surrounding may be achieved by the following: <ul style="list-style-type: none"> <li>- Establish a buffer zone at the eastern boundary of the subject site which is undeveloped and includes landscaping and plaza spaces only.</li> <li>- Consider use of podium and tower architectural forms which reduce the overall bulk and visual prominence of future development in the vicinity of Kelvin.</li> <li>- The approved high limit within the subject site is 56m. The proposed height</li> </ul> </li> </ul>

Report Name	Key detail	Proposed mitigations
		<p>of 40m will help reduce potential visual impact, including overshadowing, to Kelvin. The proposed built form should not create overshadowing or visually dominate Kelvin.</p> <ul style="list-style-type: none"> <li>- Future built form should utilise sympathetic bulk, form, scale, and massing, as well as a sympathetic but contemporary palette of materials, colours, and finishes which respond to Kelvin.</li> <li>- Incorporate sympathetic landscaping into the future development which responds to the significant plant types at Kelvin and the native plantings in the area prior to colonial land clearance. Landscaping should create screening between the subject site and Kelvin where required and soften the new urban character.</li> <li>• Design should utilise the <i>Designing With Country</i> and <i>Connecting With Country</i> guidelines.</li> <li>• Heritage interpretation elements or potential significant archaeological remains should be incorporated into the design where possible.</li> </ul>
<p><b>Arboricultural Impact Assessment</b> Creative Planning Solutions</p>	<ul style="list-style-type: none"> <li>• 15 out of 16 trees on site will be removed. One neighbouring tree (tree 16 – persimmon) will be retained and protected.</li> <li>• Trees 4 &amp; 5 (carob) are exempt trees not requiring approval from Council to remove.</li> </ul>	<ul style="list-style-type: none"> <li>• All tree removal work is to be carried out by an experienced Arborist with minimum AQF Level 3 qualifications in accordance with AS4373-2007 – <i>Pruning of Amenity Trees</i>, Safe Work Australia Guide for Managing Risks of Tree Trimming and Removal Work (2016) and other applicable legislation.</li> <li>• For retention and protection of tree 16: <ul style="list-style-type: none"> <li>- A Project Arborist experienced in tree protection on construction sites should be engaged prior to the commencement of any works on site. They are to supervise and monitor any excavation, machine trenching, or compacted fill placement within the TPZ of retained trees throughout construction.</li> <li>- Tree protection fencing must be installed along the location of the existing boundary fence within the TPZ alignment of Tree 1. This must not be removed or altered without prior approval from the Project Arborist.</li> </ul> </li> </ul>
<p><b>Archaeological Survey Report</b> Artefact Heritage and Environment</p>	<ul style="list-style-type: none"> <li>• No registered AHIMS sites are located on site.</li> <li>• No Aboriginal objects or areas of PAD have been identified.</li> <li>• The site contains no research potential, representativeness, rarity, or educational values.</li> <li>• The proposed works are unlikely to cause any direct or indirect impacts to Aboriginal objects.</li> </ul>	<ul style="list-style-type: none"> <li>• Further archaeological assessment is not recommended.</li> <li>• This report must be appended to the Aboriginal Cultural Heritage Assessment Report.</li> <li>• An Unexpected Finds Procedure must be prepared ahead of the proposed works commencing.</li> <li>• Ongoing consultations with RAPs would continue throughout the life of the project if necessary.</li> <li>• If changes are made to the proposal that may result in impacts to areas not assessed</li> </ul>

Report Name	Key detail	Proposed mitigations
<b>Construction &amp; Demolition Waste Management Plan</b> Foresight Environmental	<ul style="list-style-type: none"> <li>The total area for demolition is 3,224m<sup>2</sup>. 72,680m<sup>2</sup> is the total construction area.</li> </ul>	<p>by this ASR, further assessment would be required.</p> <ul style="list-style-type: none"> <li>Green waste from demolition and construction should be mulched and reused onsite where possible for landscaping.</li> <li>Concrete and bricks from demolition should be crushed and reused onsite as aggregate / road base where possible.</li> <li>Concrete waste from construction should be crushed for road base.</li> </ul>
<b>Architectural Design Excellence Report</b> DKO Architecture	<ul style="list-style-type: none"> <li>Design principles established through Connecting with Country include: <ul style="list-style-type: none"> <li>Regeneration – restoring the presence of Indigenous species to their rightful place, reusing materials taken from the land, and revitalising natural habitats by restoring water access.</li> <li>Ridges and valleys – respecting natural levels, protecting and maintaining important sightlines.</li> <li>Interconnected rationality – everything is interconnected, making residents feel part of a community, connection of humans and non-humans is essential.</li> <li>Memory of place – sense of belonging, feeling of safety, material palette will speak to Country and Place.</li> <li>Remembering place Dharug Ngurra (materiality) – use of local materiality, integrating landscape and form, designing to local climate.</li> <li>Rejuvenation of bioregional Cumberland Plain woodland – identifying and rejuvenating endemic species, introducing water through the site, promoting solar amenity to ground plane.</li> <li>Ground plane suitable for bioregional area – communal areas to be three dimensional spaces, providing places for respite, resting and hiding.</li> <li>Village of shared communities of humans and non-humans – fostering small communities, provision of communal amenities, interconnectivity with residents.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
<b>Historical Archaeological Assessment</b> Artefact Heritage and Environment	<ul style="list-style-type: none"> <li>The study area is not listed on any statutory or non-statutory heritage registers.</li> <li>The site is located adjacent to the State Environmental Planning Policy and State Heritage Register listed item Kelvin.</li> <li>The study area has nil potential to contain early European occupation of the site.</li> <li>The study area has low potential to contain archaeological remains.</li> <li>The proposed works would not directly impact the potential archaeological resource within Kelvin.</li> </ul>	<ul style="list-style-type: none"> <li>Due to the archaeological potential of the study area assessed as low, it is recommended that potential archaeological resources be managed through an Unexpected Finds Procedure.</li> <li>All staff involved in the proposed works, including design professionals and tradespeople, must receive an archaeological heritage induction prior to the commencement of works.</li> <li>Any additions or design modifications to the proposal, outside the scope of this assessment, would require additional heritage assessment.</li> </ul>

Report Name	Key detail	Proposed mitigations
	<ul style="list-style-type: none"> <li>It is assessed that the proposed works would result in neutral impact to significant historical archaeological remains.</li> </ul>	
<b>Noise and Vibration Impact Assessment</b> Acoustic Logic	<ul style="list-style-type: none"> <li>Excavation and construction noise levels are as follows:             <ul style="list-style-type: none"> <li>Concrete pump – exceeds Highly Noise Affected Level (HNAL).</li> <li>Trucks – exceeds NAML (noise affected management level).</li> <li>Bobcat – generally exceeds HNAL.</li> <li>Crane / hoist (electric) – exceeds NAML, below HNAML (highly noise affected management level) at all times.</li> <li>Exceeds NAML, below HNAML at all times.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>A detailed noise management plan should be developed that describes in detail the construction phases, program, processes, and equipment used, noise impact assessment, and proposed mitigation and management.</li> <li>It is recommended that a complaints handling procedure be implemented.</li> </ul>
<b>Bushfire Protection Assessment</b> Australian Bushfire Protection Planners	<ul style="list-style-type: none"> <li>As the development is shown to contain Category 3 Bushfire Prone Vegetation, the development is required to comply with the provision of Section 4.14 of the Environmental Planning &amp; Assessment Act 2017.</li> <li>The proposed development complies with the deemed-to-satisfy provisions of Planning for Bushfire Protection 2019.</li> </ul>	<ul style="list-style-type: none"> <li>Stage 1 of the development requires the establishment of an Asset Protection Zone to provide protection from grassland fire.</li> <li>Should the grassland hazard on the adjoining land be removed prior to the commencement of construction of the Stage 1 and Stage 2 buildings, the requirement for the provision of Asset Protection Zones and bushfire construction standards to the buildings will not be required.</li> </ul>
<b>Operational Waste Management Plan</b> Foresight Environmental	<ul style="list-style-type: none"> <li>The details of the plan confirm that the waste facilities and operational strategy for the proposal adequately cater for the proposal's operational waste management requirements and are in line with the Western Sydney Aerotropolis DCP 2022.</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
<b>Pedestrian Wind Assessment</b> RWDI Consulting Engineers	<ul style="list-style-type: none"> <li>The proposal does generate some areas exposed to medium and high wind risk.             <ul style="list-style-type: none"> <li>Areas of high wind risk (on ground level) include the north-west corner of the site, the south-west corner of Building B and north-east corner of Building E, the pedestrian corridor between Buildings E &amp; F, and southern areas of the development.</li> </ul> </li> <li>The ongoing development of the precinct will likely significantly benefit the overall site wind conditions. However, Buildings B &amp; E terraces on Level 10 may remain susceptible to heightened wind exposure due to their relative elevation.</li> </ul>	<ul style="list-style-type: none"> <li>Strategic landscaping around corners should be retained/included to reduce pedestrian movement near areas susceptible to high winds.</li> <li>Trees with dense interlocking canopies along street fronts and base of buildings should be retained. Alternatively, awnings (with no gaps) along street fronts will also help mitigate wind.</li> <li>Recommended to recess the lobby entrances to Buildings A, B, E &amp; F by approximately 1.5m. Alternatively, localised planters or screening elements could be considered.</li> <li>Full-height screening along one of the open aspects is recommended for all corner balconies and wider terraces. Alternatively, 1.5m balustrades or intermittent screens around the perimeter could be used.</li> <li>The communal terraces of Buildings B &amp; E will benefit from 2m tall perimeter screening with landscaping retained.</li> </ul>

## 7.4 Impact Assessment

The following section sets out the assessment of material social impacts arising from the proposed development and recommended responses, including measures to enhance social benefits and mitigate potentially negative impacts, across the suite of factors set out in the SIA Guideline.

### 7.4.1 Construction impacts

**Construction noise, dust, and vibration impacting on residents' ability to enjoy the amenity of their homes, leading to impacts to way of life and health and wellbeing.**

Description of impact:		Relevant social impact categories:
<ul style="list-style-type: none"> <li>Noise, dust, and vibration impacts during construction impacting on nearby community members' way of life and health and wellbeing. This may affect nearby people with long-term health conditions, affect daily routines, and/or people's sleep (therefore health and wellbeing).</li> </ul>		<ul style="list-style-type: none"> <li>Way of life</li> <li>Health and wellbeing</li> </ul>
Evidence from social baseline and technical assessments		
<ul style="list-style-type: none"> <li>Asthma (6.7 people all ages per 100 population) is the second most prevalent long-term health condition in the PHA. <ul style="list-style-type: none"> <li>Asthma affects 7.2 adults (15 and above) and 5.1 children (under 15)</li> </ul> </li> <li>A mental health condition impacts 5.8 people per 100 population (all ages) in the PHA.</li> <li>Residents who are shift workers may be more susceptible to daytime noise impacts if they work at night and sleep during the day. 7.4% work in health care and social assistance, industries that often require shift work (2021 Census).</li> <li>Residents who work from home during the day may also be more impacted. 39.6% of the SSL population worked from home at the 2021 Census (noting this data was collected during COVID-19).</li> <li>Some construction noise levels are expected to exceed 'Highly Noise Affected Level' (HNAL).</li> </ul>		
<b>Level of concern/interest:</b> Moderate		
<ul style="list-style-type: none"> <li>Duration and timing of construction was raised by community members.</li> </ul>		
Experience of the Impact		
<ul style="list-style-type: none"> <li>Due to the staged delivery approach, residents who move into the development at the end of Stage 1 will be impacted by the construction of Stage 2.</li> <li>Neighbouring residents will be exposed to a lengthy period of construction. Stage 1 is expected to take up to 3 years, and while the length of Stage 2 is not yet determined, it has a similar scope. Total construction period could be around 6 years.</li> </ul>		
Extent	Sensitivity	Duration
<ul style="list-style-type: none"> <li>Residents and businesses in the PSL</li> </ul>	<ul style="list-style-type: none"> <li>People with long-term health conditions, such as asthma or a mental health condition, may be more impacted.</li> <li>Nearby residents who are at home during the day may be more exposed to construction impacts.</li> </ul>	<ul style="list-style-type: none"> <li>Stage 1: approx. 2.5 – 3 years</li> <li>Stage 2: approx. 2.5 – 3 years</li> </ul>
<b>Social Impact Significance Rating (before mitigations):</b> Moderate / Likely = High		
<b>Impact effect:</b> Negative		
Standard mitigation measures		SIA mitigation recommendations
<ul style="list-style-type: none"> <li>Preparation of a Construction Management Plan.</li> <li>Preparation of a Dust Management Plan.</li> <li>Preparation of a Construction, Noise, Vibration Management Plan (CNVMP).</li> <li>Inclusion of a register of complaints record.</li> </ul>		<ul style="list-style-type: none"> <li>Implement a Community Engagement Plan (CEP) for the project which includes clear and consistent communication regarding construction timing and potential impacts to the affected community.</li> </ul>

<ul style="list-style-type: none"> <li>• Implement a Green Travel Plan (GTP) to help mitigate traffic and accessibility impacts during construction. The site is well located near an established pedestrian network and high frequency bus and train services.</li> <li>• Provide neighbouring receivers with details of the proposed construction (including demolition) works to be conducted on site, including type of activities to be conducted and expected duration of activities.</li> </ul>	<ul style="list-style-type: none"> <li>• Consider the specific health impacts of nearby residents in the Dust Management Plan and CNVMP preparation. Liaise with them for any specific requirements and offer support and assistance mechanisms such as a Complaints Management System.</li> <li>• Regular briefing sessions with Principal Contractors and subcontractors, to ensure locals are not highly impacted during construction. Communicate with construction workers around parking etiquette to mitigate impact on direct neighbours.</li> </ul>
--	--

**Residual impact:** Moderate / Possible = Medium

The mitigations can minimise the impacts for some, however due to the nature of the works this impact remains residual. Notwithstanding the impacts will be temporary in nature, and ongoing engagement with the nearby residents, visitors and workers can allow for adequate preparation.

## 7.4.2 Operational impacts

### Proximity for future residents to Bradfield City Centre, providing good accessibility to future social infrastructure, transport, services, and jobs.

Description of impact:	Relevant social impact categories:
<ul style="list-style-type: none"> <li>• The development of Bradfield City Centre will see future residents of the development have greater accessibility to a range of services, transport options, jobs, and social infrastructure. This will provide better access, with some potentially needing to travel less, while also providing opportunities for community building and connection.</li> </ul>	<ul style="list-style-type: none"> <li>• Health and wellbeing</li> <li>• Way of life</li> <li>• Accessibility</li> <li>• Community</li> </ul>
Evidence from social baseline and technical assessments	
<ul style="list-style-type: none"> <li>• Population projections indicate a high level of growth in the SSL (Aerotropolis Core Precinct). The area is predicted to grow at a rate of 7.3% between 2023 – 2041 from 1,280 people to 4,550.</li> <li>• The area is expected to undergo changes in its demographics, including from an older population to a younger population. This will lead to greater and diverse demand for social infrastructure.</li> <li>• Bradfield City Centre is an under construction major centre that will service Western Sydney International Airport and the broader growing area. The precinct will provide greater accessibility to social infrastructure, services, transport, and jobs. <ul style="list-style-type: none"> <li>- This includes the under construction Western Sydney Airport line. The site is located within 600m to the Aerotropolis Metro Station, with the new Metro services providing access to Western Sydney International Airport and Airport Business Park, the new precincts of Luddenham and Orchard Hills, and connect to the T1 Western Line at St Marys. It is expected to open in line with Western Sydney International Airport in 2026.</li> </ul> </li> <li>• The WPCA Master Plan Social Infrastructure Strategy (Western Parkland City Authority 2023) recommends the following infrastructure typologies to support the predicted growth by 2056: education; health; emergency services; community facilities; childcare; aged care; cultural facilities; sport and recreation facilities; parks and open space (see <b>Section 4.2.1</b>).</li> <li>• The <i>Healthy Built Environment Checklist</i> (2020) identifies access to social infrastructure, transport and connectivity that reduces car dependence, quality jobs close to housing, and access to nutritious food, as key contributing factors to community health and wellbeing.</li> <li>• The site's proximity to the future Bradfield City Centre supports the Future Transport Strategy's (2022) 15-minute neighbourhood plan to create mixed-use local centres that provide accessibility and liveability.</li> <li>• State and local government policies identify the importance of new infrastructure including cultural, education, health, and community infrastructure to fairly balance and align population growth with infrastructure investment.</li> <li>• The Western Sydney Aerotropolis Precinct Plan (DPE, 2023) identifies the site as being within a Priority Area 1, wherein this area is expected to first deliver housing in Bradfield. However, there is no timing identified for social infrastructure delivery.</li> </ul>	
Level of concern/interest: Moderate	
<ul style="list-style-type: none"> <li>• Convenience of being close to a new centre was not raised by stakeholders or community members.</li> <li>• Benefits are contingent on the delivery of the new centre and social infrastructure identified in the Social Infrastructure Strategy. There is a significant scale of change from the current situation to realising this benefit for current residents. Depending on the timing of delivery, early residents may move in before the area is fully resourced.</li> </ul>	

- Current residents may not see this as a benefit as they may have chosen the area for its existing characteristics of low levels of development and large lots at the city fringe.
- This is likely to benefit the future residents of the proposed development, whose choice to live in the area may be influenced by its proximity to the new Bradfield City Centre.

**Experience of the Impact**

- There is a high level of growth predicted for the surrounding area, creating an entirely new community. This will allow for community connections with people from a variety of backgrounds. It will also provide new opportunities for improved services and facilities for existing residents.

Extent	Sensitivity	Duration
<ul style="list-style-type: none"> <li>• Existing residents and future residents of the proposal</li> </ul>	<ul style="list-style-type: none"> <li>• This may be experienced as a negative impact for some current residents.</li> </ul>	Permanent

**Social Impact Significance Rating (before mitigations):** Likely / Transformational = Very High

**Impact effect:** Positive

Standard mitigation measures	SIA mitigation recommendations
<ul style="list-style-type: none"> <li>• Timely delivery of the Bradfield City Centre, Social Infrastructure Plan, and other supporting infrastructure to minimise the gap between residents moving in and the area being adequately resourced to support them.</li> <li>• A Green Travel Plan will be implemented that will increase awareness of the improved public and active transport connectivity for future residents of the proposal. This should help reduce the reliance on private vehicle use for travel.</li> </ul>	<ul style="list-style-type: none"> <li>• Connect the subject site to Bradfield City Centre and Metro Station with safe walking, cycling, and public transport access, as well as road infrastructure.</li> </ul>

**Residual impact:** Likely / Transformational = Very High

The anticipated scale of change in this area to provide convenient access to a new city centre is substantial. While this change may be experienced as a negative impact for existing residents, it will give many future residents the opportunity to live close to services, jobs, transport, and infrastructure.

**Improved access to housing in a period of high demand**

Description of impact:	Relevant social impact categories:
<ul style="list-style-type: none"> <li>• Provision of greater housing availability and choice through providing access to high-quality, high-density accommodation of a range of sizes, to meet the needs of a growing population.</li> </ul>	<ul style="list-style-type: none"> <li>• Accessibility</li> <li>• Community</li> <li>• Way of life</li> </ul>

**Evidence from social baseline and technical assessments**

- A total of 533 apartments are proposed to be delivered as part of the development. Most apartments will be 2-bedroom, almost 20% each 1-bedroom and 3-bedroom, and some 4-bedroom options.
- Strategic policy directions indicate a need to provide more housing in well-located areas, and in a diversity of forms. For example, the Liverpool Housing Strategy sets out a vision for people to have access to quality, affordable, and appropriate housing close to open space, transport connections, and local jobs. By balancing housing, employment, and retail uses, residents will be able to live, work, and play within a 30-minute city.
- The *Healthy Built Environment Checklist (2020)* identifies the need to encourage housing that provides and promote dwelling diversity, affordable housing, and adaptable and accessible housing, as key factors supporting community health and wellbeing.
- Greater Sydney Region Plan 'A Metropolis of Three Cities' vision for the Western Parkland City identifies a future population of 1.1 million people by 2036, and for the city to include housing diversity around centres and transit nodes. Within the Aerotropolis itself, a need for up to 10,000 new dwellings is identified.

<b>Level of concern/interest:</b> High		
<ul style="list-style-type: none"> <li>Prospective future residents are likely to be highly interested in the availability of options in well located areas.</li> <li>Current residents are likely to be concerned about the delivery of higher density housing, particularly if they chose the area for its current low levels of development. The development forecast for the area is a significant change to current context.</li> </ul>		
<b>Experience of the Impact</b>		
<ul style="list-style-type: none"> <li>The proposal will provide benefit to future residents who are looking for housing options in the area. Plans for Bradfield City Centre indicate that the proposed site will provide well located housing close to centres and transit nodes. A mix of apartment sizes will cater to different household needs. The proposal will also provide potential housing for future workers of Bradfield.</li> <li>Provision of higher density housing at this location may be experienced as a negative impact to current residents who chose the area for its existing low levels of development.</li> <li>As residents' needs change over time, provision of greater housing choice may provide new options to age in place, with smaller, lower maintenance housing types in the area.</li> </ul>		
<b>Extent</b>	<b>Sensitivity</b>	<b>Duration</b>
<ul style="list-style-type: none"> <li>Future residents seeking to access housing in the area.</li> <li>Current residents in the area.</li> </ul>	<ul style="list-style-type: none"> <li>NSW is currently in the middle of a housing crisis. The Government recognises the need to boost housing supply in well-connected locations to address this problem.</li> </ul>	Permanent
<b>Social Impact Significance Rating (before mitigations):</b> Likely / Major = High		
<b>Impact effect:</b> Positive		
<b>Standard mitigation measures</b>	<b>SIA mitigation recommendations</b>	
<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Designating a proportion of the proposed dwellings as affordable housing would enhance the social benefit of improving access to housing.</li> </ul>	
<b>Residual impact:</b> Likely / Major = High		
<p>Significant population growth is projected in the Greater Sydney area to 2041, requiring substantial supply of new dwellings and housing choices in well-located areas. This need is amplified in a context where new dwellings and housing choices are also required to meet the needs of the current population. With the development of Bradfield City Centre, the proposed site is expected to be within easy access to services, jobs, transport, and social infrastructure.</p>		

### 7.4.3 Cumulative impacts

**Cumulative construction impacts from Stage 2 of the proposal, and additional developments associated with the transformation of Bradfield leading to prolonged impacts and construction 'fatigue'.**

<b>Description of impact:</b>	<b>Relevant social impact categories:</b>
<ul style="list-style-type: none"> <li>Cumulative construction impacts from nearby projects leading to potential 'construction fatigue' – affecting people's mental health, physical wellbeing, accessibility if footpaths or roads are closed or on street parking is affected, as well as way of life and surroundings (such as their ability to enjoy their outdoor areas if there is ongoing noise or dust).</li> </ul>	<ul style="list-style-type: none"> <li>Health and wellbeing</li> <li>Accessibility</li> <li>Surroundings</li> <li>Way of life</li> </ul>
<b>Evidence from social baseline and technical assessments</b>	
<ul style="list-style-type: none"> <li>The broader area of Bradfield is undergoing significant change, with the construction of new homes, open space, infrastructure, and employment opportunities in proximity to Western Sydney International Airport.</li> </ul>	

- Construction is expected to be ongoing and lengthy, potentially significantly impacting on future residents' amenity and ability to enjoy their homes. Construction 'fatigue' could result from the prolonged length of construction.
- Asthma (6.7 people all ages per 100 population) is the second most prevalent long-term health condition in the PHA.
  - Asthma affects 7.2 adults (15 and above) and 5.1 children (under 15)
- A mental health condition impacts 5.8 people per 100 population (all ages) in the PHA.
- Residents who are shift workers may be more susceptible to daytime noise impacts if they work at night and sleep during the day. 7.4% work in health care and social assistance, industries that often require shift work (2021 Census).
- Residents who work from home during the day may also be more impacted. 39.6% of the SSL population worked from home at the 2021 Census (noting this data was collected during COVID-19).
- Neighbouring residents will be exposed to a lengthy period of construction. Both Stage 1 and Stage 2 are each expected to take up to 3 years, leading to a total construction period of up to around 6 years.

**Level of concern/interest:** Moderate

- Duration of construction of this project and the sequencing of development in the broader Bradfield area was raised by community members in the webinar.

**Experience of the Impact**

- Prolonged construction can lead to people feeling a sense of construction 'fatigue'. This may lead to continual impacts to how community members experience day to day life. Some community members may need to develop strategies to reduce continual impacts on themselves, including changing how they complete their daily routines.
- A proportion of people in the area are impacted by long-term health conditions including asthma and mental health conditions. There is also a number of people who work irregular hours and/or at home. They may be more affected such as if they have specific mobility issues, and/or the ongoing disruption frustrates them to a point of exacerbating any existing mental health or stress conditions, or interrupting concentration levels and/or sleep patterns.

Extent	Sensitivity	Duration
<ul style="list-style-type: none"> <li>• Current residents in the SSL</li> <li>• Future residents of the SSL</li> <li>• Future residents of the proposed development</li> </ul>	<ul style="list-style-type: none"> <li>• Sleep disturbance may be more significant for people with babies or shift workers. Depending on whether out of hours work is proposed this may also impact all groups of people.</li> <li>• People with long-term health conditions may be more affected by this impact.</li> <li>• People who are home in the daytime during standard construction hours may be more affected by this impact.</li> <li>• Existing residents who intend to remain in the area in the long term may be particularly impacted.</li> </ul>	<p>Temporary, but long-term</p>

**Social Impact Significance Rating (before mitigations):** Likely / Major = High

**Impact effect:** Negative

Standard mitigation measures	SIA mitigation recommendations
<ul style="list-style-type: none"> <li>• Prepare a Construction Management Plan and Construction Noise, and Vibration Management Plan.</li> <li>• Prepare a Dust Management Plan.</li> <li>• Implement the Green Travel Plan to minimise construction traffic impacts from contractors.</li> </ul>	<ul style="list-style-type: none"> <li>• Include consideration of nearby projects in the Construction Management Plan. Where possible, coordinate timing of works with nearby projects to minimise disruptions to surrounding community.</li> <li>• Develop a Communication and Engagement Strategy to inform affected communities about the potential impacts of the construction activities.</li> <li>• Consider the specific health impacts of nearby residents in the Dust Management Plan and CNVMP preparation. Liaise with them for any specific requirements and offer support and assistance mechanisms such as a Complaints Management System.</li> </ul>

**Residual impact:** Possible / Moderate = Medium

Undertaking ongoing engagement with potentially sensitive receivers nearby would minimise the construction impacts to a degree, notwithstanding given the bulk of these works occurring it will be important to coordinate the more significant works to minimise the impacts on the community.

**Development of the Aerotropolis Core Precinct, leading to significant changes in local character and potentially impacting existing residents’ sense of place, and/or improving sense of place through improved provision of community spaces and infrastructure.**

<b>Description of impact:</b>		<b>Relevant social impact categories:</b>	
<ul style="list-style-type: none"> <li>The significant change of the proposed development, in the context of the broader development of Bradfield City Centre / Aerotropolis Core, could impact the sense of place, way of life, accessibility, and community.</li> </ul>		<ul style="list-style-type: none"> <li>Community</li> <li>Surroundings</li> <li>Accessibility</li> <li>Way of life</li> </ul>	
<b>Evidence from social baseline and technical assessments</b>			
<ul style="list-style-type: none"> <li>The Aerotropolis Precinct is undergoing and will continue to experience significant change from peri-urban to urbanised in accordance with the Bradfield City Centre Masterplan and Western Sydney Aerotropolis Precinct Plan.</li> <li>Kelvin Park Homestead, a state-heritage listed building, may experience impacts to its heritage and sense of place with the proposed new development to be located next door. This property opens to public visitors annually.</li> <li>However, some people may experience some positive benefits through improved sense of place with improved access to community and social infrastructure.</li> </ul>			
<b>Level of concern/interest:</b> High			
<ul style="list-style-type: none"> <li>Community members who attended the webinar were interested in the timing and duration of construction, timing of utilities infrastructure provision, and interface with Bradfield City Centre master plan.</li> <li>One comment was made in the community webinar that Thompson’s Creek should not be impacted as a valued local natural feature.</li> <li>The owner of Kelvin Park Homestead (KPH) intends to retain and occupy the adjoining property in the long term and does not have plans to redevelop. They raised concern about the views and visual impact of the development and the need for the development to ‘step down’ in height and respect the adjoining KPH.</li> </ul>			
<b>Experience of the Impact</b>			
<ul style="list-style-type: none"> <li>The Bradfield City Centre / Aerotropolis Core precincts are undergoing significant change in the urban fabric. This could result in a loss in sense of place for existing residents, changing how they go about their daily routines, the community makeup, and changed sense of place with the transformation of the area from peri-urban to urban.</li> <li>Some residents may be displaced by choosing to relocate rather than remain in the area throughout development. This could be experienced as a positive or negative change, depending on the individual circumstances.</li> <li>For other residents, this change may be experienced as a positive impact, for example through improved access to services, facilities, and transport, and increased property values.</li> </ul>			
<b>Extent</b>	<b>Sensitivity</b>	<b>Duration</b>	
<ul style="list-style-type: none"> <li>Existing residents including the owner of Kelvin Park Homestead</li> </ul>	<ul style="list-style-type: none"> <li>Existing residents who intend to remain in the area in the long term will be particularly impacted by this change.</li> </ul>	Permanent	
<b>Social Impact Significance Rating (before mitigations):</b> Likely / Transformational = Very High			
<b>Impact effect:</b> Neutral			
<b>Standard mitigation measures</b>		<b>SIA mitigation recommendations</b>	

<ul style="list-style-type: none"> <li>The proposed development design 'steps down' in height towards the boundary adjoining Kelvin Park Homestead, to respect the State heritage site.</li> </ul>	<ul style="list-style-type: none"> <li>Maintain ongoing consultation with WPCA during the detailed design process to identify timing of road and social infrastructure.</li> <li>Identify any other nearby neighbours who intend to remain in the area in the long term and keep them informed throughout the development process.</li> </ul>
--	---

**Residual impact:** Likely / Transformational = Very High

The planned development in the Aerotropolis Core precinct and Bradfield City Centre Masterplan is substantial and likely to result in a major change to the area's sense of place. While the proposed development will contribute to this change, it is in keeping with strategic plans for the area. Regardless, existing nearby residents will be significantly impacted.

**Poor access to social infrastructure for future residents if the development is not aligned with timely delivery of social infrastructure, potentially leading to a lack of community cohesion and sense of place.**

Description of impact:	Relevant social impact categories:
<ul style="list-style-type: none"> <li>There is a lot of uncertainty around the timing of social infrastructure within Bradfield City Centre. Prolonged poor access will reduce opportunities for community building and increase reliance on cars to access infrastructure in other larger centres.</li> </ul>	<ul style="list-style-type: none"> <li>Way of life</li> <li>Community</li> <li>Accessibility</li> <li>Surroundings</li> </ul>

**Evidence from social baseline and technical assessments**

- Scoped social infrastructure indicates minimal access across all typologies (see **Section 4.2**). Poor public transport (see **Section 4.2.2**) increases the reliance on private vehicles to access social infrastructure, potentially obstructing some community members from accessing infrastructure.
- The *Healthy Built Environment Checklist* (2020) identifies the need to for access to social infrastructure as a key factor supporting community health and wellbeing. Access to social infrastructure influences health (both physical and mental) and education outcomes, opportunities for community cohesion, wellbeing, and sense of place. This can be particularly impactful in new communities.
- Over three quarters of households are family households (85.3%) in the SSL. Of those family households, close to half are couple families with children (46.6%). While the rate of family households in the SSL is expected to decrease as the area grows, it is important to provide opportunities for community cohesion through social infrastructure, particularly if families are new to the area.
- Currently, 13.5% of households in the SSL are lone person households. However, population projections highlight a growing number of young people in the SSL and it is expected the rate of lone person households will also increase. It is important to provide social infrastructure to support opportunities for connection and cohesion, helping to reduce loneliness.
- State and local government policies identify the importance of new infrastructure including cultural, education, health, and community infrastructure to fairly balance and align population growth with infrastructure investment.
- Bradfield City Centre is an under-construction major centre that will service Western Sydney International Airport and the broader growth of the area. The precinct will provide greater accessibility to social infrastructure, services, transport.
  - This includes the currently under-construction Western Sydney Airport line. The site is located within 600m to the Aerotropolis Metro Station, with the new Metro services providing access to Western Sydney International Airport and Airport Business Park, the new precincts of Luddenham and Orchard Hills, and connect to the T1 Western Line at St Marys. It is expected to open in line with Western Sydney International Airport in 2026.
- The WPCA Master Plan Social Infrastructure Strategy (Western Parkland City Authority 2023) recommends the following infrastructure typologies to support the predicted growth by 2056: education; health; emergency services; community facilities; childcare; aged care; cultural facilities; sport and recreation facilities; parks and open space (see **Section 4.2.1**). However, timing is unknown as to when social infrastructure will be delivered.
- Within the proposed development, there is a total of 2,216m<sup>2</sup> of communal open space across the six buildings. 1,127m<sup>2</sup> of this space will be delivered in Stage 1 (Buildings A, B & C). The ground floor also provides landscaping, with a proposed waterway feature through the site.
- The Western Sydney Aerotropolis Precinct Plan (DPE, 2023) identifies the site as being within a Priority Area 1, wherein this area is expected to first deliver housing in Bradfield. However, there is no timing identified for social infrastructure delivery.

**Level of concern/interest:** High

- Access to social infrastructure was not raised in the community engagement undertaken but would be of concern to future residents, particularly those moving into the new development in Stage 1.

**Experience of the Impact**

- There is likely to be a gap between delivery of housing, including Stage 1 of the proposed development, and delivery of social infrastructure. Utilities infrastructure is prioritised as an enabler of development, whereas social infrastructure may not be delivered by the time the first residents move in.
- Early residents of the Aerotropolis Precinct and Bradfield will likely need to rely on social infrastructure provision in other areas of the Liverpool City Council area, which are not easily accessible except by car. Development of these areas is also likely to increase pressure on this social infrastructure.
- Poor access to social infrastructure could lead to isolation or loneliness as there is less opportunity for community building and connection. This can be particularly important in a new community setting.
- The impact is cumulative as pressure on existing social infrastructure will increase as the population of the Aerotropolis Core and Bradfield City Centre grows.

Extent	Sensitivity	Duration
<ul style="list-style-type: none"> <li>• Existing residents and future residents of the proposal</li> </ul>	<ul style="list-style-type: none"> <li>• Social infrastructure needs of future residents are likely to be diverse. Families with children, older residents, and lone person households are more likely to be impacted by poor access to social infrastructure.</li> </ul>	Long-term, temporary (Social Infrastructure Strategy identifies infrastructure needed to support growth to 2056).

**Social Impact Significance Rating (before mitigations):** Possible / Major = High

**Impact effect:** Negative

Standard mitigation measures	SIA mitigation recommendations
<ul style="list-style-type: none"> <li>• Development timing is sequenced with the delivery of the Social Infrastructure Strategy to ensure the area is well serviced and residents adequately supported from early development stages.</li> </ul>	<ul style="list-style-type: none"> <li>• For Stage 1 residents, facilitate opportunities to meet and create social networks and gatherings within the development to assist with community building. This could include a community space being provided in the development.</li> </ul>

**Residual impact:** Possible / Minor = Medium

This impact can be addressed with the proposed development delivered in sequence with the Social Infrastructure Strategy, to ensure the future population is adequately serviced within the local area. The impact can be further mitigated by providing opportunities within the development for residents to connect with each other.

## 8.0 Conclusion

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

### Key findings

- The key benefit of the project relates to the addition of 533 new apartments over a diverse mix of sizes in a time of great need. It is encouraged that the potential for affordable housing is considered to provide greater accessibility for future key workers of Bradfield and those on lower incomes.
- Potential negative social impacts arising from construction noise, dust, vibration, and accessibility can be minimised through managing and responding to complaints, ongoing community engagement with surrounding receivers, and consistent liaison with WPCA to understand timing of significant road infrastructure.
- Continued community engagement and consultation to build a relationship with potentially affected receivers and keep them informed would help to mitigate the impacts of construction.
- Cumulative construction impacts from the ongoing development of Bradfield are also likely to result in significant social impacts for some receivers, such as from adverse noise, dust or vibration impacts as well as ongoing accessibility impacts such as road closures or footpath closures. Ongoing coordination with these projects would minimise the impacts, as the timing of works can be managed.
- Specific social impact mitigation and enhancement would minimise future impacts, such as community consultation. Ongoing implementation of various community plans as identified in the SIA can generate further social value from potential positive operation impacts.
- There will be a need to facilitate opportunities for new residents to meet and create social networks and gatherings within the development to assist with community building, if the development is delivered before an adequate level of social infrastructure is available. This could include a community space being provided within the development.

### 8.1 Summary of Notable Impacts

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

- Amenity impacts during construction for existing residents.
- Cumulative construction impacts from the ongoing development of Bradfield.
- Cumulative impacts of change in local character from the development of Bradfield
- Cumulative impacts due to poor access to social infrastructure if development is not aligned with timely delivery of social infrastructure.

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

- Proximity for future residents and workers to Bradfield City Centre, providing good accessibility to future social infrastructure, transport, services, and jobs.
- Improved availability and provision of housing for future residents and workers.

## 8.2 Management and Mitigation of Impacts

The following table summarises the proposed mitigations and enhancements identified in the Social Impact Assessment.

ID	Mitigation / enhancement measures
Section 7.4.2.	<ul style="list-style-type: none"><li>• Consider including a proportion of the proposed dwellings as affordable housing, enhancing the social benefit of improved access to housing.</li><li>• Provide a community space within the proposed development to facilitate community building and cohesion.</li></ul>
Section 7.4.3.	<ul style="list-style-type: none"><li>• Liasing with WPCA to ensure the development is supported by road, social infrastructure, active and public transport in a timely manner.</li></ul>
Sections 7.4.3. and 7.4.1.	<ul style="list-style-type: none"><li>• Maintain communication with existing residents and commit to being a 'good neighbour' during construction through implementing a Construction Management Plan and providing a complaints hotline.</li></ul>

# Appendix A References

- Arboricultural Impact Assessment (Creative Planning Solutions, 2024)
- Archaeological Survey Report (Artefact Heritage and Environment, 2024)
- Architectural Design Excellence Report (DKO Architecture, 2024)
- Architectural Report & Staging Report (DKO Architecture, 2024)
- Australian Bureau of Statistics (ABS) Census Data (ABS, 2021).
- ABS NSW Socio-economic indexes for areas (SEIFA) data (ABS, 2021).
- Bradfield City Centre Draft Master Plan, *Western Parkland City Authority 2023*
- Bushfire Protection Assessment (Australian Bushfire Protection Planners, 2024)
- Construction & Demolition Waste Management Plan (Foresight Environmental, 2024)
- Community Strategic Plan 2022-2032, *Liverpool City Council 2022*
- Connected Liverpool 2040: Local Strategic Planning Statement, *Liverpool City Council 2020*
- Construction Traffic Management Plan (The Transport Planning Partnership, 2024)
- Crime Prevention Through Environmental Design Report (Ethos Urban, 2024).
- Environmental Impact Statement (Ethos Urban 2024).
- Future Transport Strategy: Our vision for transport in NSW, *Transport for NSW 2022*
- Greater Cities Commission 2020, *PI 2: 30-minute city*, <https://greatercities.au/pulse-of-greater-sydney-2020/pi-2-30-minute-city>.
- Greater Sydney Region Plan, *Greater Sydney Commission 2018*
- Green Travel Plan (The Transport Planning Partnership, 2024)
- Heritage Opportunities and Constraints Report (Urbis, 2024)
- Historical Archaeological Assessment (Artefact Heritage and Environment, 2024)
- Liverpool Centres and Corridors Strategy, *Liverpool City Council 2018*
- Liverpool Housing Strategy, *Liverpool City Council 2020*
- Noise and Vibration Impact Assessment (Acoustic Logic, 2024)
- NSW Department of Planning and Environment (DPE) Social Impact Assessment Guideline for State Significant Projects (DPE, 2023).
- NSW Bureau of Crime Statistics and Research (BOCSAR) NSW Crime Tool (BOCSAR, 2023).
- NSW Department of Planning (DPE) Cumulative Impact Assessment Guidelines for State Significant Projects (DPE, 2022).
- NSW Department of Planning and Environment (DPE) Social Impact Assessment Guideline for State Significant Projects (DPE, 2023).
- NSW Health 2020, *Healthy built environment checklist*, <https://www.health.nsw.gov.au/urbanhealth/Publications/healthy-built-enviro-check.pdf>.
- Operational Waste Management Plan (Foresight Environmental, 2024)
- Pedestrian Wind Assessment (RWDI Consulting Engineers, 2024)
- Public Health Information Development Unit (PHIDU) Torrens University Social Health Atlases (PHIDU, 2022).
- Technical Supplement – SIA Guideline (DPE, 2023).
- Transport for NSW 2022, *Future transport strategy*, [https://www.future.transport.nsw.gov.au/sites/default/files/2022-09/Future\\_Transport\\_Strategy\\_2.pdf](https://www.future.transport.nsw.gov.au/sites/default/files/2022-09/Future_Transport_Strategy_2.pdf).
- Transport for NSW 2023, *Thriving places*, <https://www.future.transport.nsw.gov.au/strategy-highlights/thriving-places>.
- Transport Impact Assessment (The Transport Planning Partnership, 2024)
- Western City District Plan, *Greater Sydney Commission 2018*
- Western Sydney Aerotropolis Precinct Plan, *Department of Planning and Environment 2023*

# Appendix B Demographic Profile

## B.2 Detailed demographics

Category	SSL	Greater Sydney
<b>Income</b>		
Median individual income (annual)	\$31,830	\$45,930
<i>Variation from Greater Sydney median</i>	-30.7%	<i>n.a.</i>
Median household income (annual)	\$85,360	\$108,750
<i>Variation from Greater Sydney median</i>	-21.5%	<i>n.a.</i>
<b>Individual income</b>		
<i>No income</i>	14.8%	11.2%
<i>Low</i>	37.6%	28.7%
<i>Medium</i>	39.6%	43.1%
<i>High</i>	8.0%	17.0%
<b>Household income</b>		
<i>No income</i>	5.1%	2.1%
<i>Low</i>	9.2%	11.3%
<i>Medium</i>	43.4%	34.3%
<i>High</i>	42.4%	52.3%
<b>Age Structure</b>		
0 years	1.2%	1.2%
1-2 years	1.2%	2.4%
3-4 years	0.9%	2.4%
5-6 years	0.8%	2.5%
7-11 years	5.9%	6.3%
12-17 years	7.4%	7.1%
18-24 years	12.1%	8.8%
25-34 years	10.7%	15.6%
35-49 years	16.6%	21.7%
50-59 years	14.5%	12.0%
60-69 years	15.5%	9.7%
70-84 years	11.6%	8.4%
85 years and over	1.7%	1.9%
Males	50.9%	49.4%
Females	49.1%	50.6%
Median Age (years)	42.9	37.3
<b>Country of Birth</b>		
Australia	74.3%	61.1%
<i>Aboriginal and Torres Strait Islanders</i>	1.7%	1.8%
Other Major English Speaking Countries	2.4%	7.1%
Other Overseas Born	23.4%	31.8%
<i>% speak English only at home</i>	62.2%	61.0%
<b>Household Composition</b>		
<i>Couple family with no children</i>	27.6%	24.5%
<u><i>Couple family with children</i></u>	<u>46.6%</u>	<u>36.1%</u>
Couple family - Total	74.1%	60.5%
One parent family	11.2%	11.0%
Other families	0.0%	1.1%
Family Households - Total	85.3%	72.6%
Lone person household	13.5%	23.3%
Group Household	1.1%	4.1%

Category	SSL	Greater Sydney
<b><u>Dwelling Structure (Occupied Private Dwellings)</u></b>		
Separate house	99.2%	56.1%
Semi-detached, row or terrace house, townhouse etc.	0.0%	12.8%
Flat, unit or apartment	0.8%	30.7%
Other dwelling	0.0%	0.4%
<i>Occupancy rate</i>	93.4%	91.8%
Average household size	3.2	2.7
<b><u>Tenure Type (Occupied Private Dwellings)</u></b>		
Owned outright	54.4%	28.3%
Owned with a mortgage	26.6%	34.0%
<b><u>Rented</u></b>	<b><u>16.4%</u></b>	<b><u>36.1%</u></b>
<i>State or territory housing authority</i>	0.0%	3.3%
<i>Housing co-operative/community/church group</i>	0.0%	0.8%
<i>Other</i>	16.4%	32.0%
Other tenure type	2.6%	1.6%
<b><u>Attending Education (% of those attending)</u></b>		
Pre-school	5.3%	8.0%
<b><u>Infants/Primary Total</u></b>	<b><u>30.5%</u></b>	<b><u>31.4%</u></b>
<i>Government</i>	36.3%	68.6%
<i>Catholic</i>	35.0%	18.8%
<i>Other</i>	28.8%	12.5%
<b><u>Secondary Total</u></b>	<b><u>35.9%</u></b>	<b><u>24.9%</u></b>
<i>Government</i>	41.5%	54.7%
<i>Catholic</i>	43.6%	25.3%
<i>Other</i>	14.9%	20.0%
Technical or Further Educational Institution	10.3%	10.2%
University or other Tertiary Institution	16.4%	21.4%
Other type of educational institution	1.5%	4.2%
<i>% of total population attending education</i>	20.9%	25.8%
<b><u>Highest Level of Education Completed (% of population aged 15 years and over)</u></b>		
Year 12 or equivalent	44.5%	71.4%
Year 9-11 or equivalent	40.4%	23.5%
Year 8 or below	11.7%	3.5%
Did not go to school	3.4%	1.6%
<b><u>Employment Status</u></b>		
Unemployed/ looking for work	2.4%	5.0%
Labour force participation rate	49.9%	60.0%
<b><u>Need for Assistance</u></b>		
With Need for Assistance	7.9%	5.5%
No Need for Assistance	92.1%	94.5%
<b><u>Top 10 Countries of Birth</u></b>		
	<b><u>SSL</u></b>	<b><u>Greater Sydney</u></b>
1	Australia (74.3%)	Australia (61.1%)
2	China (3.8%)	China (4.9%)
3	Italy (3.2%)	India (3.8%)
4	Malta (2.9%)	England (3.1%)
5	Lebanon (2.5%)	Vietnam (1.9%)
6	Iraq (1.7%)	Philippines (1.9%)
7	Vietnam (1.0%)	New Zealand (1.7%)
8	Ireland (0.8%)	Lebanon (1.2%)

Category	SSL	Greater Sydney
9	New Zealand (0.8%)	Nepal (1.2%)
10	Iran (0.6%)	Iraq (1.1%)
<b>Top 10 Languages Spoken at home (other than English)</b>		
	<b>SSL</b>	<b>Greater Sydney</b>
1	Arabic (8.5%)	Mandarin (5.3%)
2	Italian (6.3%)	Arabic (4.4%)
3	Cantonese (4.9%)	Cantonese (2.9%)
4	Mandarin (2.1%)	Vietnamese (2.3%)
5	Croatian (1.9%)	Hindi (1.5%)
6	Serbian (1.7%)	Greek (1.5%)
7	Khmer (1.1%)	Spanish (1.3%)
8	Turkish (1.0%)	Nepali (1.2%)
9	Hindi (0.9%)	Korean (1.2%)
10	Greek (0.6%)	Italian (1.0%)
<b>Religion</b>		
Buddhism	3.5%	4.1%
Christianity	67.3%	49.0%
Hinduism	1.1%	5.2%
Islam	11.6%	6.7%
Judaism	0.0%	0.7%
Other Religions	0.4%	1.3%
No religious association	16.0%	32.9%
<b>Long-term Health Conditions</b>		
Arthritis	8.1%	6.3%
Asthma	3.1%	6.3%
Cancer	0.7%	1.9%
Dementia	0.8%	0.5%
Diabetes	5.5%	4.1%
Heart disease	3.7%	2.9%
Kidney disease	0.6%	0.4%
Lung condition	0.3%	0.8%
Mental health condition	3.6%	6.1%
Stroke	1.0%	0.4%
Other	7.7%	6.9%
None	64.8%	63.4%
<b>Provided Unpaid Childcare</b>		
Females	25%	29%
Males	14%	24%

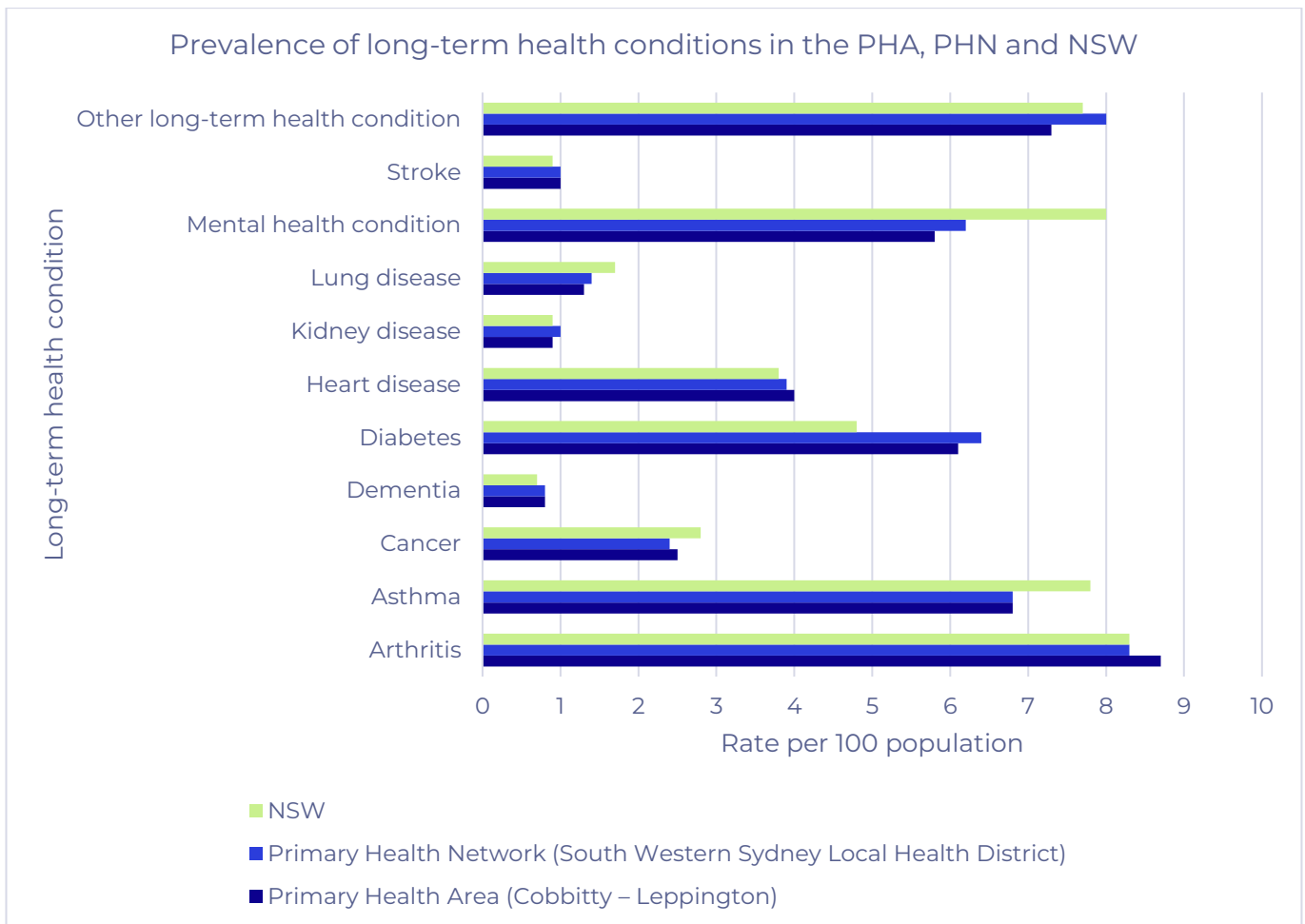
## B.2 Detailed community health profile

**Table 17 Prevalence of long-term health conditions (per 100 population) in the PHA, PHN and NSW**

Long-term health condition	Primary Health Area (Cobbitty – Leppington)	Primary Health Network (South Western Sydney Local Health District)	NSW
Arthritis	8.7	8.3	8.3
Asthma	6.8	6.8	7.8
Cancer (including remission)	2.5	2.4	2.8

Long-term health condition	Primary Health Area (Cobbitty – Leppington)	Primary Health Network (South Western Sydney Local Health District)	NSW
Dementia (including Alzheimer's)	0.8	0.8	0.7
Diabetes (including gestational diabetes)	6.1	6.4	4.8
Heart disease (including heart attack or angina)	4.0	3.9	3.8
Kidney disease	0.9	1.0	0.9
Lung disease (including COPD or emphysema)	1.3	1.4	1.7
Mental health condition (including anxiety and depression)	5.8	6.2	8.0
Stroke	1.0	1.0	0.9
Other long-term health condition	7.3	8.0	7.7

Source: Public Health Information Development Unit (PHIDU) Torrens University, 2022



**Figure 12 Prevalence of long-term health conditions in the PHA, PHN and NSW**

Source: Public Health Information Development Unit (PHIDU) Torrens University, 2022

# Appendix C Minor and moderate social impacts

This section provides a summary of less significant social impacts considered as part of the assessment. These are additional to those provided a detailed assessment in **Section 7.0**.

**Table 18** Register of social impacts

Impact	Key impacted groups	Key supporting evidence and community and stakeholder feedback	Impact Dimensions			Potential Impact (with standard mitigation techniques)				Avoidance, minimisation or enhancement approach	Significance of residual impact
			Period	Duration	Extent	Likelihood	Magnitude	Social Significance Rating	Experience		
<b>Construction</b>											
Increased traffic during construction, potentially impacting accessibility for existing residents	<ul style="list-style-type: none"> <li>Adjacent residents</li> </ul>	<ul style="list-style-type: none"> <li>The proposal is expected to increase traffic during the construction period from heavy vehicles and contractors. Additional vehicles could increase congestion and lengthen travel times.</li> <li>Currently a very low-density populated area. Although it is a car dependent area, current traffic levels are low.</li> <li>Arthritis affects 8.7 people per 100 population (all ages), the most prevalent long-term health condition in the PHA. This condition could reduce mobility and increase reliance on cars for access.</li> <li>Stage 1 site access will be via The Retreat, Stage 2 requires the new collector road.</li> <li>The proposal is expected to generate 127 trips during the AM peak and 68 during the PM peak, approximately equivalent to 1-2 trips per minute.</li> <li>The proposal requires 620 car spaces in accordance with the DCP. It is proposed to comply with this requirement.</li> <li>The impacts of the traffic generation of the site have already been considered as part of the strategic transport planning for the Western Sydney Aerotropolis Precinct Plan.</li> <li>Each stage is expected to generate the following construction vehicle movements:               <ul style="list-style-type: none"> <li>- Demolition – 20 trips per day (up to 2 hourly two-way movements)</li> <li>- Excavation and site preparation – 10 trips per day (up to 1 hourly two-way movements)</li> <li>- Construction and building works – 80 trips per day (up to 8 hourly two-way movements)</li> <li>- Public domain works – 20 trips per day (up to 2 hourly two-way-movements)</li> </ul> </li> </ul>	Construction (2.5 - 3 years for Stage 1)	Temporary	Residents & businesses in the PSL	Possible	Moderate	<u>Medium</u>	Negative	<ul style="list-style-type: none"> <li>Continue ongoing consultation with WPCA to understand timing of road infrastructure.</li> <li>Explore opportunities to provide temporary upgrades to existing The Retreat including footpaths, lane markings and curb to improve safety.</li> </ul>	<b>Medium</b>
Improved livelihoods through provision of jobs during construction	<ul style="list-style-type: none"> <li>Local workers</li> </ul>	<ul style="list-style-type: none"> <li>Construction (17.2%) is the most prevalent industry of employment for residents in the SSL.</li> <li>The proposal will provide and support local jobs during its construction.</li> <li>Western Sydney Airport and the Aerotropolis are major drivers of employment and economic growth within</li> </ul>	Construction (2.5 - 3 years for Stage 1)	Temporary	Residents in the SSL and Liverpool LGA, looking for employment.	Possible	Minor	<u>Medium</u>	Positive	<ul style="list-style-type: none"> <li>Implement a Social Procurement Strategy when sourcing workers.</li> <li>Where possible, source materials or services from local suppliers.</li> </ul>	<b>Medium</b>

Impact	Key impacted groups	Key supporting evidence and community and stakeholder feedback	Impact Dimensions			Potential Impact (with standard mitigation techniques)				Avoidance, minimisation or enhancement approach	Significance of residual impact
			Period	Duration	Extent	Likelihood	Magnitude	Social Significance Rating	Experience		
		Liverpool, with the area having been identified as part of a metropolitan cluster and the western economic corridor in the Western Parkland City.									
<b>Operation</b>											
Noise impacts from living near Western Sydney International Airport flight paths, leading to way of life and health and wellbeing impacts	<ul style="list-style-type: none"> <li>• Future residents</li> <li>• Future workers</li> </ul>	<ul style="list-style-type: none"> <li>• Due to proximity to Western Sydney International Airport, there may be additional noise for future residents from flight paths. <ul style="list-style-type: none"> <li>- While flight paths do not indicate direct impact over the site, there may be residual impacts due to proximity.</li> </ul> </li> <li>• A mental health condition impacts 5.8 people (all ages) in the PHA (current). Prolonged noise impacts could be more impactful for these sensitive receivers.</li> <li>• 7.4% (health care and social assistance) and 7.2% (education and training) of the SSL population work in industries that may include odd hours / shift work. Residents may be more susceptible to noise impacts, particularly if they sleep during the day.</li> <li>• 39.6% of the SSL population work from home – noting this figure is from the 2021 Census during COVID-19 lockdowns</li> </ul>	Operation	Permanent	Current and future residents in the SSL	Possible	Minor	<u>Medium</u>	Negative	<ul style="list-style-type: none"> <li>• Strategic planning of the Western Sydney Aerotropolis identifies areas for residential development that are not significantly impacted by aircraft noise. Land use focus for noisier areas is employment and economic development.</li> </ul>	<b>Low</b> Future residents may notice and feel impacted by aircraft noise, even if it is within required limits.
Increased traffic during operation, impacting accessibility for future residents and causing impacts to health and wellbeing	<ul style="list-style-type: none"> <li>• Adjacent residents</li> <li>• Future residents</li> </ul>	<ul style="list-style-type: none"> <li>• Arthritis affects 8.7 people per 100 population (all ages), the most prevalent long-term health condition in the PHA. This condition could reduce mobility and increase reliance on cars for access.</li> <li>• The SSL is highly car dependent, with over half (51.3%) of dwellings having three or more cars, more than triple the Greater Sydney rate (15.9%).</li> <li>• Access to the site is temporarily from the cul-de-sac on The Retreat through two-way driveway leading to a temporary drop-off zone and temporary basement access driveway.</li> <li>• The existing road is narrow, with no median line and no curb. The road also does not have sealed footpaths. This could negate health and wellbeing and safety concerns for future residents as there is no safe way to access the site on foot.</li> <li>• 311 parking spaces (647 total development) are proposed in Stage 1</li> <li>• The Draft Bradfield City Centre (WPCA, 2023) masterplan indicate connections from the site to the Bradfield City Centre's road network and social infrastructure is within Stage 3 of staging, with timing and sequencing of this area yet to be determined.</li> <li>• Liverpool is heavily reliant on private vehicles due to a lack of efficient public</li> </ul>	Operation	Permanent	Existing residents and future residents of the proposal	Possible	Moderate	<u>Medium</u>	Negative	<ul style="list-style-type: none"> <li>• Continue ongoing consultation with WPCA to understand timing of road infrastructure.</li> <li>• Explore opportunities to provide temporary upgrades to existing The Retreat including footpaths, lane markings and curb to improve safety.</li> </ul>	<b>Low</b>

Impact	Key impacted groups	Key supporting evidence and community and stakeholder feedback	Impact Dimensions			Potential Impact (with standard mitigation techniques)				Avoidance, minimisation or enhancement approach	Significance of residual impact
			Period	Duration	Extent	Likelihood	Magnitude	Social Significance Rating	Experience		
		<p>transport. This is set to get worse if the Aerotropolis is not properly supported.</p> <ul style="list-style-type: none"> <li>The proposal is expected to generate 127 trips during the AM peak and 68 during the PM peak, approximately equivalent to 1-2 trips per minute.</li> <li>The proposal requires 620 car spaces in accordance with the DCP. It is proposed to comply with this requirement.</li> <li>The impacts of the traffic generation of the site have already been considered as part of the strategic transport planning for the Western Sydney Aerotropolis Precinct Plan.</li> </ul>									
Increased access to retail and commercial, leading to increased activation of the area, and improved sense of place and community cohesion, and improving livelihoods through providing local job opportunities	<ul style="list-style-type: none"> <li>Local workers and future workers who will live within the proposal</li> <li>Residents of the proposal who have convenient access to retail / commercial services.</li> </ul>	<ul style="list-style-type: none"> <li>Retail trade (7.4%) is the third most prevalent industry of employment for residents in the SSL.</li> <li>The proposal will provide or support jobs during its operation.</li> <li>There is 424m<sup>2</sup> of proposed ground floor retail, increasing provision in an area that has poor access and relies on private vehicle travel to access retail opportunities.</li> <li>Western Sydney Airport and the Aerotropolis are major drivers of employment and economic growth within Liverpool, with the area having been identified as part of a metropolitan cluster and the western economic corridor in the Western Parkland City.</li> </ul>	Operation	Permanent	Existing and future residents of Liverpool LGA	Likely	Moderate	Medium	Positive	<ul style="list-style-type: none"> <li>Implementing a wayfinding strategy to assist with the ground floor activation.</li> <li>Community-facing business tenancies may enhance the street activation and convenience benefits.</li> </ul>	Medium
Overshadowing and wind impacts on buildings within the site, and surrounding buildings including Kelvin Park Homestead	<ul style="list-style-type: none"> <li>Adjacent residents</li> <li>Future residents</li> <li>Residents of adjacent developments</li> </ul>	<ul style="list-style-type: none"> <li>The architectural report identifies minimal overshadowing to Kelvin Park Homestead. There will be some overshadowing to buildings on-site, as well as eastern frontages of buildings to the west during the summer and winter solstice.</li> <li>The proposal does generate some areas exposed to medium and high wind risk. <ul style="list-style-type: none"> <li>Areas of high wind risk (on ground level) include the north-west corner of the site, the south-west corner of Building B and north-east corner of Building E, the pedestrian corridor between Buildings E &amp; F, and southern areas of the development.</li> </ul> </li> <li>The ongoing development of the precinct will likely significantly benefit the overall site wind conditions. However, Buildings B &amp; E terraces on Level 10 may remain susceptible to heightened wind exposure due to their relative elevation.</li> </ul>	Operation	Permanent	Existing residents (including Kelvin), future residents of the proposal and neighbouring developments	Possible	Moderate	Medium	Negative	<ul style="list-style-type: none"> <li>Mitigations identified in the Pedestrian Wind Assessment include: <ul style="list-style-type: none"> <li>Using landscaping as a natural barrier to wind</li> <li>Providing awnings along street fronts.</li> <li>Provisioning barriers and/or landscaping to balconies, terraces, and communal open spaces above ground.</li> </ul> </li> </ul>	Low