

SOCIAL IMPACT ASSESSMENT ADDENDUM

DHL Logistics Facilities, Badgerys Creek (North and South)

INTRODUCTION

This statement relates to two proposals for the DHL Logistics Facilities – Badgerys Creek (North) (**SSD-70817958**) and Badgerys Creek (South) (**SSD-70818708**) – located in a warehouse and logistics estate (Burrah Park) at 1953 – 2109 Elizabeth Drive, Badgerys Creek.

In August 2024, Urbis Social Planning completed a Social Impact Assessment (SIA) that accompanied the Environmental Impact Statement (EIS) for the Concept Masterplan and Stage 1 SSDA of the Burrah Park site (**SSD-70316465**). SSD-70316465 is an SSDA which was issued SEARs on the 22 May 2024 and is currently in the process of finalising the application for lodgement following Test of Adequacy with the DPHI in September 2024. DHL intend to develop part of the site for a logistics facility, with DHL Masterplan Site known as Super lot 4a and 4b within the wider Concept Plan.

The Burrah Park SIA was prepared for the whole Concept DA. In most cases, each identified impact was given an overall mitigated impact rating which covered the Stage 1 works/development (including but not limited to the construction and fit out of three warehouse buildings and ancillary office space) and the entire Concept Masterplan. The traffic-related impact was the only impact where a separate impact rating was provided for Stage 1 and the entire Concept Masterplan. This was mainly because the information to undertake separate impact ratings across each development phase was available in the relevant technical reports.

The DHL northern and southern sites are both detailed stages of the Burrah Park Concept Masterplan. Following consultation by Urbis with DPHI, an addendum covering letter for the SIA covering the DHL sites was deemed appropriate given that the existing Burrah Park SIA covers the whole Concept DA and that limited time had passed since the preparation of the assessment.

The advice from DPHI noted that the addendum would need to clearly describe each of the DHL applications and provide analysis of these developments against the findings of the Burrah Park SIA.

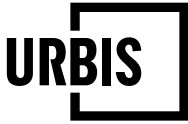
Summary of DHL proposals

There are two SSDAs which are seeking consent for the construction and operation of two singular storey industrial buildings for use as a warehouse and logistics facility with 24 hour/ seven day a week operation plus car parking and associated landscaping within part (25 hectares) of Lot 1 in Deposited Plan 1306448 at 1953-2109 Elizabeth Drive, Badgerys Creek known as the DHL Masterplan site.

There are two SSDAs proposed by DHL:

- The first SSDA (**SSD-70818708**) applies to the southern half of the DHL Masterplan site (known as Stage 1 of the DHL Masterplan – Warehouses 3 & 4)
- Stage 2 relates to the northern half of the DHL Masterplan site (known as Stage 2 of the DHL Masterplan – Warehouse 1 & 2) and is subject to separate SSDA (**SSD-70817958**).
- The SSDAs are linked to and are consistent with the Concept Masterplan and Stage 1 SSDA of the Burra Park site (**SSD- 70316465**).

The overall project vision is to develop a world class warehouse and logistics facility which is fully integrated with green infrastructure and Connection to Country. Having been informed by key landscape and Connecting



to Country themes, development of the site aims to deliver on the objectives that contribute to the Aerotropolis Vision which is to:

- Achieve a landscape led approach and starting with Country, the project has been guided by Cultural Design Principals and local leaders in the Aboriginal community.
- Create a new global gateway which will be a regionally and nationally significant employment area by providing for warehouse and logistics land uses in a highly sought-after location adjacent to the new Western Sydney Airport.
- Design a cool, green new city with a landscape approach that increases urban tree canopy, provides useable open space areas throughout and restores key riparian corridors on the site.
- Transitioning to an Aerotropolis through a sustainable, orderly and transformational development in the Western Sydney Aerotropolis,
- Retaining a green, biodiverse landscape informed by Country and an indigenous lens on maintenance and land management.

ASSESSMENT OF SOCIAL IMPACTS RELATED TO THE DHL LOGISTICS FACILITIES

The following table outlines the assessment of social impact related to the DHL Stage 1 and 2 sites. The sites have been assessed against the impacts outlined in the Burrah Park SIA.

An overall mitigated impact rating covering both DHL Stage 1 and 2 sites is provided, given the similar findings of the technical reports developed for each site.

Table 1 Impacts related to DHL logistics facilities

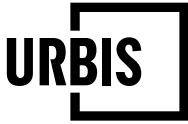
Impact	Summary of Burrah Park SIA	Assessment of DHL proposals
Impact category: Way of life		
Meeting the needs of the future Aerotropolis	<p>Impacted groups Immediate, surrounding and regional locality (Current residents; site workers and visitors; future residents)</p> <p>Summary The Burrah Park SIA provided an assessment on how the development will meet the needs of the future Western Sydney Aerotropolis. It found that the Burrah Park site is to become a well-connected and accessible precinct with direct links to the future Aerotropolis and the broader Western Sydney region. It will support the Northern Gateway Precinct of the Aerotropolis by</p>	<p>We expect that both DHL sites will contribute to the needs of the future Aerotropolis. The Economic Impact Assessments by Oxford Economics Australia (2024) notes the following:</p> <ul style="list-style-type: none"> • 827 direct jobs will be created during the construction and operation of Stage 1 and 912 direct jobs during the construction and operation of Stage 2. • Stage 1 will provide 59,800 sqm of employment floorspace and Stage 2 will provide 66,750 sqm of employment floorspace. Both DHL sites are also expected to provide associated infrastructure to support logistics, warehousing and distribution uses. • The development of both DHL sites will promote the viability and expansion of existing business in the area, and potentially attract enterprises from other municipalities seeking larger tenancies or access to locational benefits offered by an airport fringe location. • The range of potential uses for both DHL sites will change over time as the Aerotropolis develops,



	<p>providing jobs and employment for a growing population locally and regionally, as well as social infrastructure and walking and cycling networks.</p> <p>Mitigated impact rating The Burrah Park SIA assessed the overall mitigated impact as high positive.</p>	<p>Western Sydney's economy and population grows, and the volume of passenger and air freight through the airport increases.</p> <p>Beyond the employment benefits, both DHL sites will contribute to the provision of open space within the Burrah Park estate, and DHL (the proponent/developer) will likely contribute to several contributions plans to ensure the delivery of local infrastructure.</p> <p>Mitigated impact rating The overall mitigated impact for both DHL sites is assessed as medium positive, given the likely likelihood and minor magnitude.</p> <p>Additional recommendations</p> <ul style="list-style-type: none"> • None.
<p>Impact category: Community</p>		
<p>Changes to existing community composition and cohesion</p>	<p>Impacted groups Immediate, surrounding and regional locality (Current residents; site workers and visitors; future residents)</p> <p>Summary The Burrah Park SIA noted that changes occurring during the construction and operation of the Burrah Park site is expected to have impacts on community cohesion and composition due to the introduction of a new workforce onsite and changes to the existing rural setting.</p> <p>The SIA however identified several measures integrated into the proposal to mitigate the impact of these changes and introduce benefits.</p> <p>Mitigated impact rating The Burrah Park SIA assessed the overall mitigated impact as high positive.</p>	<p>Both DHL sites will attract new workers onsite, during both construction and operation. This will likely have additional impacts on community cohesion and composition.</p> <p>The Landscape Reports by Site Image (2024) show that both Stage 1 and Stage 2 sites will have communal and publicly accessible open spaces within the significant north-west corner of each site. These open spaces will contain respite seating and BBQ areas with shade structures to encourage patronage and foster community interaction among workers. The reports also note that these open spaces will provide a good spatial format for community events, such as NAIDOC Week and other cultural activities. The Urban Design Reports by SBA Architects (2024) for both sites also reiterate the use of spaces between the buildings as part of the overall open space strategy.</p> <p>A range of community engagement activities have been undertaken as part of this proposal to help provide further clarity on the development of the site and to reduce community concern. These activities are outlined in greater detail on page 13.</p> <p>Contributions plans have not yet been finalised for both sites but are expected to be in place by the time the application is determined. The contributions plans that the developer will likely contribute to include Penrith Aerotropolis Development Contributions Plan, Western Sydney Growth Areas Special Infrastructure Contribution (SIC) and Sydney Water Development Servicing Plan</p>

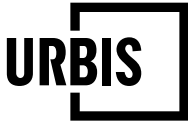
		<p>(DSP) charges. This will help support local infrastructure, including places that foster social interaction and community cohesion. There are also opportunities for planning agreements, as an alternative to monetary contributions, but these discussions are in their very early stages.</p> <p>Mitigated impact rating The overall mitigated impact for both DHL sites is assessed as medium positive, given the likely likelihood and minor magnitude.</p> <p>Additional recommendations</p> <ul style="list-style-type: none"> • Prior to the DHL sites becoming operational, provide the local community with information on the publicly accessible open spaces on both sites. This communication can be streamlined with any information provided about the broader Burrah Park estate. • Consider ongoing programming activities in the open spaces of both sites to encourage social interaction and community connections over time (e.g. community open day events, NAIDOC Week events and other cultural activities).
<p>Impact category: Accessibility</p>		
<p>Increased traffic in the area</p>	<p>Impacted groups Immediate, surrounding and regional locality (Current residents; site workers and visitors; future residents)</p> <p>Summary The Burrah Park SIA provided an assessment on how the incoming workforce of the Burrah Park site will have a corresponding impact on the levels of traffic and congestion that already exist within the area (during construction and operation).</p> <p>The SIA however identified several measures integrated into the proposal to mitigate the impact of these changes and introduce benefits.</p> <p>Mitigated impact rating</p>	<p>The Traffic and Accessibility Impact (TAI) Statements by Stantec (2024) for both DHL sites had the following key findings:</p> <ul style="list-style-type: none"> • All warehouses (Warehouse 1 – 4) across both DHL sites were found to comply with all requirements related to car parking, bicycle parking spaces, loading docks, and off-street car parking. • The DHL site in its entirety will generate approximately 429 vehicle trips in the morning peak hour and 356 vehicle trips in the afternoon peak hour. • The TAIs also outline Green Travel Plans (GTPs) for both DHL sites to promote sustainable travel and reduce the reliance on private vehicles (please refer to mitigated measures in impact 'Increased active transport for site users'). • Construction Traffic Management Plans (CTMPs) have been developed in the respective TAIs to mitigate traffic impacts during the construction stage for both DHL sites. • Overall, both TAIs found that the proposed developments across Stage 1 (Warehouse 3 & 4) and 2 (Warehouse 1 & 2) can be supported from a traffic and transport perspective.

	<p>The Burrah Park SIA assessed the mitigated impact as low negative for Stage 1 and medium negative in the short term and neutral in the long term for the entire concept masterplan.</p>	<p>On a broader level, the TAIs concluded that the future road network will have enough capacity for the increased traffic, except for the intersection between Elizabeth Drive/ Luddenham Road and Elizabeth Drive/ Adams Road. The report has recommended the intersection of Elizabeth Drive and Luddenham Road to be signalised whilst the right turns at the intersection of Elizabeth Drive and Adams Road to be banned. This will improve intersection operations and alleviate congestion.</p> <p>Mitigated impact rating Assuming that the Construction Traffic Management Plans (CTMPs) will be implemented for both DHL sites, the overall mitigated impact for both DHL sites is assessed as low negative, given the unlikely likelihood and minor magnitude.</p> <p>Additional recommendations</p> <ul style="list-style-type: none"> • None.
<p>Increased active transport for site users</p>	<p>Impacted groups Immediate, surrounding and regional locality (site workers and visitors)</p> <p>Summary The Burrah Park SIA provided an assessment on how the development will increase active transport options for site users. There are currently no dedicated active transport facilities in the area, however Burrah Park will provide an extensive network of cycle paths, foot paths and shared paths which will provide connectivity to green space and all the proposed lots in the development.</p> <p>The SIA however identified several measures integrated into the proposal to mitigate the impact of these changes and introduce benefits.</p> <p>Mitigated impact rating The Burrah Park SIA assessed the overall mitigated impact as high positive.</p>	<p>The TAIs by Stantec (2024) noted that as part of the broader Burrah Park industrial subdivision, footpaths and/or shared paths will be provided on both sides of all roads across both DHL sites, facilitating connection to future paths along Elizabeth Drive and the M12 motorway. The TAIs also note that existing pedestrian and cyclist movements are not expected to be impacted by the proposed construction works. The public transport options to and from the Burrah Park estate</p> <p>The TAIs also outline Green Travel Plans (GTPs) for both DHL sites to promote sustainable travel and reduce the reliance on private vehicles. The site-specific measures recommended for each site are as follows:</p> <ul style="list-style-type: none"> • Limiting on-site parking provision. • Providing a Travel Access Guide (TAG) to staff and visitors. • Providing public transport information board/apps to inform staff and visitors of alternative transport options. • Providing bicycle facilities for staff and visitors. • Encourage staff carpooling. • Promoting ride/walk to workdays. • Providing a regular staff newsletter outlining sustainable travel initiatives. <p>Mitigated impact rating With connections to Burrah Park’s broader pedestrian and cycling network, and assuming the GTPs for both DHL sites will be implemented, the overall mitigated impact for both DHL sites is assessed as medium positive, given the likely likelihood and minor magnitude.</p>



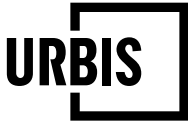
		<p>Additional recommendations</p> <ul style="list-style-type: none"> • None.
<p>Access to services and facilities</p>	<p>Impacted groups Immediate, surrounding and regional locality (Current residents; site workers and visitors; future residents)</p> <p>Summary The Burrah Park SIA notes that the employment opportunities during the construction and operation of Burrah Park may draw additional residents and workers to the local area and Western Parkland City overall, leading to increased demand on existing services and facilities, such as childcare, schools, community facilities and open space, which already have limited capacity. The Burrah Park concept masterplan however, once completed in entirety and operational, will host a town centre which is expected to provide small retail, metro style supermarket, eateries, playground and a neighbourhood centre. These services and facilities will be supported by a vast range of shared open space and landscape areas which can be used by those who work, visit or live close by to the site.</p> <p>Mitigated impact rating The Burrah Park SIA assessed the overall mitigated impact as medium positive.</p>	<p>We expect that both DHL sites could potentially contribute to the demand on existing services and facilities during construction and operation. The Economic Impact Assessments by Oxford Economics Australia (2024) for both sites notes that 827 direct jobs will be created during the construction and operation of Stage 1 and 912 direct jobs during the construction and operation of Stage 2.</p> <p>During operation, the DHL sites will provide onsite office facilities for future workers. This includes end of trip facilities, internal and external breakout spaces, and kitchen facilities. Future workers will also have access to the facilities of the proposed town centre of Burrah Park, minimising the impact on existing services in the local area.</p> <p>Mitigated impact rating Given the provision of services and facilities onsite and within the Burrah Park estate, the overall mitigated impact for both DHL sites is assessed as low positive in the long term for future workers and visitors and neutral for the surrounding community, given the possible likelihood and minimal magnitude.</p> <p>Additional recommendations</p> <ul style="list-style-type: none"> • None.
<p>Impact category: Culture</p>		
<p>Potential disruption to sites of Aboriginal significance</p>	<p>Impacted groups Local Aboriginal community members and stakeholders; future workers and visitors on the site.</p>	<p>The Aboriginal heritage consistency assessments by Artefact (2024) found that both Stage 1 and Stage 2 DHL sites do not contain any Aboriginal sites or Aboriginal heritage constraints, as identified in the ACHAR and addendum for the Burrah Park Concept and Stage 1 development. The assessments found that as there are</p>

	<p>Summary The Burrah Park SIA considered the impact of the development on Aboriginal objects, the landscape and the spiritual connection that Aboriginal people have to Country. The SIA identified several measures integrated into the proposal to mitigate the impact of these changes and introduce benefits.</p> <p>Mitigated impact rating The Burrah Park SIA assessed the overall mitigated impact as medium positive.</p>	<p>no Aboriginal heritage constraints identified for either site and that bulk works would be carried out under SSD-70316465 (Burrah Park Concept and Stage 1) no management of Aboriginal heritage is required for both sites.</p> <p>Connecting with Country frameworks have been developed for both DHL sites by Yerrabingin (2024). The design principles are derived from community engagement outlined in the overarching Burrah Park Connecting with Country framework. This includes Connecting with Dharug Country, Designing for Kin, Enterprise Opportunities, Cultural Practices and Sharing Knowledge. The frameworks also celebrate Aboriginal culture and heritage through cultural landscape, built form and language and wayfinding.</p> <p>The Urban Design Reports by SBA Architects (2024) for both sites reflects the elements of the Connecting with Country frameworks. Key analysis and consistent collaboration with First Nations consultants have created a deep response to Country in the early stages of the design, expressed through water bodies and course, topography and landscape, and vegetation and wildlife.</p> <p>The Landscape Reports by Site Image (2024) states that landscape design for both sites will be in line with the Connection/design with Country principles and outcomes. All spaces, their inclusions and forms have been driven by Country, with Country and relative elements. The communal open spaces on both sites also provide a good spatial format for cultural activities and potential educational opportunities (such as plaques/QR codes to inform and ingrain Country) to users.</p> <p>Mitigated impact rating The overall mitigated impact for both DHL sites is assessed as medium positive, given the possible likelihood and moderate magnitude.</p> <p>Additional recommendations</p> <ul style="list-style-type: none"> Consider the procurement of local Aboriginal artists and businesses to deliver Aboriginal design and landscape elements across Stage 1 and Stage 2 masterplans.
Loss of sense of place	<p>Impacted groups Immediate and surrounding social locality (Current residents)</p> <p>Summary</p>	<p>We expect that both the DHL sites will contribute to the loss of sense of place, although noting that the development of the Burrah Park site is consistent with the broader strategic directions for the Northern Gateway Precinct and the broader Aerotropolis.</p>



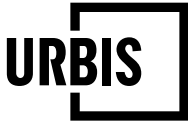
	<p>The Burrah Park SIA provided an assessment on how the change of Burrah Park from rural residential to largely enterprise uses will contribute to impacting the community's sense of and connection to place. The loss of sense of place will be largely felt by current residents who have lived in the area for many years.</p> <p>Mitigated impact rating The Burrah Park SIA assessed the overall mitigated impact as medium positive in the long term.</p>	<p>The Urban Design Reports by SBA Architects (2024) outline how both sites incorporate Connecting with Country elements to reflect the First Nation heritage and culture of the site. The reports do not however outline any details of how the sites will incorporate rural and agricultural elements throughout the built form, to preserve and honour the rural landscape origins of the site.</p> <p>Mitigated impact rating Given the minimal evidence of incorporating rural and agricultural elements into the site, the overall mitigated impact for both DHL sites is assessed as low negative, given the possible likelihood and minimal magnitude.</p> <p>Additional recommendations</p> <ul style="list-style-type: none"> Consider opportunities to incorporate rural and agricultural elements throughout the built and landscape form, reflecting the rural landscape origins of the site, in addition to the proposed Connecting with Country initiatives.
<p>Impact category: Surroundings</p>		
<p>Impacts to amenity through construction and operational noise</p>	<p>Impacted groups Immediate social locality (current residents; workers and visitors of the site; future residents)</p> <p>Summary The Burrah Park SIA assessed the impact of the construction and operation of the Burrah Park development on the existing noise environment within and the surrounding site. It found that noise allowances will not be exceeded during construction and operation, with several mitigation measures proposed.</p> <p>Mitigated impact rating The Burrah Park SIA assessed the overall mitigated impact as low negative.</p>	<p>The Noise Impact Assessments by SLR Consulting Australia (2024) found that:</p> <ul style="list-style-type: none"> Construction noise levels for both DHL sites are generally predicted to comply with the management levels, however, minor exceedances are predicted at some of the nearest sensitive receivers during noisy work stages. Work would be limited to daytime hours only, and standard mitigation measures have been recommended to address the potential construction impacts. Operational noise levels from both DHL sites are expected to comply with the noise goals when assuming an urban amenity classification, which is considered representative of the future noise environment. Operational noise from the both DHL sites resulted in exceedances at the same receivers identified above when assessed in accordance with the rural amenity classification, a range of mitigation measures have been recommended to control the impacts. <p>Mitigated impact rating Assuming the mitigation measures outlined in the Noise Impact Assessments for both DHL sites, including a Construction Noise and Vibration Management Plan (CNVMP) and an Operational Noise Management Plan will be implemented, the overall mitigated impact for both</p>

		<p>DHL sites is assessed as low negative, given the unlikely likelihood and minimal magnitude.</p> <p>Additional recommendations</p> <ul style="list-style-type: none"> • None
Impacts to visual amenity	<p>Impacted groups Immediate and surrounding social locality (current and future residents; site workers and visitors)</p> <p>Summary The Burrah Park SIA considered the impact of the development on the visual amenity, noting that the Burrah Park site is visually compatible with the anticipated and likely visual character of the surrounding Aerotropolis.</p> <p>Mitigated impact rating The Burrah Park SIA assessed the overall mitigated impact as low negative to neutral in the long term.</p>	<p>We expect that both the DHL sites will also be compatible to the overall visual character of Burrah Park.</p> <p>The Visual Impact Assessment (VIA) by OG Urban (2024) for the DHL southern site found that the proposed facility will be variably visible within the locality, however it will be entirely consistent with the emerging visual character of the Aerotropolis. The overall impact of the proposal on the visual quality of the environment is acceptable, with measures such as landscape screening implemented. The main findings for VIA for the DHL northern site, also by OG Urban (2024), are the same for the VIA of the DHL southern site.</p> <p>Mitigated impact rating The overall mitigated impact for both DHL sites is assessed as low negative, given the unlikely likelihood and minimal magnitude.</p> <p>Additional recommendations</p> <ul style="list-style-type: none"> • None.
Impacts to air quality during construction	<p>Impacted groups Immediate social locality (workers and visitors)</p> <p>Summary The Burrah Park SIA considered the impact of the construction of the Burrah Park site on air quality which can have flow-on impacts on human health. It was found that predicted concentrations and deposition of all airborne pollutants during construction will fall below the applicable impact assessment criteria and will be mitigated through managing activities onsite.</p> <p>Mitigated impact rating The Burrah Park SIA assessed the overall mitigated impact as low negative to neutral.</p>	<p>We expect that both the DHL sites will have minimal impact on air quality during construction. The Air Quality Assessments (AQAs) for both sites by SLR Consulting Australia (2024) found that air quality issues are not considered to represent a constraint for the proposed development. The main potential sources of air emissions were identified as particulate matter impacts during the construction phase and products of combustion during the operational phase of the project. However, the site is located away from any affected sensitive receptors and no adverse off-site impacts would be expected. The report concluded that dust impacts due to the construction works can be adequately managed with the implementation of industry-standard dust mitigation measures, and that the residual impacts are likely to be of negligible risk for all construction activities at neighbouring sensitive receptors.</p> <p>Mitigated impact rating With the assumptions all mitigation measures noted in the AQAs will be implemented, the overall mitigated impact for both DHL sites is assessed as low negative to neutral, given the unlikely likelihood and minimal magnitude.</p>



		Additional recommendations <ul style="list-style-type: none"> • None.
Impact category: Livelihoods		
Supporting local job and procurement opportunities	<p>Impacted groups Local and regional workforce</p> <p>Summary The Burrah Park SIA assessed the economic and employment contributions the Burrah Park site during construction and operation of Stage 1 and the entire Concept Masterplan. The construction of Stage 1 is estimated to support 605 jobs over the one-year construction period and the construction of the entire Burrah Park Concept Masterplan is estimated to support an average 592 jobs per annum over six years. Upon completion, the Burrah Park Stage 1 has the potential to deliver 367 direct ongoing operational jobs and the Burrah Park Masterplan is expected to provide 3,182 direct ongoing jobs.</p> <p>Mitigated impact rating The Burrah Park SIA assessed the overall mitigated impact as high positive.</p>	<p>We expect that both the DHL sites will contribute to supporting local job and procurement opportunities generated by the Burrah Park development.</p> <p>The Economic Impact Assessment (EIA) by Oxford Economics Australia (2024) for Stage 1 (Warehouse 3 and 4) found:</p> <ul style="list-style-type: none"> • Construction on-site would provide 199 direct job years and 326 indirect (or flow-on) job years in the wider economy. • Total ongoing or operational employment following the construction of the concept plan for the subject site would amount to 628 jobs. • Total indirect or flow-on jobs in the wider economy (in supplies, transport, retail, and other such sectors) following the development would amount to a further 670 jobs. • Development will contribute around \$93 million per annum to GDP once the project is completed and operational. <p>The EIA for Stage 2 (Warehouse 1 and 2) found:</p> <ul style="list-style-type: none"> • Construction on-site would provide 219 direct job years and 359 indirect (or flow-on) job years in the wider economy. • Total ongoing or operational employment following the construction of the concept plan for the subject site would amount to 693 jobs. • Total indirect or flow-on jobs in the wider economy (in supplies, transport, retail, and other such sectors) following the development would amount to a further 743 jobs. • Development will contribute around \$102 million per annum to GDP once the project is completed and operational. <p>Mitigated impact rating Given the number of jobs created during construction and operation, and the flow-on effects to the wider community, the overall mitigated impact for both DHL sites is assessed as medium positive, given the possible likelihood and moderate magnitude.</p> <p>Additional recommendations</p> <ul style="list-style-type: none"> • None
Impact on local housing supply	Impacted groups	The Economic Impact Assessment by Oxford Economics Australia (2024) notes that 827 direct jobs will be created

	<p>Immediate and surrounding locality (Current and future residents); Regional and local workforce</p> <p>Summary The Burrah Park SIA assessed the development’s impact on the local housing supply, with the projected job creation during construction and operation likely to draw new residents, increasing demand for both local housing and increasing rental and sales prices into the local area and the Western Parkland City more broadly. It was noted however that additional housing for the Northern Gateway Precinct and the broader Aerotropolis was planned to meet market demand and conditions.</p> <p>Mitigated impact rating The Burrah Park SIA assessed the overall mitigated impact as medium positive.</p>	<p>during the construction and operation of Stage 1 and 912 direct jobs during the construction and operation of Stage 2. While it is assumed that the construction workers may not move into the area, there is still a potential for some portion of the 1,321 operational workers (and their families) across both DHL sites, to move into the local area to be closer to their jobs. This would place increased demand on housing in the local area and its surrounds.</p> <p>The Burrah Park SIA noted that additional housing is planned for the Northern Gateway Precinct and the Bradfield City Centre. The Bradfield City Centre alone has the potential to deliver 10,000 apartments for a future population of a future population of 15,000 – 23,000 residents up to and beyond 2056.</p> <p>Mitigated impact rating Given the limited local housing options and travel to work distances for site workers, both DHL sites may have a medium negative impact on the existing local housing supply in the short term (given the possible likelihood and moderate magnitude). In the long term, the overall mitigated impact for both DHL sites is assessed as low negative to neutral on local housing supply, given the housing planned for the Northern Gateway Precinct and the broader Aerotropolis.</p> <p>Additional recommendations</p> <ul style="list-style-type: none"> • None.
<p>Impact category: Decision-making systems</p>		
<p>Adequate communication and consultation with the local community</p>	<p>Impacted groups Immediate and surrounding social locality (current residents)</p> <p>Summary The Burrah Park SIA noted that the Burrah Park development is occurring in an area of significant change as the vision for the Aerotropolis and the broader Western Sydney region are being realised. There are documented concerns by the local community that their feedback for the development in the area has not been well managed, as well as a level of community consultation</p>	<p>The Engagement Outcomes Report by Urbis (2024) notes that DHL has undertaken engagement activities in 2024 to support engagement activities for the DHL SSDA in 2022 and the Burrah Park Concept Masterplan in 2024. This includes a community newsletter distributed to 431 surrounding landowners, businesses and stakeholders, as well as the Western Sydney Aerotropolis Community Consultative Committee, in June 2024. A community enquiry line was also set up to support these engagement activities. The Engagement Outcomes Report also notes that DHL will continue to keep stakeholders and the community informed of the project approval process through the engagement channels outlined above.</p> <p>Mitigated impact rating Assuming the ongoing engagement and community activities specified in the Engagement Outcomes Report are undertaken, contributing to broader engagement for Burrah Park, the overall mitigated impact continues to be</p>





	<p>fatigue. The current developer of Burrah Park site has however committed to communication and engagement activities during the SSDA process, through to construction and operation of the site.</p> <p>Mitigated impact rating The Burrah Park SIA assessed the overall mitigated impact as medium positive.</p>	<p>low positive, given the likely likelihood and minimal magnitude.</p> <p>Additional recommendations</p> <ul style="list-style-type: none"> • Ensure ongoing communication with the local community includes outlining how impacts during construction are being mitigated (e.g. traffic, parking availability, noise, vibration and dust).
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OVERALL SOCIAL IMPACT

The information provided in this statement is considered adequate to address the potential social impacts from the DHL logistics facilities as they relate to the Burrah Park SIA which was prepared in August 2024. The DHL sites are both detailed stages of the Burrah Park Concept Masterplan which the Burrah Park SIA covered. The proposed DHL logistics facilities are found to be consistent with the original SIA prepared for the approved Concept Masterplan.

AUTHORS CREDENTIALS

This Social Impact Assessment addendum was prepared on 25 October 2024 by:

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URBIS

SOCIAL IMPACT ASSESSMENT

**BURRAH PARK
SSD-70316465
1953-2109 ELIZABETH DRIVE
BADGERYS CREEK**



PREPARED FOR

THE TRUSTEE FOR THE BURRA PARK PROP TRUST 1

AUGUST 2024

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Project Code	P0052408
Report Number	FINAL

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We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

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CONTENTS

1.	Executive Summary	6
1.1.	Report purpose and scope	6
1.2.	Methodology	6
1.3.	Existing environment.....	6
1.4.	Potential positive and negative social impacts	6
1.5.	Proposed mitigation, enhancement and management measures	8
2.	Introduction	9
2.1.	Report purpose and scope	9
2.2.	SIA guidelines and requirement.....	10
2.3.	Proposal Overview	10
2.3.1.	Background	10
2.3.2.	Current proposal.....	10
2.4.	Authorship and SIA Declaration.....	15
2.4.1.	Authors	15
2.4.2.	Declaration	16
2.5.	SIA Guidelines review questions and responses	17
2.6.	Structure of this report	19
3.	Methodology	20
	Approach to assessing social impacts.....	20
4.	Social Baseline	21
4.1.	Site Location	21
4.1.1.	Local Context.....	21
4.1.2.	Regional Context.....	25
4.2.	Policy Context.....	26
4.3.	Demographic Profile	29
4.3.1.	Population and age.....	29
4.3.2.	Culture and diversity.....	30
4.3.3.	Education and qualifications.....	30
4.3.4.	Workforce and employment	30
4.3.5.	Housing and income.....	31
4.3.6.	Health, wellbeing and disability	32
4.3.7.	Advantage and disadvantage	33
4.3.8.	Crime and safety	33
5.	SIA Field Study	34
5.1.	In-depth interviews Summary of Findings	35
5.2.	Community survey summary of findings.....	37
5.3.	Key implications of SIA field study findings	40
6.	Social locality	41
7.	Social Impact Assessment.....	43
	Mitigation and enhancement measures.....	44
7.1.	Way of life	45
7.1.1.	Meeting the needs of the future Aerotropolis	45
7.2.	Community.....	46
7.2.1.	Changes to existing community composition and cohesion	46
7.3.	Accessibility	48
7.3.1.	Increased traffic in the area.....	48
7.3.2.	Increased active transport options for site users.....	49
7.3.3.	Access to services and facilities.....	51
7.4.	Culture	52
7.4.1.	Potential disruption to sites of Aboriginal significance	52
7.4.2.	Loss of sense of place.....	54

7.5.	Health and wellbeing	55
7.6.	Surroundings.....	55
7.6.1.	Impacts to amenity through construction and operational noise.....	55
7.6.2.	Impacts to visual amenity	57
7.6.3.	Impacts to air quality during construction	57
7.7.	Livelihoods	59
7.7.1.	Supporting local job and procurement opportunities.....	59
7.7.2.	Impact on local housing supply	60
7.8.	Decision-making systems	62
7.8.1.	Adequate communication and consultation with local community	62
7.9.	Cumulative impacts.....	64
7.9.1.	Cumulative social impacts of construction	66
7.9.2.	Cumulative pressure on existing services and facilities	66
7.9.3.	Cumulative change to local character	66
7.9.4.	Cumulative concern by local community on decision-making systems	67
8.	Mitigation, Enhancement and management.....	68
8.1.	Summary of proposed mitigation, enhancement and management of social impacts	69
8.2.	SIA recommendations.....	75
9.	Acronyms.....	77
10.	References	79
	Demographic, crime and health data.....	79
	Policy documents.....	79
	Technical studies prepared for this proposal.....	79
	Other	80
11.	Disclaimer	81

Appendix A	Western Sydney Aerotropolis DCP 2022 – Section 6.1
Appendix B	Community Newsletter
Appendix C	SIA Community Survey
Appendix D	SIA Discussion Guide Questions

FIGURES

Figure 1 SIA categories	9
Figure 2 Proposed Concept Plan (as of 16 July 2024).....	12
Figure 3 Masterplan (as of 17 July 2024).....	13
Figure 4 Proposed Stage 1 Development (as of 16 July 2024)	14
Figure 5 Site subdivided into three lots	21
Figure 6 Site context – Development Area.....	22
Figure 7 Site photos.....	24
Figure 8 Community Newsletter Distribution Record	37
Figure 9 Social locality.....	42

PICTURES

Picture 1 Site entrance (Elizabeth Drive).....	24
Picture 2 Western Sydney International Airport (opposite site).....	24
Picture 3 M12 motorway construction	24
Picture 4 M12 motorway construction camp (on leased land from Sydney University)	24
Picture 5 Rural character of site	24
Picture 6 Water basin on site.....	24

TABLES

Table 1 SEARs item	10
Table 2 Guideline review questions and responses	17
Table 3 Methodology overview	20
Table 4 Key Features of Site and Locality	22
Table 5 Key social themes from policy review	26
Table 6 Overview of baseline study area	29
Table 7 Summary of community and stakeholder engagement activities	34
Table 8 Feedback from interview with Penrith City Council	35
Table 9 Community identified potential positive impacts, negative impacts, and opportunities.....	40
Table 10 Significance matrix	43
Table 11 Likelihood levels	43
Table 12 Magnitude levels.....	43
Table 13 Dimensions of social impact magnitude	44
Table 14 Concurrent development projects	64
Table 15 Summary of proposed mitigation, enhancement and management of social impacts.....	69

1. EXECUTIVE SUMMARY

This Social Impact Assessment has been prepared by Urbis to accompany a State Significant Development Application (SSDA) for a Concept and Stage 1 SSDA for a Warehouse and Logistics Estate at 1953-2109 Elizaeth Drive, Badgerys Creek. The site is legally described as Lot 1 in Deposited Plan 1306448. The applicant, the trustee for Burra Park Prop Trust 1 is a joint venture entity, with ISPT Core Fund and UniSuper each holding an equal share. HB&B and ISPT have been appointed as the development team to oversee the project's delivery. By leveraging the expertise of both organizations, the venture is well-positioned to maximize Burrah Park's value to the community. This report has been prepared to address the Secretary's Environmental Assessment Requirements (SEARs) issued for the project (SSD- 70316465).

1.1. REPORT PURPOSE AND SCOPE

A SIA is an independent and objective study which identifies and analyses the potential positive and negative social impacts associated with a proposed development. It involves a detailed study to scope potential positive and negative social impacts, identify appropriate mitigation and enhancement measures and provide recommendations aligned with professional standards and statutory obligations. It is the intention of that the SIA process will inform the proposal, not just reflect and report on impacts.

Social impacts can be understood as the consequences that people (individuals, households, groups, communities, or organisations) experience when a new project brings change. A SIA considers physical and intangible impacts, direct and indirect impacts, short term (construction) and long term (operational) impacts.

The NSW Department of Planning, Housing and Infrastructure's (DPHI) Social Impact Assessment Guideline (2023) states that a SIA should consider the likely changes to the following social elements of value to people: way of life, community, accessibility, culture, health and wellbeing, surroundings, livelihoods and decision-making systems.

1.2. METHODOLOGY

A SIA social baseline, field study, impact scoping and assessment was undertaken to complete this report. A detailed methodology is included in Section **Error! Reference source not found.** The methodology was informed by the guidance contained within the SIA Guideline and Technical Supplement (DPHI 2023).

The potential social impacts of the proposal are assessed by comparing the magnitude of impact (minimal to transformational) against the likelihood of the impact occurring (very unlikely to almost certain). This risk assessment methodology has been applied from the DPHI SIA Guideline: Technical Supplement (2023) and is outlined in Section 6 of this report.

1.3. EXISTING ENVIRONMENT

Burrah Park is located at 1953-2109 Elizabeth Drive, Badgerys's Creek within the Penrith Local Government Area (LGA). Surrounding areas include Luddenham which is located to the north-east and south-west of the Burrah Park site. Further to this, future activities on surrounding land uses include the Western Sydney International Airport, Sydney University lands and the M12 motorway construction. The area is currently characterised by agricultural and low-density residential land uses.

The immediate social locality includes current and future activities on the Burrah Park site, as well as adjacent land uses within a 2-kilometre radius such as the Western Sydney International Airport, Sydney University lands, and the M12 motorway construction. The residents, workers and visitors in the immediate social locality may experience localised impacts such as visual, noise, dust and changes to the traffic and pedestrian network, as well as improved access to facilities. The surrounding social locality of the proposed site considers current and future planned housing supply in Luddenham Village and the Northern Gateway Precinct. Burrah Park's broader regional locality is within the Western Parkland City which comprises of eight LGAs of Blue Mountains, Camden, Campbelltown, Liverpool, Fairfield, Hawkesbury, Penrith and Wollondilly.

1.4. POTENTIAL POSITIVE AND NEGATIVE SOCIAL IMPACTS

A summary of the potential positive and negative social impacts identified are provided in the table below, presented by impact significance. The full assessment is provided in Section 7.

Impact category	Impact description	Mitigated assessment	Recommendations provided
Way of life	Meeting the needs of the future Aerotropolis	High positive for the immediate surrounding and regional locality. This proposal will provide long standing opportunities for employment and business investment.	Yes. Refer to Section 7.1
Community	Changes to existing community composition and cohesion	High positive for the immediate surrounding and regional locality.	Yes. Refer to section 7.2
Accessibility	Increased traffic in the area	Low negative (Stage 1), medium negative in the short term to neutral in the long term (entire concept master plan).	Yes. Refer to section 7.3.1
	Increased active transport for site users	High positive for the immediate, surrounding and regional locality as the provision of an extensive pedestrian and cycle network will accommodate transport demand.	Yes. Refer to section 7.3.2
	Access to services and facilities	Medium positive for the immediate, surrounding and regional locality as Burrah Park's contribution of a town centre, neighbourhood and supporting social infrastructure will meet the needs of the Northern Gateway Precinct.	Yes. Refer to section 7.3.3
Culture	Potential disruption to sites of aboriginal significance	Medium positive for local Aboriginal community members and stakeholders as the recommendations of the ACHAR will increase Indigenous heritage provision.	Yes. Refer to section 7.4.1
	Loss of sense of place	Medium positive in the long term for Immediate and surrounding social locality, specifically current residents.	Yes. Refer to section 7.4.2
Health and wellbeing	No Impacts identified for this section.		
Surroundings	Impacts to amenity through construction and operational noise.	Low negative for the immediate social locality as the implementation of a Construction Noise and Vibration Management Plan (CNVMP) in the construction phase and the recommendations of the Noise Planning Assessment (NPA) will minimise the loss of amenity through noise.	Yes. Refer to section 7.6.1

Impact category	Impact description	Mitigated assessment	Recommendations provided
	Impacts to visual amenity	Low negative to neutral for the immediate social locality as the site will align with the anticipated visual character of the Aerotropolis.	Yes. Refer to section 7.6.2
	Impacts to air quality during construction	Low negative to neutral for the immediate social locality as the development of the AQA provides recommendations.	Yes. Refer to section 7.6.3
Livelihoods	Supporting local job and procurement opportunities	High positive for the local and regional work force.	Yes. Refer to section 7.7.1
	Impact on local housing supply	Medium positive as future planning for housing provision is outlined in the Northern Gateway Precinct and the boarder Aerotropolis.	No recommendations
Decision-making systems	Adequate communication and consultation with local community	Low positive (Stage 1); medium positive (completion of concept masterplan) for the immediate social locality as the developer has committed to ongoing communication.	Yes. Refer to section 7.8.1
Cumulative social impacts	<p>A discussion on cumulative social impacts is outlined in Section 7.9. This includes the following cumulative social impacts:</p> <ul style="list-style-type: none"> ▪ Cumulative social impacts of construction ▪ Cumulative pressure on existing services and facilities ▪ Cumulative change to local character ▪ Cumulative concern by local community on decision making systems 		Yes. Refer to Section 7.9

1.5. PROPOSED MITIGATION, ENHANCEMENT AND MANAGEMENT MEASURES

A consolidated list of measures to enhance positive social impacts and mitigate negative social impacts identified throughout this report and summarised in the table above is provided in Section 7 of this report. Additional SIA recommendations to further enhance positive impacts and mitigate negative impacts are also provided in Section 7 of the report.

2. INTRODUCTION

This Social Impact Assessment has been prepared by Urbis to accompany a State Significant Development Application (SSDA) for a Concept and Stage 1 SSDA for a Warehouse and Logistics Estate at 1953-2109 Elizaeth Drive, Badgerys Creek. The site is legally described as Lot 1 in Deposited Plan 1306448. The applicant, the trustee for Burra Park Prop Trust 1 is a joint venture entity, with ISPT Core Fund and UniSuper each holding an equal share. HB&B and ISPT have been appointed as the development team to oversee the project's delivery. By leveraging the expertise of both organizations, the venture is well-positioned to maximize Burrah Park's value to the community. This report has been prepared to address the Secretary's Environmental Assessment Requirements (SEARs) issued for the project (SSD- 70316465).

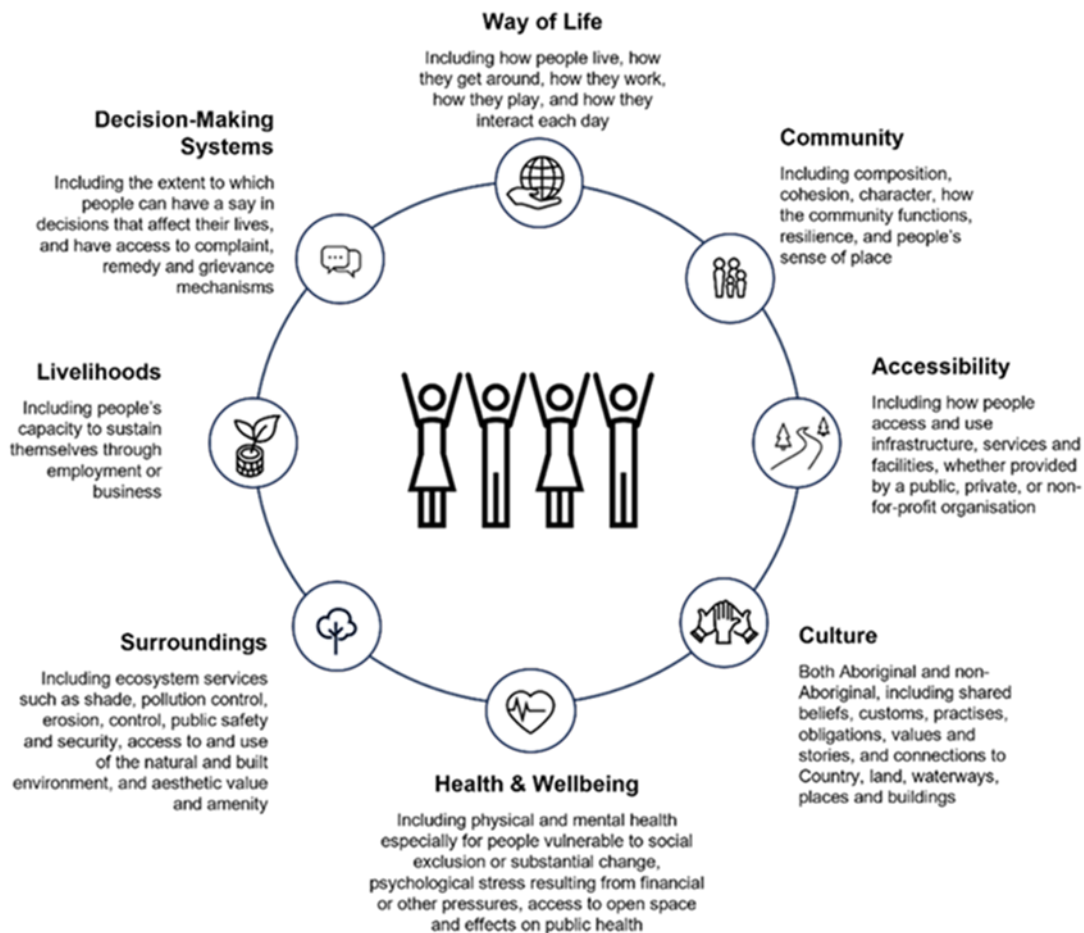
2.1. REPORT PURPOSE AND SCOPE

A SIA is an independent and objective study which identifies and analyses the potential positive and negative social impacts associated with a proposed development. It involves a detailed study to scope potential positive and negative social impacts, identify appropriate mitigation and enhancement measures and provide recommendations aligned with professional standards and statutory obligations. It is the intention of that the SIA process will inform the proposal, not just reflect and report on impacts.

Social impacts can be understood as the consequences that people (individuals, households, groups, communities, or organisations) experience when a new project brings change. A SIA considers physical and intangible impacts, direct and indirect impacts, short term (construction) and long term (operational) impacts.

The NSW Department of Planning, Housing and Infrastructure's (DPHI) Social Impact Assessment Guideline (2023) states that a SIA should consider the likely changes to the following social elements of value to people.

Figure 1 SIA categories



Source: SIA Guideline (DPHI 2023, p. 19)

2.2. SIA GUIDELINES AND REQUIREMENT

This SIA aligns with the best practice methods contained within the DPHI's SIA Guideline (2023). The DPHI SIA Guideline (2023) provides a framework to identify, predict and evaluate likely social impacts and helps to provide greater clarity and certainty for proponents and the community.

This SIA also considers the guidance contained in Section 6.1 of the Western Sydney Aerotropolis Development Control Plan 2022 (See Appendix A).

This SIA has been prepared to satisfy the Secretary's Environmental Assessment Requirements (SEARs) for the proposal issued on 22 May 2024 (**SSD-70316465**). The individual SEARs item relevant to this SIA is outlined in Table 1 below.

Table 1 SEARs item

Social Impact Assessment
▪ Social – including a social impact assessment in accordance with the Department's <i>Social Impact Assessment Guideline</i> .

Source: SEARs issued for the project, issued 22 May 2024 (DPHI 2024)

2.3. PROPOSAL OVERVIEW

2.3.1. Background

The applicant, the trustee for Burra Park Prop Trust 1 is a joint venture entity, with ISPT Core Fund and UniSuper each holding an equal share. HB&B and ISPT have been appointed as the development team to oversee the project's delivery. By leveraging the expertise of both organizations, the venture is well-positioned to maximize Burrah Park's value to the community. Burrah Park has had an extensive planning history, with four SSDAs seeking to transform the site for warehousing and logistics uses. The previous applicant, BHL and Robert Jones is no longer involved in the project.

2.3.2. Current proposal

This report has been prepared to accompany an SSDA at 1953-2109 Elizabeth Drive, Badgerys Creek (**SSD- 70316465**). The application seeks consent for a concept plan including future development lots and building footprints. The development also seeks consent for the Stage 1 works which will include bulk earthworks across the site, infrastructure delivery, road access/intersections, internal road construction, civil infrastructure and utilities, stormwater infrastructure works and the construction of three (3) warehouse buildings.

Specifically, development consent is sought for:

Concept Plan (See Figure 2 and 3)

- Concept Masterplan for the Burrah Park comprising warehouse buildings, internal road network layout, building locations, GFA, car parking, concept landscaping, building heights, setbacks, signage strategy, public art strategy, design excellence strategy and Connection with Country framework.
- Developable area 131.45ha.
- Total approximate GFA 62.58ha

Stage 1 – site preparation works

- Demolition and removal of existing structures and vegetation.
- Heritage salvage works (if applicable).
- Construction of roads, access infrastructure, including a signalised intersection with Elizabeth Drive.
- Dam de-watering and de-commissioning.
- Bulk earthworks, cut and fill, benching, battering and retaining walls.

- Lead in infrastructure, utilities and servicing.
- Stormwater infrastructure including construction of Sydney Water basins and Water Sensitive Urban Design (WSUD) elements.

Stage 1 – Development (See Figure 4)

- Construction and fit out of 3 warehouse buildings and ancillary office space.
- Stormwater management, fencing and landscaping.
- Internal road network, active transport network, public domain and open space.
- Subdivision, and
- Estate and on lot signage.

- Total approximate GFA 85,864sqm

Warehouse 1.1 – 26,860sqm

Warehouse 1.2 – 31,443sqm

Warehouse 3.1 – 27,561sqm

Figure 2 Proposed Concept Plan (as of 16 July 2024)



Source: Nettletontribe, 2024

Figure 3 Masterplan (as of 17 July 2024)



Source: Nettleontribe, 2024

Figure 4 Proposed Stage 1 Development (as of 16 July 2024)



Source: Nettletontribe, 2024

2.4. AUTHORSHIP AND SIA DECLARATION

The authorship SIA Declarations for this report are provided in the following sections.

2.4.1. Authors

This report has been prepared by a suitably qualified and experienced lead author and reviewed and approved by a suitably qualified and experienced co-author, who hold appropriate qualifications and have relevant experience to carry out the SIA for this Project. The following introduces each author:

Les Hems	Review and quality assurance
Position	Director
Qualifications	Master of Business Administration, Bachelor of Arts (Honours) Human Geography, University College of Wales
Affiliations	Member, Australian Evaluation Society Founding Member, Social Impact Measurement Network of Australia
Experience	Experience of reviewing and quality assurance of SIA reports in the context of the NSW SIA Guideline and best practice in social research, evaluation, and social impact measurement.
Amy Lawton	Report author
Position	Senior Consultant
Qualifications	Bachelor of Applied Science (Environmental Health), Western Sydney University Master of Social Change and Development, University of Newcastle Australia Diploma of Business (Governance), Institute of Community Directors Australia
Affiliations	Member, Social Impact Measurement Network of Australia
Experience	Experience in writing SIA reports for a range of projects in the context of the SIA Guideline (DPHI 2023) and best practice social research, evaluation and impact assessment.
Sarah Nectoux	Report author
Position	Consultant
Qualifications	Master of Geography, Planning, Environment and Development, University of Franche-Comte (France) Master of Research (Institute for Culture and Society), Western Sydney University
Experience	Experience in writing SIA reports for industrial and employment projects in the context of the SIA Guideline (DPHI 2023) and best practice social research, evaluation and impact assessment.
Rebekka McWhirter	Report author
Position	Consultant
Qualifications	Bachelor of Arts (Archaeology), University of Sydney Master of Planning, Macquarie University
Experience	Experience in writing SIA reports for a range of projects in the context of the SIA Guideline (DPHI 2023) and best practice social research, evaluation and impact assessment.

Lara Ball	Report author
Position	Assistant Planner
Qualifications	Bachelor of City Planning (Honours) / Bachelor of Laws LLB (ongoing), UNSW
Experience	Experience in contributing to SIA reports for a range of projects in the context of the SIA Guideline (DPHI 2023) and best practice social research, evaluation and impact assessment.

2.4.2. Declaration

The authors declare that this SIA report:

- Was completed on 15 August 2024.
- Has been prepared in accordance with the EIA process under the EP&A Act
- Has been prepared in alignment with the DPHI's (2023) SIA Guideline
- Contains all reasonably available Project information relevant to the SIA
- As far as Urbis is aware, contains information that is neither false nor misleading.



Les Hems
Director
15 August 2024

2.5. SIA GUIDELINES REVIEW QUESTIONS AND RESPONSES

The review questions outlined by the SIA Guideline (2023) are designed to confirm that the requirements of the SIA Guideline have been fulfilled when considering the scale of social impacts associated with the proposed development. **Error! Reference source not found.** below outlines these review questions and indicates how they have been addressed in this SIA.

Table 2 Guideline review questions and responses

SIA Review questions	Addressed by report (yes/no), relevant section
Does the lead author meet the qualification and experience requirements?	Yes, Section 1.2
Has the lead author provided a signed declaration?	Yes, Section 1.2
Would a reasonable person judge the SIA report to be impartial, transparent and suitably rigorous given the nature of the project?	Yes.
Project's social locality and social baseline	
Does the SIA report identify and describe all the different social groups that may be affected by the project?	Yes, Section 4
Does the SIA report identify and describe all the built or natural features that have value or importance for people, and explain why people value those features?	Yes, Section 4
Does the SIA report identify and describe historical, current, and expected social trends or social changes for people in the locality, including their experiences with this project and other major development projects?	Yes, Section 4
Does the social baseline study include appropriate justification for each element, and provide evidence that the elements reflect both relevant literature and the diversity of view and likely experiences?	Yes, Section 4
Does the social baseline study demonstrate social-science research methods and explain any significant methodological data or limitations?	Yes, Section 3
Identification and description of social impacts	
Does the SIA report adequately describe likely social impacts from the perspectives of how people may experience them, and explain the research used to identify them? When undertaken as a part of SIA scoping and initial assessment, has the plan for the SIA report been detailed?	Yes, Section 7
Does the SIA report apply the precautionary principle to identifying social impacts, and consider how they may be experienced differently by different people and groups?	Yes, Section 7
Does the SIA report describe how the preliminary analysis influenced project design and EIS engagement strategy?	Yes, Section 5 and 7
Community engagement	

SIA Review questions	Addressed by report (yes/no), relevant section
Were the extent and nature of engagement activities appropriate and sufficient or canvass all relevant views, including those of vulnerable or marginalised groups?	Yes, See Section 5
How have the views, concerns and insights of affected and interested people influenced both the project design and each element of the SIA report?	Yes, See Section 4-8
Predicting and analysing social impacts	
Does the SIA report impartially focus on the most important social impacts to people at all stages of the project, without any omissions or misrepresentations?	Yes, See Section 7
Does the SIA report analyse the distribution of both positive and negative social impacts, and identify who will benefit and who will lose from the project?	Yes, See Section 7
Does the SIA report identify its assumptions, and include sensitivity analysis and alternate scenarios? (including 'worst-case' and 'no project' scenarios where relevant?)	This SIA identifies all relevant assumptions for the scoping of impacts. Alternative scenarios are discussed in the EIS
Evaluating significance	
Do the evaluations of significance of social impacts impartially represent how people in each identified social group can expect to experience the project, including any cumulative effects?	Yes, See Section 7
Are the evaluations of significance disaggregated to consider the likely different experiences for different people or groups, especially vulnerable groups?	Yes, See Section 7
Responses, monitoring and management	
Does the SIA report propose responses that are tangible, deliverable, likely to be durably effective, directly related to the respective impact(s) and adequately delegated and resourced?	Yes, See Section 8
Does the SIA report demonstrate how people can be confident that social impacts will be monitored and reported in ways that are reliable, effective and trustworthy?	Yes, See Section 8
Does the SIA report demonstrate how the proponent will adaptively manage social impacts and respond to unanticipated events, breaches, grievances and non-compliance?	Yes, See Section 8

2.6. STRUCTURE OF THIS REPORT

This SIA has seven chapters as summarised below:

- **Chapter 1** (this chapter) introduces the proposal, purpose and scope of this report.
- **Chapter 2** outlines the legislative requirements and methodology applied to complete this SIA.
- **Chapter 3** provides a social baseline of the study area including the site's context, social and demographic characteristics, and policy context.
- **Chapter 4** provides an overview of the field study undertaken to inform the SIA, including an overview of the key findings.
- **Chapter 5** identifies and provides details on the proposal's social locality.
- **Chapter 6** assesses the positive and negative social impacts of the proposal, including with and without mitigation and enhancement measures.
- **Chapter 7** outlines the mitigation, enhancement, and management measures of the assessed impacts.

3. METHODOLOGY

The methodology undertaken to prepare this SIA is outlined in **Error! Reference source not found.** The methodology was informed by the guidance contained within the SIA Guideline and Technical Supplement (DPHI 2023).

Table 3 Methodology overview

Stage	Activities
Social baseline	<ul style="list-style-type: none"> ▪ Site visit of surrounding land uses and site. ▪ Review of relevant state and local policies and strategies to understand potential social implications. ▪ Analysis of relevant data sets to understand the existing community profile and community values, strengths and vulnerabilities. ▪ Identification of likely impacted groups and communities. ▪ Early identification of potential social impacts (positive and negative) based on research tasks undertaken.
SIA field study	<ul style="list-style-type: none"> ▪ Engagement with stakeholder representatives from Penrith City Council via in-depth interview and written advice. ▪ Engagement with the local community through online community survey distributed via community newsletter. ▪ Analysis of field study data and identification of key themes.
Impact scoping	<ul style="list-style-type: none"> ▪ Review of social baseline and SIA field study outcomes. ▪ Review of proposal plans, proposal documentation and relevant technical assessments. ▪ Identification of the proposal’s social locality and likely impacted groups. ▪ Identification and scoping of potential social impacts (positive and negative), mitigation and enhancement measures. ▪ Identification of potential opportunities for additional measures to be incorporated into the proposal.
Assessment and reporting	<ul style="list-style-type: none"> ▪ Assessment of social impacts (positive and negative) with and without mitigation and enhancement measures. ▪ Provision of recommendations to further reduce negative social impacts and enhance positive social impacts. ▪ Preparation of draft and final SIA reports.

Approach to assessing social impacts

The assessment of social impacts can be approached in several ways. The Technical Supplement of DPHI’s SIA Guideline highlights a risk assessment methodology, whereby the significance of potential impacts is assessed by comparing the magnitude of an impact against the likelihood of the impact occurring.

The DPHI's risk assessment methodology has been applied in this SIA and is outlined in Section 6.

4. SOCIAL BASELINE

This chapter provides a social baseline of the site and surrounding area. This includes a review of the site location, policy context and demographic profile. The findings from the social baseline have been used to inform the approach to consultation, scoping of initial impacts and the formation of the site’s social locality (as described in Section 5).

4.1. SITE LOCATION

4.1.1. Local Context

The site is located on Dharug Country on 1953 – 2109 Elizabeth Drive, Badgerys Creek, within the City of Penrith Local Government Area (LGA). It is one of the largest landholdings in the Northern Gateway Precinct of the Western Sydney Aerotropolis. The area was largely characterised by agricultural and low-density residential land uses but is becoming increasingly dominated by the Western Sydney Airport, Aerotropolis, and supporting freight, logistics, and manufacturing operations.

The site is currently used for agricultural purposes. It is largely cleared of vegetation, with some areas of dispersed grass and scattered trees. It also contains multiple farm dams which are primarily located in the central and southern areas.

Figure 5 provides regional context and Figure 6 shows an aerial of the developable area be developed as part of this SSD.

Figure 5 Site



Source: Nearmaps and Urbis, 2024

Figure 6 Site context – Development Area



Source: Nearmaps and Urbis, 2024

The key features of the site are summarised in the table below.

Table 4 Key Features of Site and Locality

Descriptor	Site Detail
Land Configuration	<p>The site is legally described as Lot 1 in Deposited Plan 1306448.</p> <p>The site area is 171.84ha.</p> <p>The site generally slopes from high points adjacent to Elizabeth Drive (RL 75) to low points in the northeast corner (RL 40). Topography is characterised by a central ridgeline running from the central portion of the southern boundary towards the northeast.</p>
Surrounding Land Use	<p>Surrounding land uses include:</p> <ul style="list-style-type: none"> M12 Motorway and Metro (under construction) to the north and east with predominantly rural uses beyond Western Sydney Airport is under construction opposite the site on the southern side of Elizabeth Drive, Rural residential uses on the opposite side of Cosgroves Creek to the west.
Site Access and road network	<p>The site is accessible from Elizabeth Drive, a State arterial road aligned in an east-west direction adjacent to the southern boundary.</p>
Easements and Covenants	<p>An easement for electricity purposes is located on the northern side of the site.</p>
Services	<p>The site has power and water available.</p>
Acid Sulfate Soils	<p>Not mapped.</p>

Contamination	<p>The site has the potential to be contaminated, due to the current agricultural land use. A Detailed Site Investigation will be submitted as part of the SSDA lodgement.</p> <p>As per previous Detailed Site Investigation prepared by Douglas Park, the site is appropriate for proposed development subject to remediation works undertaken.</p>
Stormwater and Flooding	<p>As indicated in the <i>Wianamatta (South) Creek Flood Study – Existing Conditions (Prepared by Advisian for Infrastructure NSW, November 2020)</i> the site is subject to 1:100 ARI (average recurrence interval) along the main creek lines of Cosgroves and Badgerys Creek.</p>
Bushfire Prone Land	<p>The site is classified as bushfire prone land. A bushfire report will be submitted with the SSDA.</p>
Flora and Fauna	<p>The site currently consists of cleared rural land with the occasional scattered Cumberland Plain Woodland, trees, weeds, and shrubs. Most of the site is certified under the Cumberland Plain Conservation Plan (CPCP)</p>
Riparian Corridor	<p>Cosgroves Creek and Oaky Creek run along the western part of the site, while Badgerys Creek runs along the eastern side. The proposed development is designed to generally avoid land zoned ENZ. The site contains multiple hydrolines and dams.</p>
Aboriginal Heritage	<p>Aboriginal objects have been identified along the Oakey Creek – Cosgroves Creek corridor along the entirety of the western study area boundary.</p>
European Heritage	<p>The site does not contain any State or locally significant heritage listed items.</p> <p>The site does form part of the former CSIRO McMaster Field Station which is identified as a potential heritage item under the Precinct Plan.</p> <p>The site is adjacent to the McGarvie Smith Farm which is identified as a local Heritage Item under the <i>State Environmental Planning Policy (Precincts—Western Parkland City) 2021</i>.</p>

Figure 7 Site photos



Picture 1 Site entrance (Elizabeth Drive)



Picture 2 Western Sydney International Airport (opposite site)



Picture 3 M12 motorway construction



Picture 4 M12 motorway construction camp (on leased land from Sydney University)



Picture 5 Rural character of site



Picture 6 Water basin on site

Source: Urbis, 2024

4.1.2. Regional Context

The preliminary vision for the site is to become a well-connected and accessible precinct with direct links to the future Aerotropolis and the broader Western Sydney region. The site forms part of the 'Northern Gateway' Precinct in the Western Sydney Aerotropolis and is strategically located adjacent to Western Sydney Airport. The proposed project supports all the major local and regional policies and plans, including Greater Sydney Region Plan – A Metropolis of Three Cities, Western City District Plan, Western Sydney Aerotropolis Plan, and the Penrith Local Strategic Planning Statement.

The Northern Gateway Precinct will be a specialised centre linking Western Sydney Airport with the metropolitan cluster of Greater Penrith, Liverpool and Campbelltown-Macarthur. It will be an employment precinct that can be easily accessed, with supporting residential areas where land is not severely affected by aircraft noise. The Precinct has been earmarked to provide skilled employment and business opportunities north of the airport. Employment uses will include freight and logistics, warehousing, technology, commercial enterprise, offices, industry, creative industry, fresh food markets, education, civic, health, visitor accommodation, recreation and entertainment.

As an employment neighbourhood that promotes job creation, the Burrah Park site will support the NSW Government's commitment to realising a 30-minute city by providing more employment opportunities within Badgerys Creek and neighbouring suburbs. The proposal is also expected to deliver 6,500 direct jobs, which will be activated early during construction and continue through to operation.

4.2. POLICY CONTEXT

A review of relevant state and local policies was undertaken to understand the strategic context of the proposed development and any potential impacts (positive and negative). This included:

State

- Future Transport Strategy 2056 (2020)
- Greater Sydney Region Plan: A Metropolis of Three Cities (2018)
- Our Greater Sydney 2056: Western City District Plan (2018)
- Western Sydney City Deal (2018)
- Western Sydney Aerotropolis Precinct Plan (2023)
- Western Sydney Aerotropolis Development Control Plan Phase 2 (2022)
- Recognise Country: Guidelines for Development in the Aerotropolis (2022)
- Western Sydney Aerotropolis Social Infrastructure Assessment (2022)
- Western Sydney Aerotropolis Open Space Needs Study (2021)

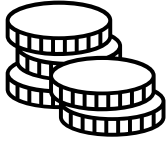
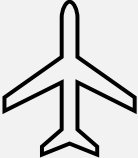


Local


- Penrith Community Strategic Plan 2036+ (2022)
- Penrith Local Strategic Planning Statement (2020)

The key social themes from the policy review are summarised in Table 5 below.

Table 5 Key social themes from policy review

Theme	Summary of findings
Transport connectivity 	<p>The Greater Sydney Region Plan: A Metropolis of Three Cities 2018 supports the development of a 'well connected city'. The plan recognises that Greater Sydney's freight task is forecast to more than double in the next 40 years and lists developing a competitive and efficient freight and logistics network as an objective. The plan further identifies that it is critical to secure access requirements for the airport and off-site industrial land for its 24/7 operation.</p> <p>The Future Transport 2056 Plan and supporting plans prioritise connectivity between the Greater Sydney area, the Western Sydney Airport, and the Aerotropolis. Ensuring connectivity corridors is also prioritised in the Western Sydney Aerotropolis Precinct Plan 2023, which prioritises leveraging freight transport networks including the M12 and Elizabeth Drive. Penrith LSPS also lists a focus on freight rail link and outer orbital roads as a planning priority to align development, growth and infrastructure.</p> <p>There is also an acknowledgement that connectivity includes the movement of people with a particular focus on active transport and accessibility, for example, the Greater Sydney Region Plan 2018 and Penrith LSPS prioritise the development of a more accessible and walkable city.</p>
Economic production and job creation	<p>The Greater Sydney Region Plan 2018 identifies leveraging the investment and business opportunities created by the Western Sydney Airport in order to contribute to a strong trade, freight, logistics, advanced manufacturing, health, education and science economy. The Western Sydney Aerotropolis Precinct Plan 2023 and Western Sydney District Plan supports this, prioritising high value</p>

Theme	Summary of findings
	<p>jobs growth in strategic centres and the enhancement of new and existing employment, investment and business development opportunities.</p> <p>The population of Western Sydney is expected to grow to over 3.2 million people by 2036. The Greater Sydney Region Plan 2018 recognises that infrastructure in the region must support Western Sydney’s growing population, while leveraging the economic opportunities that the population will provide. The Western Sydney City deal prioritises 'supercharging' the Western Parkland City in order to create jobs for the future. The Western Sydney DCP supports the facilitation of workers in the region, noting that end of trip facilities, communal outdoor space for enjoyment by employees, and security lighting are essential for developments in the region.</p>
<p>Supporting the Aerotropolis</p> 	<p>The Western Sydney Airport and Badgerys Creek Aerotropolis will be economic catalysts that transform the Western Parkland City over the next 40 years, as identified in the Greater Sydney Region Plan 2018. The Western City District Plan identifies the importance of leveraging industry opportunities resulting from the Western Sydney Airport and Aerotropolis, observing that supporting the operations of the airport will create significant economic opportunity in the area.</p>
<p>Climate resilience</p> 	<p>Western Sydney is particularly susceptible to extreme weather, as identified in the Penrith Community Strategic Plan 2036+. The plan prioritises the protection and enhancement of an ecologically sustainable environment, with a focus on strengthening sustainability and climate resilience and greening the landscape to protect biodiversity. The Western City District Plan further aligns with protecting green and blue spaces, within the Western Parkland City. The Western Sydney Aerotropolis Precinct Plan 2023 also recognises the need to facilitate the movement of people throughout the region in a way that promotes sustainability and minimises the impacts of development and economic activity on climate change.</p>
<p>Recognising Country</p> 	<p>The Western Sydney Aerotropolis DCP and the Penrith LSPS prioritises recognising and celebrating Country and Aboriginal heritage as part of the planning process. The Recognise Country: Guidelines for Development in the Aerotropolis align with these plans. The guidelines also requests that traditional custodians are acknowledged as part of the planning process, and that there are opportunities to design with Country when planning for the Aerotropolis. This includes connecting to culture and Country through built form, including culturally responsive design, culturally responsive social infrastructure, culturally responsive public art, place naming, wayfinding, and signage.</p>
<p>Importance of open space and social infrastructure planning</p>	<p>The Western Sydney Aerotropolis Social Infrastructure Needs Assessment (the WSA Social Infrastructure Assessment) recognises the important role of social infrastructure and open space in creating new communities within the Aerotropolis that people will live, work and visit. The WSA Social Infrastructure Assessment provides 12 principles to guide the planning, design, and operation of social infrastructure. Some of these principles are that social infrastructure should be affordable and accessible, equitably distributed, centrally and co-located, multipurpose and adaptable, and integrated as a network of services.</p>

Theme	Summary of findings
	<p>There is an acknowledgement in the Aerotropolis DCP that social and cultural infrastructure should be flexible to respond to the adapting needs of the community. The DCP acknowledges that social and cultural infrastructure must meet the needs of the future community and the needs of its users including workers, visitors, tourists, and residents within the Aerotropolis.</p> <p>Aligning open space with waterways to create blue-green infrastructure is a priority across the Western Sydney Aerotropolis, as noted in the Western Sydney Aerotropolis Open Space Needs Study. This will be delivered by extended and strengthening the existing blue-green corridor by linking the north-south creek systems with the east-west green connections between precincts. Additionally, the WSA Social Infrastructure Assessment indicates that open space should be accessible to centres, residents, workers, and visitors by ensuring the distribution and quantum of open space provides equitable access for people living or working employment and residential areas.</p> <p>The 24-hour operation of the airport and surrounding development means that night-time uses must be safe and accessible for workers and residents in the region. The Aerotropolis DCP notes that night-time uses must be highly accessible by public transport, which includes prioritising night-time uses near public transport and key pedestrian routes to promote safety through natural surveillance. These night-time uses must also minimise any land use conflicts to prevent adverse impacts on the comfort and safety of patrons, nearby residents and the broader community.</p>

4.3. DEMOGRAPHIC PROFILE

A demographic profile identifies the demographic and social characteristics of a proposal’s likely social locality. This is an important tool in understanding how a community currently lives and that community’s potential capacity to adapt to changes arising from a proposal. A demographic profile has been developed based on demographic data from the Australian Bureau of Statistics (2021), Census of Population and Housing, DPHI Population Projections (2019), and NSW Bureau of Crime Statistics and Research (2024).

Badgerys Creek (Suburbs and Localities) and Luddenham (Suburbs and Localities) have been used to develop the profile of the local area. In recognition of the predicted impact of the proposed development on the region, the demographic characteristics for the Western Parkland City was used, comprising of Blue Mountains LGA, Camden LGA, Campbelltown LGA, Fairfield LGA, Hawkesbury LGA, Liverpool LGA, Penrith LGA and Wollondilly LGA. The demographic characteristics of Greater Sydney will be used, where relevant, to provide a comparison.

Table 6 Overview of baseline study area

Study area	Geographic area	ABS data category	Referred to in report as:
Local area	Badgerys Creek Luddenham	SAL	Local area
Regional area	Blue Mountains LGA Camden LGA Campbelltown LGA Fairfield LGA Hawkesbury LGA Liverpool LGA Penrith LGA Wollondilly LGA	LGA	Western Parkland City
Greater Sydney	Greater Sydney	GCCSA	Greater Sydney

4.3.1. Population and age

	<p>The population of the local area represents a small proportion of the Western Parkland City. In 2021, there were 2,095 inhabitants in the local area representing 0.2% of the Western Parkland City. However, the Western Parkland City represents an important proportion of Greater Sydney (22.1%).</p> <p>The local area has a similar proportion of residents in working age (15-64 years) (65%) compared to the Western Parkland City (65%). This is however lower than Greater Sydney (66%). The local area has a lower proportion of young people (25-34 years) (10.6%) compared to the Western Parkland City (13.9%) and Greater Sydney (15.5%). There is a larger proportion of people over 65 years in the local area (13%) and Western Parkland City (14%) compared to Greater Sydney (10.7%).</p> <p>The median age of the local area is 40 in Badgerys Creek (SAL) and 37 in Luddenham (SAL). While the median age of the population in Luddenham (37) is similar to Greater Sydney (37), the median age of the population in Badgerys Creek (40) is higher than in Greater Sydney (37). Overall, the population of the local area is likely to be older than in Greater Sydney average, especially as the local area has a higher proportion of people over 65 years and a lower proportion of people in working age compared to Greater Sydney (see above).</p>
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The DPHI Population Projections (2019) do not provide data for Suburbs and Localities boundaries. As such two SA2 areas (lowest statistical levels available) that represent to the closest the local area has been chosen: Austral-Greendale-Badgerys Creek (SA2) and Mulgoa-Luddenham-Orchard Hills (SA2). **Projection shows that this area will grow from 21,981 to 84,529 inhabitants between 2021-2041 representing a growth rate of 284.6%.**

The Western Sydney Aerotropolis Social Infrastructure Assessment (2022) notes that the development of the Aerotropolis precincts will contribute significantly to this population growth, with an additional 77,000 residents anticipated to move to the area by 2056. Of the precincts, Aerotropolis Core and the Northern Gateway (where Burrah Park is located) are expected to see the highest population growth, which is largely due to the mixed-use land zoning included in the precincts allowing for residential development.

4.3.2. Culture and diversity



The local area and the Western Parkland City have a significantly higher proportion of Aboriginal and/or Torres Strait Island people (2.1% and 3% respectively) compared to Greater Sydney (1.7%).

There is a **lower proportion of people born overseas** in the local area (22.1%) compared to Western Parkland City (38.4%) and Greater Sydney (43.2%).

The top three languages other than English spoken at home are: Italian (3.5%), Chinese (Mandarin, Cantonese and other dialects) (3%) and Maltese (1.8%). **In the local area, 93.1% of people speak English only or English very well and well.** Most the of the other responses given in the Census were 'not stated' (7.1%).

4.3.3. Education and qualifications



The local area and the Western Parkland City have a significant lower proportion of high education attainment (Bachelor's degree or above) (11.8% and 14.9% respectively) compared to Greater Sydney (27.2%). However, both the local area and the Western Parkland City have a significantly higher proportion of people over 15 years with a certificate III and IV level (15.3% and 13% respectively) compared to Greater Sydney.

The top three non-school qualification field of studies in the local area are: management and commerce (9.4%), engineering and related technologies (7.9%) and architecture and building (4.7%). In the Western Parkland City these are: management and commerce (8.9%), engineering and related technologies (6.4%) and society and culture (5.1%).

4.3.4. Workforce and employment

In the local area, there are 29.4% of people that are employed full-time, this is higher than in the Western Parkland City (23.5%) and Greater Sydney (27.2%).



Similarly, a higher proportion of people worked part-time in the local area (15.2%) compared to Greater Sydney (13.6%). However, a lower proportion of people worked part-time when compared to Western Parkland City (12.2%).

In addition, there is a significantly lower proportion of people unemployed and looking for work in the local area (1.2%) compared to the Western Parkland City (2.4%) and Greater Sydney average (2.5%). There is a lower proportion of people not in the labour force in the local area (22.1%) in comparison to the Western Parkland city (30.1%) and Greater Sydney average (28.2%).

The top three industries in the local area are: construction (10%), retail trade (4.3%) and education and training (3.9%). The top industries found in the Western Parkland City are: health care and social assistance (5.6%), construction (4.5%) and retail trade (4.1%).

In the local area, the proportion of people working in 'agriculture, forestry and fishing' represents 2.8%, which is significantly higher than in the Western Parkland City (0.4%) and Greater Sydney (0.2%).

Most people employed in the local area are working within 30 kilometres from home (74.6%). This proportion is significantly higher than Greater Sydney (38%). A majority of people in the local area are commuting to work by vehicles (including car, truck, motorbike and scooter) (52.5%). This proportion is higher than Greater Sydney (17.7%). **However, 44% worked at home or did not go to work (on the day of the Census) - this is significantly higher than Greater Sydney average (24.4%).**

4.3.5. Housing and income



The median weekly personal income is \$490 in Badgerys Creek and \$1,007 in Luddenham, outlining significant income disparities within the local area. In comparison, the median weekly personal income in Greater Sydney is \$881. Similarly, there is a notable difference in median family incomes within the local area: \$1,312 in Badgerys Creek and \$2,890 in Luddenham. The median weekly family income in Greater Sydney is \$2,374.

In the local area, the median weekly rent is \$505 in Badgerys Creek and \$480 in Luddenham. By comparison, Greater Sydney has a median weekly rent of \$470, with 35.3% of renter households spending more than 30% of their household income on rent. **This proportion is higher in both Badgerys Creek and Luddenham, where 36.8% and 27.5% of renter households respectively spend more than 30% of their income on rent.**

A significant majority of housing in the local area are separate houses (99.3%). This is similar to the Western Parkland City where 89.6% are separate houses, 5.8% are semi-detached, row or terrace houses, townhouses, etc., and 4.2% are flats or apartments.

Most of dwellings in the local area are owned (80.8%) including 45.8% owned with a mortgage and 35.1% owned outright. 17.1% of the dwellings in the local area are rented. In comparison, the proportion of dwellings owned in the Western Parkland City is lower than the local area (73.2%) including 38.8% dwellings owned with a mortgage and 34.3% owned outright.

ABS homelessness data are not available at the Suburbs and Localities level. As such, the Western Parkland City has been chosen as an alternative. In 2021, in the Western Parkland City, there were 27 people living in improvised dwellings, tents or sleeping out representing a rate of 0.2 per 10,000 people. This is relatively lower than in Greater Sydney (rate of 0.3 per 10,000 people).

In addition, there were 872 people residing in supported accommodation for the homeless (rate of 7.6 per 10,000 people), and 439 people temporarily residing in another household (rate of 3.8 per 10,000 people). These rates are higher than in Greater Sydney, where 5.6 people per 10,000 resided in supported accommodation for the homeless and 3.2 per 10,000 people temporarily resided in another household.

Further, a higher proportion of people in the Western Parkland City lived in crowded dwellings (6,756 – rate of 58.6 per 10,000 people) compared to Greater Sydney (rate of 46.8 per 10,000 people). Similarly, a higher proportion of people in the Western Parkland City lived in severely crowded dwelling (3,048 – rate of 26.5 per 10,000 people) compared to Greater Sydney (rate of 23.3 per 10,000 people).

Overall, while the Western Parkland city has a lower proportion of people in improvised dwellings, tents or sleeping out compared to Greater Sydney average; a higher proportion of the population is living in crowded or severely crowded dwellings.

4.3.6. Health, wellbeing and disability



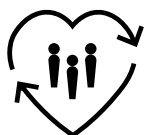
The proportion of people with a long-term health condition in both the local area (40.2%) and the Western Parkland City (46.4%) is higher than Greater Sydney (35.9%).

The **most common types of long-term health conditions in the local area** are arthritis (6.2%), asthma (5.4%) and mental health conditions (including depression or anxiety) (5.2%). This is similar to the Western Parkland City and Greater Sydney: arthritis (6.6% and 6.7% respectively), asthma (6.5% and 6.8% respectively) and mental health conditions (including depression or anxiety) (6.2% and 6.6%).

There is a **lower proportion of people in the local area (3.1%) in need of assistance for core activities** due to disability, old age, or long-term health condition compared to the Western Parkland City (6.4%) and Greater Sydney (5.2%).

There is a **relatively lower proportion of people in the local area (8.2%) who provided assistance for core activities** to people due to disability, old age, or long-term health condition compared to the Western City Parkland (9%) and (8.7%).

4.3.7. Advantage and disadvantage



According to the 2021 SEIFA, there is some variation in terms of socio-economic advantage and disadvantage between communities within the local area and regional area. The local area presents a contrasting level of socio-economic advantage and disadvantage polarised between Badgerys Creek and Luddenham:

- In the local area, Badgerys Creek is classified as a decile 5 area according to the SEIFA index of relative socio-economic advantage and disadvantage. This indicates that Badgerys Creek has similar levels of socio-economic advantage and disadvantage. Residents in Badgerys Creek may experience average level of household incomes, educational attainment and employment level.
- In the local area, Luddenham is classified as a decile 9 according to the SEIFA index of relative socio-economic advantage and disadvantage. This classification indicates that Luddenham falls within the top 10% of suburbs and localities in Australia in terms of socio-economic advantage and disadvantage. Areas with a decile 9 have a higher level of socio-economic advantage. Residents in Luddenham are likely to have higher household incomes, levels of educational attainment and lower rates of unemployment compared to other areas in Australia.

4.3.8. Crime and safety

Crime data from the Bureau of Crime Statistics and Research (BOCSAR) was analysed to identify the crime context around the proposed site. This data is accurate as of 19 June 2024. Badgerys Creek (Suburb) and Luddenham (Suburb) is missing crime rate information due to their small populations. Penrith City Council (LGA) and Liverpool City Council (LGA) have been chosen instead to define the crime profile of the local area. Bayside Council (LGA) is used as one of the comparison areas given that it shares similar characteristics with the local area, especially with the presence of Sydney airport. NSW is the other comparison area used in this crime profile.



Crime data from BOCSAR indicates that Penrith LGA has generally higher rates of crime per 100,000 people compared to Liverpool LGA, Bayside LGA and NSW averages, including assault (non-domestic), break and enter non-dwelling, stealing (from motor vehicle, person and retail stores) and malicious damage to property. There were some crime types where Penrith LGA and Liverpool LGA had lower rates of crime per 100,000 people compared to NSW average including liquor offences and trespass.

The crime profile for the Penrith LGA indicates that this area may be more susceptible to opportunistic, theft and malicious damage to property compared to Liverpool LGA, Bayside LGA and NSW averages. However, Penrith LGA may be less susceptible for trespassing.

5. SIA FIELD STUDY

This section provides an overview of the community and stakeholder consultation undertaken as part of this As specified in the DPHI Guideline, SIAs require community and stakeholder engagement to be undertaken to develop an understanding of impacts on communities and people as a result of a project. Community and stakeholder engagement also provides the opportunity for potentially impacted people and groups to provide feedback and input into a project.

To achieve this, Urbis' Social Planning and Engagement teams developed and undertook an integrated SIA field study and engagement program which was supported by the relevant expertise within each of the teams to inform the nature of the conducted SIA field study and activities, including the outcomes of the social baseline (see Section 4) to identify the stakeholders and methods.

While community engagement activities did not exclude individuals and groups, activities were focused on individuals and groups within the immediate social locality (See Section 6) as well as key stakeholders.

The methods of engagement and consultation with community and key stakeholders are provided in Table 7.

Additional communication and engagement activities were also undertaken by representatives from the Urbis Engagement team with nearby landholders and other agencies. These activities are detailed in full in the Engagement Outcomes report.

Table 7 Summary of community and stakeholder engagement activities

Method	Administered	Timeframes	Invited	Participated
SIA community survey	Online survey distributed via community newsletter on 21 June 2024. See Appendix B for community newsletter and Appendix C for SIA community survey.	Survey open from 21 June 2024 to 12 July 2024	Community newsletter was distributed to 431 surrounding landowners, businesses and stakeholders. The community newsletter was also distributed to the Western Sydney Aerotropolis Community Consultative Committee (CCC) via email (See Section 5.2 for further details).	5 complete responses
Interview with Penrith City Council	Online via videoconference – See Appendix D for SIA Discussion Guide	4 July 2024	Social strategy and community safety representatives	Three participants
Written advice from Penrith City Council	Via email	9 July 2024	City Strategy team	N/A

5.1. IN-DEPTH INTERVIEWS SUMMARY OF FINDINGS

Interview with Penrith City Council – Social Strategy and Community Safety

A videoconference with social strategy and community safety representatives from Penrith City Council was undertaken to understand the local characteristics of the community and any potential social impacts or benefits and concerns associated with the proposal. The videoconference took place on 4 July 2024.

Key feedback from this interview, as relevant to the assessment of social impacts, is summarised in Table 8 below.

Table 8 Feedback from interview with Penrith City Council

Key themes	Feedback summary
Align with the Council Strategy	Representatives confirmed that the proposal aligns with the strategic vision established by Penrith City Council.
Potential resistance to change and loss of local character	Council representatives noted that the local area around the site is predominantly rural with a small number of residents. However, this population is ageing (contrasting with the rest of the LGA population), with residents having lived in the area for a very long time. Concerns have been raised about this population's ability to adjust to new development that is changing the local character of their area. This has been identified as a negative impact by Council representatives. Representatives highlighted the need to maintain open communication with residents, including about the positive and negative impacts of the proposal – both during construction and operation. They stressed that communication methods should be adapted to the local population characteristics. In addition, representative recommended that the proposal recognises and acknowledges the history of the place and its inhabitants.
Potential creation of local employment opportunities	Local employment opportunities have been identified as the main positive impact of the proposal. However, it was emphasised that measures should be taken to ensure that the local population has access to the jobs created.
Social and community facilities provision	Council representatives identified a gap in the current social infrastructure around the site, and noted that the current facilities are ageing. In addition, they described the local population is isolated from the rest of the LGA, including the town centres. Representatives believe that, if done well, the proposal could provide local residents with better access to social and community facilities. They recommended incorporating public arts to activate the town centres, as well as ensuring that these spaces are inclusive and accessible to all individuals including those with disability (visible and invisible). They suggested including sensory and respite space for people with sensory disability, and the inclusion of inclusive wayfinding.
Provision of shade and respite spaces	Representatives noted that the local area experiences high temperatures during summer. They mentioned that the green space should provide shaded spaces and respite areas for residents.

Key themes	Feedback summary
Concerns around the road network to support freight	The current road network surrounding the site has been described as not able to accommodate current freight traffic. As such, concerns have been raised around the traffic impacts of the proposal to the local road network. Representatives mentioned that Council is currently considering reclassifying the road category in the area.
Representation of the local Aboriginal community	Council representatives noted that 2% of individuals in the local area and 5% in Penrith identified as Aboriginal and/or Torres Strait Islander. They highlighted the importance of genuine representations of First Nations culture at the site. For the proposal, they identified the opportunity to use Design with Country principles to shape the proposal's design and landscaping. They suggested for the client to consult with the Council's Aboriginal Liaison Officer for further guidance and suggestions. Further, they believe that the area's proximity to the airport is likely to attract future visitors, including overnight guests. They identified it as an opportunity to promote First Nations culture to visitors, such as through the installation of public exhibitions.

Source: Urbis, 2024

Written advice from Penrith City Council – City Strategy team

Written advice was received from Penrith City Council's City Strategy team on 9 July 2024. The advice states that proposals such as Burrah Park which seek to create jobs close to home are supported in principle and will help Council reach their vision of a 30-minute city and jobs for local residents close to home.

The advice also points to Council's newly updated Advocacy Strategy 2024 which speaks to the need for infrastructure to support growth with liveability and productivity. In regard to the key infrastructure issues in the areas surrounding Burrah Park, they relate to the need for road connections around Luddenham Road, Mamre Road and Elizabeth Drive, as well as recreation needs. The key points in the Advocacy Strategy 2024 that relate to this proposal include:

- Current and future infrastructure for Penrith City needs to be connected, resilient, cool and green, while also supporting economic growth and community health.
- The Strategy also outlines a number of infrastructure needs for the Badgerys Creek electorate, focusing on road connections and recreational needs.
- Luddenham Road is presently a local road, but is taking the burden of construction traffic required to deliver region-shaping projects including the Aerotropolis, Sydney Metro – WSA, Mamre Road Industrial Precinct and Sydney Science Park. The 9-kilometre road between Mamre Road and Elizabeth Drive is presently in poor condition and in need of urgent upgrading, particularly its key intersections. The Western Sydney Aerotropolis Precinct Plan (WSAPP) has identified the need for Luddenham Road to be widened to 4 lanes (60m wide corridor), thereby providing connections between the Northern Gateway, the Western Sydney Airport and Aerotropolis Core Precinct. Council believes that the reclassification of Luddenham Road as a State Road would reflect its critical function in realising the Aerotropolis Precinct, both during construction and in the longer term.
- The Federal and NSW Governments are funding upgrades to Elizabeth Drive. The Elizabeth Drive upgrade would provide two lanes in each direction, a median island, landscaping and paths to improve safety and congestion for neighbouring communities. The project has been divided into two parts: Elizabeth Drive West upgrade - covering 3.6 km from The Northern Road to near where the M12 will cross Elizabeth Drive at Badgerys Creek, and Elizabeth Drive East upgrade - approximately 7.8 km from the intersection of the future M12 and Elizabeth Drive at Badgerys Creek to 600 metres east of Duff Road at Cecil Park.

5.2. COMMUNITY SURVEY SUMMARY OF FINDINGS

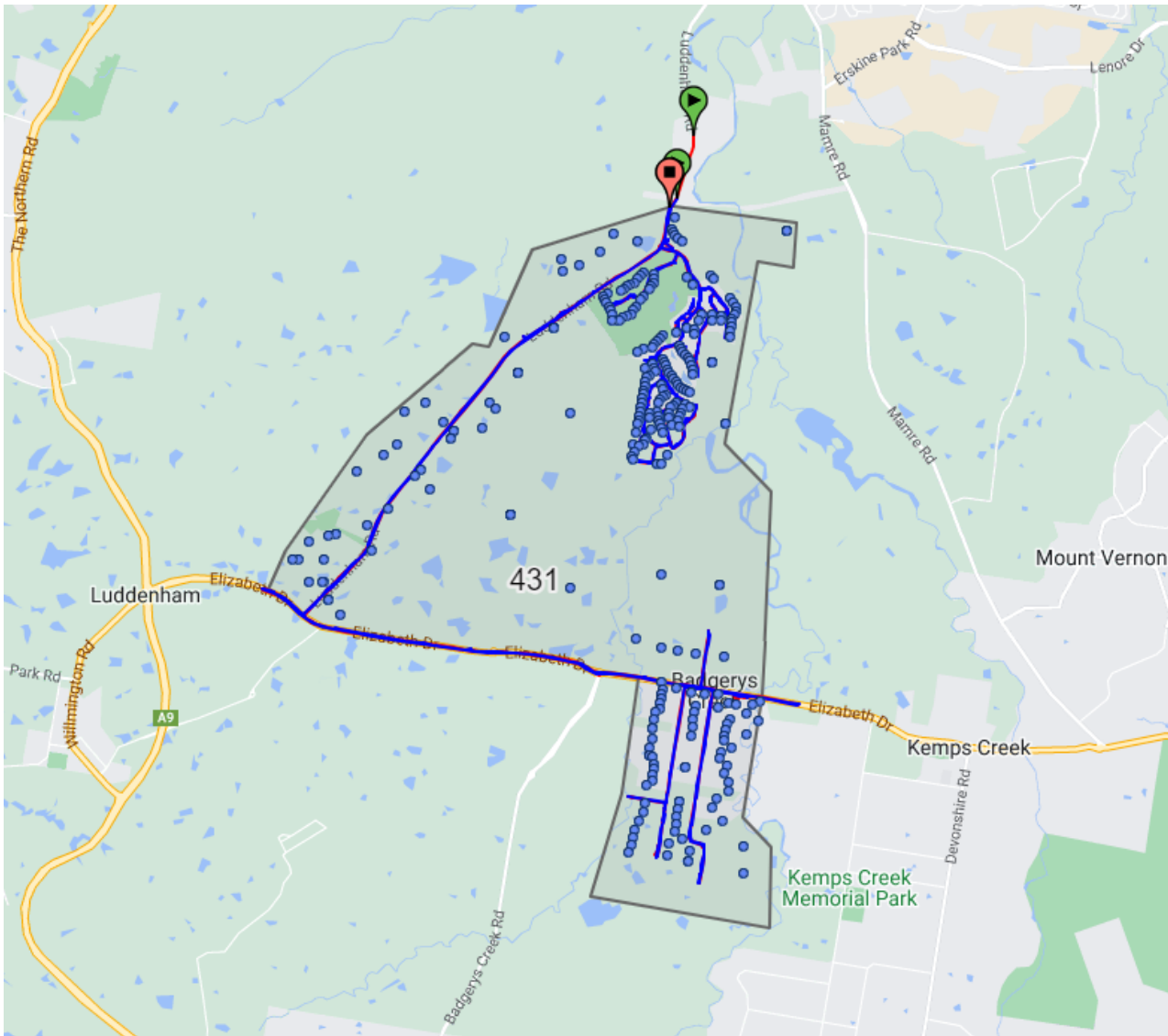
The community survey was distributed via a community newsletter to 431 surrounding landowners, businesses, and stakeholders (See Figure 8 for community newsletter distribution area). A copy of the newsletter and community survey is included in Appendix B and C of this report.

Throughout the engagement period, 8 total responses were received. This included 5 completed survey responses and 3 incomplete responses (i.e. one or more questions were skipped). The following process was undertaken to analyse the responses:

- Responses were read to identify unique themes for each survey question.
- The total number of responses containing each unique theme was recorded for each question.
- Due to the small number of responses, they are summarised generally under each question.

Given the ongoing consultation about various planned projects in the area and to minimise consultation fatigue, engagement focused on keeping the community updated about the proposal and providing information on specific potential impacts. The site has also been subject to four previous SSDAs, and the limited number of responses may subsequently be explained through community consultation fatigue at the site and local area.

Figure 8 Community Newsletter Distribution Record



Question 1: Which of the following best describes you?

There were 7 responses to this question, with participants able to select multiple options.

- 50% (or 3 respondents) were neighbouring residents of the proposed Burrah Park site (living within 500m from the site).
- 50% (or 3 respondents) were local residents of the suburbs of Badgerys Creek or Luddenham.
- 17% (1 respondent) said they were a regular visitor to the suburbs of Badgerys Creek or Luddenham.
- No respondents said they were workers or business owners in the suburbs of Badgerys Creek or Luddenham.
- No respondents said they were nearby landlords (owning a property within 500m from the site).

Question 2: In a few words, what do you like about living in Badgerys Creek or Luddenham?

This question was available to respondents who indicated that they were local to Badgerys Creek or Luddenham. There were 4 individual responses to this question. Overall, the responses demonstrated that the local residents enjoyed the quiet nature of the area, and the rural feeling of the community.

Question 3: In a few words, what do you like about working in Badgerys Creek or Luddenham?

There were no responses to this question.

Question 4: In a few words, what do you like about visiting Badgerys Creek or Luddenham?

This question was available to respondents who indicated that they were regular visitors to Badgerys Creek or Luddenham. There was one response, which indicated positive feelings towards the 'local village feel' of the area.

Question 5: In a few words, are there any existing challenges to living in Badgerys Creek or Luddenham?

This question was available to respondents who indicated that they were local to Badgerys Creek or Luddenham. There were 4 individual responses to this question. Overall, the responses demonstrated that changes to the local area, including rezoning, new development, construction impacts and perceived poor planning are challenges faced by local residents.

Question 6: In a few words, are there any existing challenges to working in Badgerys Creek or Luddenham?

There were no responses to this question.

Question 7: In a few words, are there any existing challenges to visiting Badgerys Creek or Luddenham?

This question was available to respondents who indicated that they were regular visitors of Badgerys Creek and Luddenham. There was one response, which indicated that the condition of and amount of traffic on Luddenham Road was a challenge.

Question 8: The development has a number of proposed land uses integrated into the warehousing and logistics estate. What impact do you think the proposed land uses will have? Select one option per row.

A range of responses were provided for the options to this question. The results for each proposed land use are outlined below:

- Warehouse buildings and ancillary office spaces: A total of 5 responses were received for this option. 60% of respondents thought that this land use would have a negative impact, while 40% thought it would have a positive and negative impact.
- Construction of roads (including signalled intersection at Elizabeth Drive): A total of 4 responses were received for this option. 50% of respondents thought it would have a positive impact, 25% thought it would have both a positive and negative impact, and 25% thought it would have neither a positive or negative impact.
- Town centre for small scale retail and other services: A total of 4 responses were received for this option. 50% of respondents thought that this land use would have a positive impact, 25% thought it would have a negative impact, and 25% thought it would have both a positive and negative impact.
- Neighbourhood centre: A total of 4 responses were received for this option. 50% of respondents thought it would have a positive impact, 25% thought it would have both a positive and negative impact, and 25% thought it would have neither a positive or negative impact.
- Open green spaces (including play areas and areas for Indigenous cultural activities): There were 4 responses to this question. 100% of respondents thought this would have a positive impact.
- Water areas: There were 4 responses to this question. 75% of respondents thought there would be a positive impact, and 25% thought there would be neither a positive or negative impact.
- Walkways: There were 4 responses to this question. 75% of respondents thought there would be a positive impact, and 25% thought there would be neither a positive or negative impact.

Question 9: Overall, how do you think the proposal will impact the community?

There were no responses to this question.

Question 10: Please describe any positive impacts that you think will be created by the proposed development?

There were 2 responses to this question. Both responses believed that local employment would be a positive impact of the proposed development. The responses also identified retail and park land as potential positive impacts.

Question 11: How can these positive impacts be further enhanced?

There were 2 responses to this question. The responses stated that ensuring green space in the area, and engaging the services of local trades people would enhance the positive impacts.

Question 12: Please describe any negative impacts that you think will be created by the proposed development?

There were 4 responses to this question. Overall, the responses expressed concern regarding construction impacts and how the development would change the nature of the area. Respondents raised concerns about the health and lifestyle impacts that may occur due to dust, noise and traffic related to construction. There were also concerns as to how the project would impact the local view and environment, and people's properties.

Question 13: How could these negative impacts be avoided or reduced?

There were 4 responses to this question. The responses included, building at a distance of Twin Creeks (nearby residential area), fixing all surrounding roads prior to commencement, managing construction impacts, and maintaining open space at the site.

Question 14: One a scale of 1 (not at all) to 10 (very much), please indicate to what extent you will be impacted by the construction works associated with this project.

There were 5 responses to this question, with an average score of 5.8. 20% (1 respondent) selected 1, 20% (1 respondent) selected 2, 20% (1 respondent) selected 7, 20% (1 respondent) selected 9, and 20% (1 respondent) selected 10.

Question 15: If you answered 6 or above for Question 14, please describe how the construction may impact you.

There were 3 responses to this question. The biggest concerns raised were increased noise and traffic.

Question 16: Do you think the Aerotropolis will impact the proposed development?

There was one response to this question, which affirmed a belief that the Aerotropolis would impact the proposed development.

Question 17: If you answered Yes to Question 16, please describe how the Aerotropolis will impact the proposed development.

There was one response to this question, which stated a belief that the proposed development was part of the Aerotropolis.

Question 18: Please let us know if you would like to provide any further comments about the proposal.

There were no responses to this question.

5.3. KEY IMPLICATIONS OF SIA FIELD STUDY FINDINGS

This section outlines the key social impacts identified by participants throughout the SIA field study. All consultation sought to understand how participants viewed their community, and to identify how the proposal may impact their community. Participants identified both positive and negative impacts, as well as opportunities to mitigate or enhance these potential impacts, shown in Table 9.

Table 9 Community identified potential positive impacts, negative impacts, and opportunities

Positive impacts	Negative impacts	Opportunities
Local employment Increased retail in the area Increased open space and active transport options	Construction impacts on traffic, noise, health and lifestyle Impact on value of local properties Impact on local character Impact on local environment	Local job opportunities Increase to publicly accessible green space
Values	Strengths	Vulnerabilities
Quiet nature of the area Rural feeling of the area Local community	High proportion of people with a certificate level III and IV Low unemployment rate Higher than average income in Luddenham	Lower proportion of high education attainment (bachelor's degree or above) Lower than average income in Badgerys Creek Higher than average rent in the local area Higher than average rates of homelessness High proportion of people with a long-term health condition Higher than average rates of crime

6. SOCIAL LOCALITY

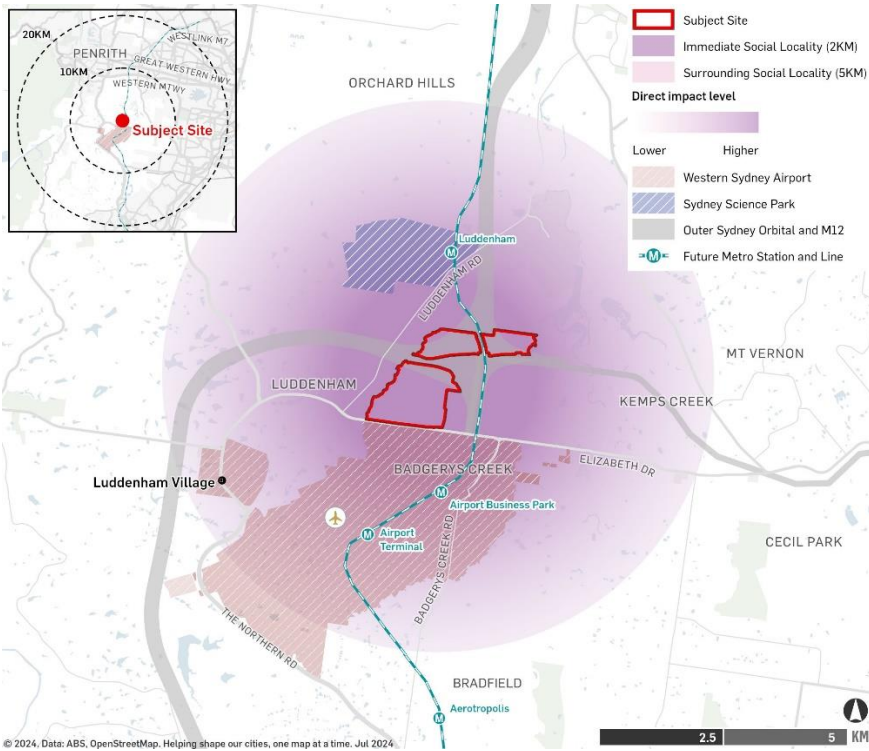
A social locality helps to identify the scale and nature of the proposal's likely social impacts, as well as the likely impacted groups.

This proposal's likely social locality (shown in

Figure 9 and Figure 10) was determined based on a review of the proposal, surrounding context and consultation outcomes. The social locality considers three key areas and likely impacted groups. These include:

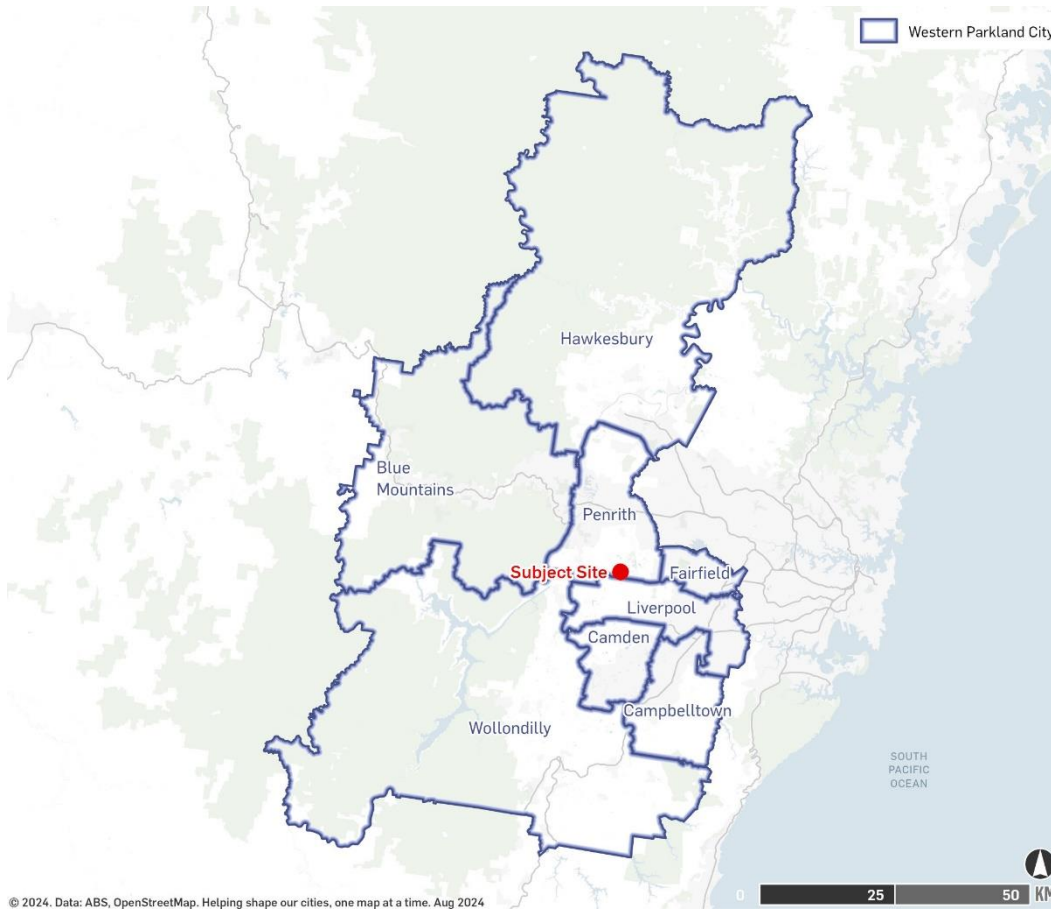
- **Immediate social locality:** This area includes communities that are directly impacted by the proposal. This includes the current and future activities on the Burrah Park site, as well as adjacent land uses within a 2-kilometre radius such as the Western Sydney International Airport, Sydney University lands, and the M12 motorway construction. The residents, workers and visitors in the immediate social locality may experience localised impacts such as visual, noise, dust and changes to the traffic and pedestrian network, as well as improved access to facilities.
- The social locality mapping also acknowledges the major developments in the local and regional area, including the suburb of Bradfield, the proposed Sydney Science Park, the M12 motorway and the future Sydney Metro – Western Sydney Airport line.
- **Surrounding social locality:** This area includes communities that may be either directly or indirectly impacted within 5 kilometres of the proposed development. It takes into consideration current residential areas in Luddenham located to the north-east and south-west of the Burrah Park site (Twins Creek and Luddenham Village respectively), as well as the border of residential communities to the south-east located in Kemps Creek. The surrounding social locality also considers future housing supply planned within the Luddenham Village and the Northern Gateway Precinct. The surrounding social locality captures the residents, businesses, workers and services that travel and operate across the area and will be impacted by the construction and operation of Burrah Park.
- **Broader regional locality:** this represents the regional population of the Western Parkland City that will contribute to and/or benefit from a range of impacts during the construction and operation of Burrah Park. The Western Parkland City comprises of eight LGAs of Blue Mountains, Camden, Campbelltown, Liverpool, Fairfield, Hawkesbury, Penrith and Wollondilly.

Figure 9 Social locality



Source: Urbis, 2024

Figure 10 Regional locality



Source: Urbis, 2024

7. SOCIAL IMPACT ASSESSMENT

This chapter provides a ranking of the identified social impacts of the proposal. It is structured by the social impact categories outlined in the SIA Guideline (DPHI 2023).

Each impact is assessed in accordance with the risk assessment methodology applied in the SIA Guideline Technical Supplement, whereby the significance of potential social impact is assessed by comparing the magnitude of the impact against the likelihood of the impact occurring. This methodology is outlined below.

Table 10 Significance matrix

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

Source: DPHI, 2023, SIA Guideline: Technical Supplement, p. 13

Table 11 Likelihood levels

Level	Definition
Almost certain	Definite or almost definitely expected (e.g. has happened on similar projects)
Likely	High probability
Possible	Medium probability
Unlikely	Low probability
Very unlikely	Improbable or remote probability

Source: SIA Guideline: Technical Supplement (DPHI 2023, p. 12)

Table 12 Magnitude levels

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.

Magnitude level	Meaning
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: SIA Guideline: Technical Supplement (DPHI 2023, p. 13)

Table 13 Dimensions of social impact magnitude

Dimension	Explanation
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 project phases) or permanent?
Intensity or scale	What is the likely scale or degree of change? (e.g., mild, moderate, severe)
Sensitivity 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.

Source: SIA Guideline: Technical Supplement (DPHI 2023, p. 12)

Mitigation and enhancement measures

Social impacts are assessed before and after the implementation of mitigation measures (for negative social impacts) and enhancement measures (for positive social impacts). These measures can take different forms and may be incorporated in the design, planning, construction, or operational stage of the proposed development. Mitigation measures, enhancement measures, and SIA recommendations are summarised in Section **Error! Reference source not found.**

7.1. WAY OF LIFE

This section provides a detailed assessment, unmitigated and mitigated, of the matters that significantly impact the way of life as a consequence of the proposal.

7.1.1. Meeting the needs of the future Aerotropolis

<p>Impacted groups: Immediate, surrounding and regional locality (Current residents; site workers and visitors; future residents)</p>	<p>Duration: Operation (Stage 1 and completion of Concept Masterplan)</p>
<p>Unmitigated assessment: High positive</p>	
<p>The Burrah Park site is to become a well-connected and accessible precinct with direct links to the future Aerotropolis and the broader Western Sydney region. As part of the Northern Gateway Precinct in the Western Sydney Aerotropolis, the site is strategically located adjacent to Western Sydney International Airport. The proposed development supports all major local and regional policies and plans, including Greater Sydney Region Plan – A Metropolis of Three Cities, Western City District Plan, Western Sydney Aerotropolis Plan, and the Penrith LSPS.</p> <p>The Burrah Park development will support the Northern Gateway Precinct by providing jobs and employment for a growing population locally and regionally (Population projections by DPHI (2019) for the two SA2 areas closest to the Burrah Park site show that it is expected to grow from 21,981 to 84,529 inhabitants between 2021 and 2041, representing a growth rate of 284.6%). As mentioned in Section 7.7.1, the Burrah Park development is estimated to support an average of 605 jobs over the one-year construction period (Stage 1) and 592 jobs per annum over six years (entire Concept Masterplan). Furthermore, Burrah Park Stage 1 Concept Masterplan has the potential to deliver 367 direct ongoing operational jobs and the entire Burrah Park Concept Masterplan is expected to provide 3,182 direct ongoing jobs upon completion.</p> <p>Starting with the construction of three warehouses in Stage 1, the eventual completion of the concept masterplan will see the development of a warehousing and logistic estate, as well as the site's non-residential land uses such as the town centre and proposed neighbourhood centre. As a result, the Burrah Park site will support the NSW Government's commitment to realising the 30-minute city by providing more employment opportunities within Badgerys Creek and neighbouring suburbs. The site's proposed social infrastructure, open space and active transport networks for walking and cycling will also contribute to the local and regional needs highlighted in the Western Sydney Aerotropolis Social Infrastructure Assessment, Western Sydney Aerotropolis Open Space Needs Study and Penrith City Council's Advocacy Strategy 2024.</p> <p>Given the site's alignment and contribution to the major local and regional policies and plans during Stage 1 and the completion of the concept masterplan, the overall unmitigated impact is assessed as high positive, given the likely likelihood and major magnitude.</p>	
<p>Mitigated assessment: High positive</p>	
<p>The location of the Burrah Park site, adjacent to Western Sydney International Airport, will attract new business opportunities associated with the operation of the airport from 2026. This will provide further employment opportunities for future and existing residents. The planned uses of the Burrah Park site that could support the airport include grade parking, warehouse or distribution and construction services, as well as commercial premises (offices) and freight forwarding operations. The recreational, community and cultural facilities and features of the site also have the potential to cater for both local residents, as well as visitors from the Airport and broader Aerotropolis.</p>	

At present, the current developer of the Burrah Park site attends Aerotropolis developer working group discussions which allow them to collaborate with other developers in the area and provides them updates on the timing and funding of government infrastructure. Continuing these relationships with developers, and other key stakeholders, is important in ensuring that Burrah Park's current and future uses will align with the broader strategic vision of the Aerotropolis.

Given the proposed future uses of the site's concept masterplan, the mitigated impact remains as **high positive**.

SIA recommendations

- Continue to develop relationships and partnerships with other developers and key stakeholders working in the Aerotropolis to ensure that Burrah Park's future uses – at Stage 1 and the completion of the entire Concept Masterplan – align with the broader strategic vision for the Aerotropolis.

7.2. COMMUNITY

This section provides a detailed assessment, unmitigated and mitigated, of the matters that significantly impact the community as a consequence of the proposal.

7.2.1. Changes to existing community composition and cohesion

Impacted groups: Immediate, surrounding and regional locality (Current residents; site workers and visitors; future residents)

Duration: Construction and operation (Stage 1 and completion of Concept Masterplan)

Unmitigated assessment: Medium negative

Changes occurring during the construction and operation of Burrah Park's Stage 1 works/development and concept masterplan is expected to have impacts on community composition and cohesion. This is due to the introduction of a new workforce onsite and changes to the existing rural setting.

Findings from the social baseline (See Section 4) and the SIA field study (See Section 5) highlight that the Badgerys Creek and Luddenham communities are significantly different from those in other Penrith City suburbs. The Burrah Park site is located in a small rural community where the population is ageing, with 13% of the population aged 65 years and over (higher compared to Greater Sydney at 10.7%). These residents have also lived in the area for a long time, and concerns were raised by Council about the community's ability to adapt to another new development that is changing the local character of the area (See also Section 7.4.2 regarding the loss of sense of place).

While the transformation of the site and the surrounding areas is aligned with strategic NSW Government policy directions, the temporary increase in working aged people (that may or may not live in the local area) during Stage 1 and concept masterplan construction may alter the sense of community for these well-established communities. Longer term, when the concept plan is complete and operational, workers at the Burrah Park site may also choose to reside within Luddenham or Badgerys Creek to be closer to work, resulting in further changes to community composition which vulnerable groups may struggle to adapt to.

Given the possible changes to community composition and cohesion during both the construction and operation of Burrah Park's Stage 1 works/development and concept masterplan, and the negative impact this could have on the existing local community, the overall unmitigated impact is assessed as **medium negative** given the possible likelihood and moderate magnitude.

Mitigated assessment: High positive

The concept masterplan for Burrah Park has been designed to provide several uses for residents, workers and visitors to support social interaction and community cohesion. The site will not only host a warehousing and logistical estate, but will also include a town centre, comprising of small retail, metro style supermarket, eateries, playground and a proposed neighbourhood centre. Other community services/facilities located in the town centre (such as childcare facilities) will be subject to future tenant/community demand and development applications. The open space and landscaped areas will also provide a vast range of shared spaces, including dog parks, play zones and playgrounds, Aboriginal cultural spaces, archaeological spaces, amphitheatres, open field and fitness spaces, the shared pedestrian and cycle network, bush tucker trails, community event spaces, and riparian areas and corridors.

During construction and operation of Stage 1 works/development and the broader concept masterplan, social networks associated with workplaces are likely to form. Yet the integration of the wider community will be dependent on cultural and community activities once the concept masterplan is complete and operational, with the aim of bringing people together and connecting community members (including vulnerable groups) within the local area.

A range of community engagement activities have been undertaken as part of this proposal to help provide further clarity on the development of the site and to reduce potential fear in the community. These activities are outlined in greater detail in Section 7.8.1.

There are also several contribution plans that apply to the Burrah Park site being developed and will require the developer to support state and local infrastructure. The contributions plans that apply include Penrith Aerotropolis Development Contributions Plan 2023 (which collects contributions towards local infrastructure like roads open space and community facilities) and Western Sydney Aerotropolis Special Infrastructure Contribution (SIC) (which collects funding towards regional roads, biodiversity protection, bike paths and regional open space). The developer may also enter into separate planning agreements with both Council and DPHI to deliver some items that are funded by these plans. These levies and agreements will help fund the delivery of social infrastructure across the local area, which will help to further support places for all community members to interact, socialise and connect with others.

With the consideration of the concept masterplan's proposed communal facilities and shared spaces, and the developer's contribution to local infrastructure, the overall mitigated impact is assessed as **high positive**, given the likely likelihood and moderate magnitude.

SIA recommendations

- Prior to Burrah Park's completed concept masterplan becoming operational, provide the local community with information about the various communal uses of the site. This information should include details of the integrated design and shared communal areas of the development to demonstrate the community value of these spaces to the existing community.
- Consider ongoing programming activities in the community spaces of the Burrah Park development to encourage social interaction and community connections over time (for example, community open day activities once the Burrah Park site concept masterplan becomes operational).

7.3. ACCESSIBILITY

This section provides a detailed assessment, unmitigated and mitigated, of the matters that significantly impact the accessibility as a consequence of the proposal.

7.3.1. Increased traffic in the area

<p>Impacted groups: Immediate, surrounding and regional locality (Current residents; site workers and visitors; future residents)</p>	<p>Duration: Construction and operation (Stage 1 and completion of Concept Masterplan)</p>
<p>Unmitigated assessment: Low negative (Stage 1); high negative (entire concept masterplan)</p>	
<p>The incoming workforce for the proposed Burrah Park development – during Stage 1 and the completion of the entire concept masterplan – will have a corresponding impact on the levels of traffic and congestion that already exist within the area.</p> <p>The SIA Field Study (Section 5) indicated that community members were concerned about the proposal increasing traffic and exacerbating congestion in the local area, particularly during construction periods. Written feedback from Penrith City Council also noted that Luddenham Road is presently a local road that is taking the burden of construction traffic required to deliver region-shaping projects (such as the Aerotropolis, Sydney Metro – WSA, Mamre Road Industrial Precinct, and Sydney Science Park) and needs to be widened. The road between Mamre Road and Elizabeth Drive is presently in poor condition and in need of urgent upgrading, particularly its key intersections. The written advice also notes that the Federal and NSW Governments are funding upgrades to Elizabeth Drive to improve safety and congestion for neighbouring communities.</p> <p>The Traffic Impact Assessment (TIA) by Arcadis (2024) states that the main roads surrounding Burrah Park are Elizabeth Drive, Luddenham Road, Adams Road and Badgerys Creek Road. There are currently no stations close to Burrah Park and there are no bus, taxi or ridesharing services that provide close access to Burrah Park – so current site accessibility is largely via private vehicle.</p> <p>The TIA further states in 2024, Elizabeth Drive carried about 8,830 and 9,700 vehicles per day on average weekday. With the assumption of all construction workers arriving and leaving the site during peak hours, this will add 90 cars to the traffic on Elizabeth Drive during peak hours, and around 440 heavy vehicles are expected to arrive and leave the site per day (with 130 of these heavy vehicles during peak hours).</p> <p>The key findings of the TIA state that the site’s accessibility by road is through a single signalised intersection on Elizabeth Drive at least during the early part of the development. This proposed signalised intersection would operate satisfactorily with the forecast volumes for the Stage 1 development, with no additional improvement required to accommodate the forecasted trip generation for the development. At later stages however, additional infrastructure and/or public transport services may be required to support the entire concept masterplan, in order to achieve the Aerotropolis 2026 mode share target of 81 per cent of trips by vehicle. Public transport demand could also peak 1,000 to 1,200 passengers in the morning peak hour and 700 and 1,000 passengers in the afternoon peak hour.</p> <p>With consideration of the existing community experience, and in the context of the TIA findings, the unmitigated impact of Stage 1 development in relation to the road network is assessed as low negative, given the unlikely likelihood and minor magnitude. With the need for additional infrastructure and/or public transport services to support the entire concept masterplan, the unmitigated impact of the entire concept masterplan in relation to the road network is assessed as high negative, given the likely likelihood and moderate magnitude.</p>	

Mitigated assessment: Low negative (Stage 1); Medium negative in the short term to neutral in the long term (entire concept masterplan)

The TIA report concludes that the proposed Burrah Park warehouse and distribution estate is suitable and warrants approval, however this is subject to the implementation of the following mitigation measures.

- Construction of a signalised intersection at Elizabeth Drive and the proposed site access, to support the Stage 1 SSDA.
- Consideration of new bus services along Elizabeth Drive connecting the development to Luddenham and Airport Business Park metro stations and to major centres like Penrith and Blacktown.
- Signalising the intersection of Luddenham Road and Elizabeth Drive to support the increase in background traffic.
- Connection of the proposed cycle and pedestrian paths within the development to the broader active transport network.

Following the implementation of the above mitigation measures, the remaining impacts are appropriate and manageable as part further design resolution, as well as the implementation of a site Green Travel Plan or implementation of a Construction Traffic Management Plan.

The TIA notes that the Australian and NSW Governments are progressively planning for and funding the delivery of a broad range of transport infrastructure improvements across the Greater Western Sydney region. Key infrastructure upgrades in relation to the subject site include: Sydney Metro – WSA, the M12 motorway, the Mamre Road upgrade, the Elizabeth Drive upgrade, the proposed Western Sydney Freight Line, and the potential upgrade of Luddenham Road. The exact timing of all the additional improvements identified are not fully known, as they require funding and/or approval from the relevant authority. These infrastructure projects are therefore not included as part of the impact assessment for the short-term.

With consideration of the mitigation measures outlined, the mitigated impact of the **Stage 1 development in relation to the road network** continues to be **low negative**. Should the outlined infrastructure and public transport outlined by the TIA be delivered, the mitigated impact of the entire concept masterplan in relation to the road network would likely turn **medium negative** in the short term, with the impact likely to turn **neutral in the long term** due to the range of transport infrastructure projects planned for Western Sydney in the future.

SIA recommendations

- Ensure the implementation of a Construction Traffic Management Plan (CTMP) to manage the construction traffic impacts of both Stage 1 development and the delivery of the entire concept masterplan.
- Advocate to the Australian/NSW Government on the continued and timely delivery of future transport infrastructure planned for Western Sydney.

7.3.2. Increased active transport options for site users

<p>Impacted groups: Immediate, surrounding and regional locality (Current residents; site workers and visitors; future residents)</p>	<p>Duration: Operation (Stage 1)</p>
<p>Unmitigated assessment: High negative</p>	

Baseline data for this SIA (See Section 4) has identified that the local community (Badgerys Creek and Luddenham) has high levels of car dependency. Approximately 52.5% of people in the local area commute to work by private vehicle, substantially higher than the Greater Sydney rate (17.7%). The proportion of people with a long-term health condition in the local area (40.2%) is also higher than the Greater Sydney rate (35.9%) and may benefit from more active transport options to manage their conditions.

Survey feedback from the SIA field study (See Section 5) shows that the sentiment towards walkways as part of the Burrah Park site was largely positive. Active transport has been highlighted as part of both NSW Government and Council plans to make the area more connected, accessible and walkable.

The Traffic Impact Assessment (TIA) by Arcadis (2024) confirms that there are currently no dedicated active transport facilities currently around Burrah Park. Pedestrians can walk on road verges, however no facilities are provided for pedestrians. There are designated 'bike friendly roads' on Elizabeth Street, west of Adams Road and between Clifton Road, and Kemps Creek, but these are relatively remote from Burrah Park.

Given the high level of car dependency by current residents, coupled with the fact that there are currently no dedicated active transport facilities onsite, the unmitigated impact is assessed as **high negative** given the likely likelihood and moderate magnitude.

Mitigated assessment: High positive

The TIA by Arcadis (2024) notes that the Burrah Park (which will be developed in Stage 1) will provide an extensive network of cycle paths, foot paths and shared paths which will provide connectivity to green space and all the proposed lots in the development. The TIA notes that the proposed pedestrian and cycle network would comfortably accommodate the active transport demand that is implied by a goal of 7 per cent of trips by active transport by 2056. The report further recommends that the cycle and walking paths across the site connect all areas of the development to the local paths and transport.

To complement the TIA and CTMP, a Green Travel Plan (GTP) has also been prepared by Arcadis (2024) to provide information and recommendations on potential green travel options for commuters to the development site, and encourage and support the use of sustainable travel options. Recommendations for Burrah Park include developing and maintaining a Transport Access Guide (TAG) which would be provided to users of the site to inform them of ways to access the site through walking, cycling or public transport. Other recommendations include improving wayfinding signage to active transport, supplying a communal bicycle repair toolkit for employees and visitors prior to operation, and providing bicycle parking and end of trip facilities within buildings.

With the provision of an extensive pedestrian and cycling network which will accommodate the active transport demand, the mitigated impact is assessed as **high positive** given the likely likelihood and moderate magnitude. The implementation of GTP recommendations would ensure the mitigated impact remains high positive.

SIA recommendations

- Ensure that the recommendations of the CPTED report are implemented into the proposed active transport network design to ensure any safety and security issues are considered alongside the network's connectivity.
- Implement the GTP recommendations to enhance the use of active transport options onsite by workers and visitors.

7.3.3. Access to services and facilities

<p>Impacted groups: Immediate, surrounding and regional locality (Current residents; site workers and visitors; future residents)</p>	<p>Duration: Construction and operation (Stage 1 and completion of Concept Masterplan)</p>
<p>Unmitigated assessment: High negative</p>	
<p>The increased employment opportunities during the construction and operation of Stage 1 works/ development and the entire concept masterplan may draw additional residents to the local area and Western Parkland City overall, leading to increased demand on existing services and facilities such as childcare, schools, community facilities and open space (See Section 7.7.1).</p> <p>The Western Sydney Aerotropolis Social Infrastructure Assessment, Western Sydney Aerotropolis Open Space Needs Study, and Western Sydney Aerotropolis Development Control Plan 2022 recognises the importance of social infrastructure and open space in creating new communities within the Aerotropolis that people will live, work and visit. Feedback from the SIA field study (See Section 5) also showed positive sentiment to the delivery of services and facilities such as a town centre and neighbourhood centre.</p> <p>Being a small rural community, the suburbs of Luddenham and Badgerys Creek currently have limited services and facilities in the area (for example, Luddenham has two primary schools and one public hall). While the broader Western Parkland City has services and facilities that could accommodate demand, if a proportion of new Burrah Park workers would want to live closer to their jobs, this would place considerable strain should they wish to use local services and facilities (particularly when the entire concept masterplan is complete and is projected to create 3,182 ongoing direct jobs during operation).</p> <p>With consideration to the potential demand on local services and facilities during Stage 1 works/ development and the entire concept masterplan, and the current limited supply of services to deal with additional workers and residents, the overall mitigated impact is assessed as high negative given the likely likelihood and moderate magnitude.</p>	
<p>Mitigated assessment: Medium positive</p>	
<p>The Burrah Park concept masterplan, once completed in entirety and operational, will host a town centre which is expected to provide small retail, metro style supermarket, eateries, playground and a neighbourhood centre. These services and facilities will be supported by a vast range of shared open space and landscape areas which can be used by those who work, visit or live close by to the site. Infrastructure contributions will also ensure that provision of additional local and regional infrastructure (See Section 7.2.1 for further information).</p> <p>It should be noted that any social infrastructure provided on the Burrah Park site will need to meet the requirements of the Western Sydney Aerotropolis Development Control Plan 2022 – Section 6.1 (See Appendix A). Social and cultural infrastructure within the Aerotropolis will need to be flexible and adaptable (i.e. have multiple purposes) and be located to public transport options so it can be used safely during the day and at night.</p> <p>It should be noted that according to the Western Sydney Aerotropolis Social Infrastructure Assessment, the social infrastructure required for the Northern Gateway precinct to the year 2056 includes education, health, emergency services, community facilities, childcare, aged care, cultural facilities, library, sports fields, local outdoor multipurpose sports courts, district indoor sports facility, youth focused outdoor recreation, open space and fire station. The Burrah Park concept plan contributes to some of these requirements, notably community facilities and open space. The Assessment states that the broader Northern Gateway Precinct will include a range of new services and facilities (high school, community</p>	

health facility, local community space/centre, library, local cultural facility and indoor/outdoor recreational facilities), but these are not confirmed so are not included as part of the impact assessment.

Given the contribution of Burrah Park’s town centre, neighbourhood, and supporting open spaces to some (but not all) of the social infrastructure needs of the Northern Gateway Precinct, the mitigated impact is assessed as **medium positive** given the possible likelihood and minor magnitude.

SIA recommendations

- Continue consultation and collaboration with Council and other Aerotropolis partners on the delivery of local social infrastructure.
- Ensure that social infrastructure developed at Burrah Park meet the specifications of Section 6.1 of the Western Sydney Aerotropolis Development Control Plan 2022 (See Appendix A).

7.4. CULTURE

This section provides a detailed assessment, unmitigated and mitigated, of the matters that significantly impact the culture as a consequence of the proposal.

7.4.1. Potential disruption to sites of Aboriginal significance

Impacted groups: Local Aboriginal community members and stakeholders; future workers and visitors on the site	Duration: Construction and operation (Stage 1 and the completion of Concept Masterplan)
Unmitigated assessment: High Negative	
<p>The Deerubbin, Gandangara and Darug peoples are known as the traditional owners and custodians of the Western Parkland City. As outlined in the policy review (See Section 5), developments in the Aerotropolis need to protect areas of Aboriginal significance and the desire to strengthen custodian connection to Country. The construction of Burrah Park should consider the impacts on Aboriginal objects, the landscape and the spiritual connection that Aboriginal people have to Country.</p> <p>The demographic data for the local area of the local area and Western Parkland City shows that the community has a higher proportion of Aboriginal and/or Torres Strait Island people (2.1% and 3% respectively) compared to Greater Sydney (1.7%). Consultation with Penrith City Council demonstrated the importance of genuine representation of First Nations culture at the site through design elements and consultation with local Aboriginal groups. The SIA survey further demonstrates the community desire to implemented Indigenous cultural activities and elements into the proposal’s open space, with respondents noting this integration will be a positive impact to the local area and community.</p> <p>Development of an Aboriginal Cultural Heritage Assessment Report (ACHAR) by Baker Archaeology (2024) involved consultation with relevant Aboriginal people and stakeholders within the study area. The ACHAR found several sites of Aboriginal cultural significance will be affected by the construction of the proposal, starting during Stage 1 earthworks. Aboriginal stone artefacts occur within the topsoil due to the rich Indigenous history of the area. The ACHAR demonstrates the proposal specifically impacts five sites along the creek margin.</p> <p>Excavations of Oaky and Cosgroves Creeks found continuous distribution of stone artefacts and is determined by the ACHAR as to have high value as assessed by the local Aboriginal community. Specifically, sites at Cosgrove Creek are determined to have high social and scientific value. The ACHAR</p>	

considers the highly likelihood of potential disturbance during earthworks and proposes measures to mitigate potential impacts to the five sites of artefact distribution.

Based on the assessment of the ACHAR and the expected impact to some Aboriginal archaeological features, the overall unmitigated impact is assessed as **high negative** due to its likely likelihood and moderate magnitude.

Mitigated assessment: Medium positive

The ACHAR indicates that the Burrah Park development will result in significant land surface impacts in area where Aboriginal objects are present. Thus, resulting in total harm through topsoil removal during earthworks. The ACHAR however includes extensive management measures to provide opportunities Aboriginal culture and heritage to be reinterpreted into the concept masterplan. These measures are detailed in full in the ACHAR and include:

- Protection of The Central Aboriginal Waterhole within site CCE SW and the conservation of at least 30 meters around its margins.
- Archaeological salvage excavations shall be conducted within each of the three sites identified along the Oaky-Cosgroves Creek margin within areas of direct development impact.
- Development activity within the riparian corridor should be designed with excellence and with the intent to minimise disruption and disturbance of Aboriginal stone artefacts.
- Pathways through Aboriginal sites on the creek margins should include interpretive elements relevant to local Aboriginal heritage.
- Grubbing out of existing vegetation for the purpose of landscaping and the introduction of Aboriginal food plants should be undertaken.
- Aboriginal stone artefacts recovered from all Aboriginal site test excavations and salvage excavations shall be reburied in accordance with ACHAR advice.
- An Aboriginal Heritage Management Plan (AHMP) should be prepared.

A Connecting with Country (CWC) Framework prepared by Yerrabingin (2024) also sets out a range of design principles and guidelines to inform the interpretation and integration of Aboriginal cultural heritage into the concept masterplan. These design principles and guidelines have been incorporated in the Urban Design Report prepared by Nettleton Tribe (2024), which identifies and describes opportunities to Connect with Country across different areas within the site. This includes:

- Implementing Dharug wayfinding and educational elements
- Connection with Cosgroves Creek and protection of existing water bodies on site
- Open space to connect to sky country
- Ceremonial spaces
- Endemic/ native planting
- Designing for local fauna
- Grassland planting

Assuming that the ACHAR mitigation measures are implemented, along with the integrated elements of the CWC and Urban Design reports, the overall mitigated impact is assessed as **medium positive** due to its possible likelihood and moderate magnitude.

SIA recommendations

- Ensure that all ACHAR management measures are implemented from Stage 1 to the completion of the entire concept masterplan, including the preparation of an Aboriginal Heritage Management Plan (AHMP).
- Consider the procurement of local Aboriginal artists and businesses to deliver Aboriginal design elements in the site's concept masterplan.

7.4.2. Loss of sense of place

Impacted groups: Immediate and surrounding social locality (Current residents)	Duration: Construction and operation (Stage 1 and completion of Concept Masterplan)
Unmitigated assessment: High negative	
<p>The Burrah Park site and its surrounds is going through a rapid period of change from rural residential to enterprise. This is consistent with the broader strategic directions for the Northern Gateway Precinct and the broader Aerotropolis.</p> <p>Findings from the social baseline and field study activities highlighted that the local community being an ageing community that have lived in the area for many years. Survey respondents highlighted that they like living in Badgerys Creek and Luddenham due to the 'quiet, rural small community feeling' and there were concerns that the development was taking away rural areas.</p> <p>The change of the Burrah Park from rural residential to largely enterprise uses will contribute to impacting the community's sense of and connection to place. Changes to the site starting from the construction and operation of Stage 1 works/development, coupled with changes to traffic, landscape and population will contribute to a loss of sense of place for local residents. The loss of sense of place for current residents is anticipated to continue into construction and operation of the remaining concept masterplan should the impacts be unmitigated.</p> <p>Given the change in land use of the Burrah Park site starting during construction of Stage 1 development, and the likelihood that it will continue into operation of the remaining concept masterplan if left unmitigated, this overall unmitigated impact is assessed as high negative, given the likely likelihood and the moderate magnitude.</p>	
Mitigated assessment: Medium positive (long term)	
<p>A Statement of Heritage Report by Baker Archaeology (2024) acknowledges the significant contribution that the Burrah Park site has had to agricultural development in the post-war period. The study area includes remnant structural elements of the mostly demolished McMaster Field Station, however the report concluded that the remaining elements of the study area do not warrant conservation.</p> <p>Nonetheless, the Urban Design Report prepared by Nettleton Tribe (2024) outlines that the Burrah Park concept masterplan, once operational, will have a range of uses, including warehouse and ancillary office spaces, a non-residential local centre, and a range of open spaces with connection to riparian vegetation zones and waterways. In addition to strongly incorporating a range of Connecting with Country elements in the design (See Section 7.4.2), the urban design strategy will also incorporate subtle rural and agricultural elements throughout the built form, preserving and honouring the rural landscape origins of the site.</p> <p>While the loss of sense of place is still considered to be high negative, with consideration to the above measures to disperse rural and agricultural elements into the urban design of site's concept masterplan,</p>	

the overall mitigated impact is assessed as **medium positive**, given the likely likelihood and the minor magnitude.

SIA recommendations

- Continue to communicate with the local community when Stage 1 works/development commences on how the Burrah Park site will honour and incorporate the rural landscape and heritage of the local area once the remaining concept masterplan becomes operational.

7.5. HEALTH AND WELLBEING

No impacts were identified for this category.

7.6. SURROUNDINGS

This section provides a detailed assessment, unmitigated and mitigated, of the matters that significantly impact the surroundings as a consequence of the proposal.

7.6.1. Impacts to amenity through construction and operational noise

<p>Impacted groups: Immediate social locality (current residents; workers and visitors of the site; future residents)</p>	<p>Duration: Construction and operation (Stage 1 and the completion of the Concept Masterplan)</p>
<p>Unmitigated assessment: Low negative</p>	
<p>The construction and operation of the Burrah Park development – starting with Stage 1 works/development and continuing into the completion of the entire concept masterplan – will change the existing noise environment within and surrounding the site. Noise can impact the ability for individuals and groups to conduct certain activities such as sleep or activities that require high levels of concentration, including study and work.</p> <p>People that may be impacted by noise include existing residents in Twin Creek Estate of Luddenham, future workers and visitors on the site, as well as the broader future proposed residential development areas. As the site falls within proximity of the Western Sydney International Airport, noise impacts from the Airport on future users on the site must also be considered. Concerns about noise disturbance were raised by various residents during SIA engagement activities (See Section 5), with some residents noting that they are already concerned with the impacts noise can generate on health and wellbeing.</p> <p>The Noise Planning Assessment (NPA) by EMM (2024) identified three key noise catchment areas that could be sensitive during both construction and operation (NCA1 – North-east – Residential; NCA2 – East, west and north – Enterprise; and NCA3 –Southwest– Agribusiness). The NPA assessed that these three catchment areas would be most susceptible to noise concerns, specifically the existence of commercial offices in the Enterprise and Agribusiness zones. Further, the impacts of aircraft noise emitted from the Western Sydney Airport was assessed by the NPA and determined that no sensitive land uses are proposed within the site, and mitigation of aircraft noise to commercial offices is expected to align with the current standard.</p> <p>In relation to impacts during construction, bulk earthworks and infrastructure development is expected to occur on site. However, the NPA notes that due to the distant between construction works and Luddenham residences, noise and vibration concerns are assessed as unlikely to impact residents. In relation to operational impacts, the final uses of the proposal are currently unknown but expected to involve logistics, light industrial, commercial and limited retail. The NPA predicts the operational noise levels will not exceed noise target levels.</p>	

While the perceived impact on noise on health and wellbeing was identified as a concern by stakeholders, the NPA concluded that noise allowances will not be exceeded during construction and operation of the proposed site. Therefore, the overall unmitigated assessment is **low negative**, given the possible likelihood and minor magnitude.

Mitigated assessment: Low negative

The NPA includes requirements and recommendations to mitigate and manage potential impacts during construction and operation.

Construction

It is anticipated that the preparation of a Construction Noise and Vibration Management Plan (CNVMP) may be required prior to construction, however other mitigation measures have been proposed including:

- Regular reinforcement (such as at toolbox talks) of the need to minimise noise and vibration
- Avoiding the use of portable radios, public address systems or other methods of site communication that may unnecessarily impact upon nearby residents.
- Developing routes for the delivery of materials and parking of vehicles to minimise noise.
- Where possible, avoiding the use of equipment that generates impulsive noise.
- Notifying residents prior to the commencement of intensive and out of hours works.
- Where possible, choosing quieter plant and equipment based on the optimal power and size to most efficiently perform the required tasks.
- Operating plant and equipment in the quietest and most efficient manner.
- Minimising the number of plant and equipment operating simultaneously while still meeting processing requirements.
- Regularly inspecting and maintaining plant and equipment to minimise noise and vibration level increases, to ensure that all noise and vibration reduction devices are operating effectively.

Operation

The NPA notes recommendations to minimise noise exposure for the entire concept masterplan including:

- Locate logistics areas and loading docks on the western or southern side of buildings where feasible.
- Utilise buildings to provide acoustic shielding and avoid disturbance to receivers.
- Provision absorptive soffits to loading dock areas where feasible.
- Adopt a broad band level varying squawker movement warning devices for all site mobile plant and equipment.
- Provision of speed restrictions on internal roads, minimisation of speed humps, maintenance of internal roads and integrate signage to discourage engine braking within the site.
- Fixed mechanical plant and equipment to be selected and installed to consider acoustic performance and minimise impacts on adjacent sensitive receivers and adjacent tenants within the site.

Assuming the mitigation measures identified above are implemented, the overall mitigated impact during construction activities is assessed as **medium negative**, given the possible magnitude and moderate likelihood. This would turn to **low negative** if a Construction Noise and Vibration Management Plan

(CNVMP) is prepared prior to any construction work. The overall mitigated impact during the operation period is assessed as a **low negative**, given the unlikely likelihood and minor magnitude.

SIA recommendations

- Prepare a Construction Noise and Vibration Management Plan (CNVMP) prior to any construction activities to ensure any significant noise impacts from the site are managed and mitigated.
- As per the Western Sydney Aerotropolis DCP requirements, ensure that night-time uses of the site include noise mitigation measures to manage any land use conflicts. A Plan of Management and a Social Impact Assessment is to be submitted where night-time uses exceed 9:00pm.

7.6.2. Impacts to visual amenity

Impacted groups: Immediate and surrounding social locality (current and future residents; site workers and visitors)

Duration: Construction and operation (Stage 1 and completion of Concept Masterplan)

Unmitigated assessment: Low negative

The visual environment is an important component of people’s surroundings. Changes to the visual environment can impact on the amenity within a place, influence a person’s sense of place, and impact perceived or actual privacy. The study area is undergoing significant changes which align with the strategic direction of the North Gateway Precinct. However, this has contributed to a loss of sense of place which is discussed further in Section 7.4.2. Feedback from the SIA survey (See Section 5) was minimal but demonstrated some concern for the visual impact of the Burrah Park development on local views.

The Visual Impact Assessment (VIA) prepared by Geoscapes (2024) found that the visual impact for assessed viewpoints ranges from minor to high. Clear views of the proposal are unavoidable from dwellings in the immediate vicinity of Luddenham Road looking East immediate. However, visibility of the proposal decreases due along M12 travelling south. The VIA also found that the proposal is visually compatible with the anticipated and likely visual character of the surrounding Aerotropolis. The VIA notes the impacts of large-scale development in the area determining the visual impact of the development is to understandably change with the future developments of the Aerotropolis region. The VIA outlines that current residences will only be impacted in the short term as all surrounding residences are within the enterprise (ENT) zone.

Given the anticipated and likely visual character of the site will align with the surrounding Aerotropolis, and the impact of current residents will be minimal, the overall unmitigated impact is assessed as **low negative**, given the unlikely likelihood and minor magnitude.

Mitigated assessment: Low negative to neutral

If the proposal aligns with the mitigation measures outlined in meeting the needs of the Aerotropolis (See Section 7.1.1) and loss of sense of place (See Section 7.4.2), any ongoing impacts to visual amenity will be **low negative to neutral in the long term**.

SIA recommendations

- No recommendations are proposed at this stage.

7.6.3. Impacts to air quality during construction

Impacted groups: Immediate social locality (workers and visitors)

Duration: Construction (Stage 1)

Unmitigated assessment: Low negative

The construction of urban developments can generate emissions which can impact on air quality. If not managed appropriately, this can have flow-on human health impacts, particularly for people with lung and respiratory conditions such as asthma. Feedback from the SIA study (See Section 5) noted some concern for the health and lifestyle impacts regarding air quality during the construction of the Burrah Park development.

The Air Quality Assessment (AQA) prepared by EMM (2024) identifies a range of existing and future sensitive receivers, including existing residential receivers in the Twin Creeks estate which is 1.5km north-east of the site. The AQA found that emissions from the earthworks phase of the project are outlined to have the highest potential of impact. Construction of amenities and warehouses are outlined to have a lesser negative impact to air quality. The AQA concludes that predicted concentrations and deposition of all airborne pollutants during construction will fall below the applicable impact assessment criteria at all assessment locations. The AQA further notes that operational emissions can be mitigated through managing activities on site.

Given that all airborne pollutants will fall below the applicable impact assessment criteria across all the site's assessment locations, the overall unmitigated impact for both Stage 1 and the completion of the entire concept masterplan is assessed as **low negative**, given an unlikely likelihood and minor magnitude.

Mitigated assessment: Low negative to neutral

The AQA includes a list of construction dust mitigation measures to limit the potential impacts on surrounding residents and communities. Construction mitigation measures include:

- Developing and implementing a stakeholder communication plan including community engagement before construction commences on site.
- Displaying the contact details of the Responsible Person accountable for air quality and dust issues on the site boundary.
- Recording of all dust and air quality complaints, identifying cause(s), taking appropriate measures to reduce emissions in a timely manner, and recording the measures taken.
- Undertaking daily monitoring of dust on-site and off-site.
- Other measures related to preparing and maintaining the site, construction vehicles and sustainable travel, general construction activities, demolition, construction and haulage work.

AQA also recommends several measures including the limited unnecessary idling of truck engines onsite, ensuring truck maintenance is up to date, and use of water to manage dust on unpaved haul roads, travel routes during topsoil removal, and during crushing and screening.

Assuming that the AQA mitigation measures are implemented, the overall mitigated assessment is assessed as **low negative to neutral** during the construction of Stage 1 and the completion of the entire concept masterplan.

SIA recommendations

- Ensure that the AQA mitigation measures are implemented during the construction of Stage 1 and the entire concept masterplan.

7.7. LIVELIHOODS

This section provides a detailed assessment, unmitigated and mitigated, of the matters that significantly impact the livelihoods as a consequence of the proposal.

7.7.1. Supporting local job and procurement opportunities

Impacted groups: Local and regional workforce	Duration: Construction and operation (Stage 1 and the completion of Concept Masterplan)
Unmitigated assessment: High positive	
<p>The Burrah Park site forms part of the Northern Gateway Precinct in the Western Sydney Aerotropolis and is strategically located adjacent to the Western Sydney International Airport. The preliminary vision for the site is to become a well-connected and accessible precinct that provides skilled employment and business opportunities to both the future Aerotropolis and the broader Western Sydney region. As an employment neighbourhood that promotes job creation, the Burrah Park site will support the NSW Government's commitment to realising a 30-minute city by providing more employment opportunities within Badgerys Creek and neighbouring suburbs.</p> <p>Social baseline data identified that 10% and 3.5% of the local population (Badgerys Creek and Luddenham) are employed in the construction and manufacturing respectively, indicating a potential local workforce for the construction and operation phase. Most people employed in the local area also work within 30 kilometres from home (74.6%). While the local area and wider Western Parkland City has low unemployment rates (2.4%), the proposal provides further employment opportunities for areas within the region where unemployment remains high. Feedback from key stakeholders from the SIA field study (See Section 5) highlighted that the potential local employment opportunities created by the Burrah Park proposal were positive.</p> <p>An Economic Impact Assessment (EIA) undertaken by Urbis (2024) assesses the potential economic and employment contributions of the Burrah Park development in Stage 1 and the entire concept masterplan, with details in the section below.</p> <p>Construction</p> <p>The EIA outlined that Stage 1 of the Burrah Park Concept Masterplan will incur a capital investment of \$153 million (inclusive of GST) over one year of construction from 2026 to 2027 and generate significant employment in the local economy. Construction of the entire Burra Park Concept Masterplan is estimated to incur \$947 million in costs (inclusive of GST) over six years.</p> <p>Based on economic modelling, the construction of Stage 1 is estimated to support 605 jobs over the one-year construction period (including 249 direct jobs and 365 indirect jobs). The construction phase of Stage 1 will also generate a Gross Value Added (GVA) of \$102 million to the NSW economy over the one-year construction period (Direct GVA = \$41.8 million; Indirect GVA = \$59.8 million). Construction of the entire Burrah Park Concept Masterplan is estimated to support an average 592 jobs per annum over six years (including 244 direct jobs and 348 indirect jobs). The construction phase will generate a total GVA of \$631 million to the NSW economy during the six-year construction period (Direct GVA = \$259.7 million; Indirect GVA = \$371.2 million).</p> <p>Operation</p> <p>The EIA further outlines that the Burrah Park Stage 1 has the potential to deliver 367 direct ongoing operational jobs upon completion in late 2027. Upon completion the Burrah Park Masterplan Concept Plan is expected to provide 3,182 direct ongoing jobs.</p>	

Given the certainty of construction and operation jobs provided during Stage 1 and the completion of the Concept Masterplan, and the notable contribution to the NSW economy, the overall unmitigated impact is assessed as **high positive**, given the likely likelihood and major magnitude.

Mitigated assessment: High positive

Burrah Park will have positive impacts on the national and regional economy, through the direct provision of a range of manual and advanced jobs, as well as local business and procurement opportunities connected to the local area, airport, and the broader Western Sydney Region.

Employment and business/procurement opportunities will be made during construction and operation, for existing and future residents, and through its industrial and non-industrial land uses (warehouses and ancillary office spaces, small-scale town centre and neighbourhood centre). To ensure that that some of the economic benefit of the development benefits the local community, efforts should be made to hire workers from the local area, where possible. Longer term, these opportunities may attract residents to live in the local area, reducing travel times and achieving the 30-minute city vision.

It should be noted that the local area and the Western Parkland City has a significantly higher proportion of Aboriginal and/or Torres Strait Island people (2.1% and 3% respectively) compared to Greater Sydney (1.7%). The Western Parkland City region also has a large population of young people (13.9%). The Burrah Park proposal could provide opportunity for employment of marginalised groups, including Indigenous communities and young people, to ensure that these opportunities are shared equitably across the broader community.

The overall mitigated impact remains as **high positive**.

SIA recommendations

- Consider local employment plans and programs (during Stage 1 and the completion of the concept masterplan) that provide opportunities to hire locally and/or support marginalised groups in the community.

7.7.2. Impact on local housing supply

Impacted groups: Immediate and surrounding locality (Current and future residents); Regional and local workforce

Duration: Construction and operation (Stage 1 and completion of Concept Masterplan)

Unmitigated assessment: Medium negative

When looking at the current local housing supply in Badgerys Creek (the suburb where the site is based) and Luddenham (the suburb which the site borders), most houses are classed as separate dwellings and are owned either outright or with a mortgage. The median house price in Luddenham is currently \$2.69 million, based on the 5-year median housing trend (Realestate.com.au 2024). Approximately 17.1% of dwellings in Badgerys Creek and Luddenham are rented, with rental stress (more than 30% of income spent on rent) higher than the Greater Sydney average.

The Burrah Park site currently has rural residential properties and is currently used for agricultural purposes. Starting from Stage 1 works and into the completion of the entire concept plan, the use of the site will change to industrial and enterprise uses, as well as be supported by a number of non-residential commercial, retail, community, cultural and recreational uses.

Feedback from the SIA field study (See Section 5) on the impact on the local housing supply was limited but mixed. Some believed that the population and infrastructure injection prompted by the Aerotropolis will

drive up local housing demand and prices, while others believed that the rezoning would devalue current properties. It is also important to note that potential noise impacts associated with the operation of the airport from 2026 may have a negative impact of local housing demand and motivate people to live in other parts of the region, however the Northern Gateway Precinct has committed to supporting residential areas where land is not severely affected by aircraft noise.

Population projections by DPHI (2019) for the two SA2 areas closest to the Burrah Park site show that it is expected to grow from 21,981 to 84,529 inhabitants between 2021 and 2041, representing a growth rate of 284.6%. As discussed in Section 7.7.1, the Burrah Park development is estimated to support an average of 605 jobs over the one-year construction period (Stage 1) and 592 jobs per annum over six years (entire Concept Masterplan). Furthermore, Burrah Park Masterplan Stage 1 has the potential to deliver 367 direct ongoing operational jobs and the Burrah Park Masterplan Concept Plan is expected to provide 3,182 direct ongoing jobs upon completion. The significant projected population growth, coupled with the projected job creation during construction and operation, will likely draw new residents, increasing demand for both local housing and increasing rental and sales prices into the local area and the Western Parkland City more broadly.

Given the potential increase in demand for housing, and the subsequent increased housing prices, in the local area and the Western Parkland City more broadly, the unmitigated impact is assessed as **medium negative** given the possible likelihood and moderate magnitude.

Mitigated assessment: Medium positive

The need for diverse and affordable housing options within and around the precincts of the Aerotropolis is well documented. The Penrith Housing Strategy (2022) estimated that the dwelling potential for Luddenham was 3,400 dwellings (as of December 2020), while the Luddenham Village Discussion Paper (2021) also noted that to sustain the Luddenham Village within the Western Sydney Aerotropolis, the Village alone would need an additional 540 dwellings by 2026 and 1,200 dwellings by 2036. The Western Sydney Aerotropolis Social Infrastructure Assessment (2022) notes that almost 30,000 dwellings will be required to house the additional population by 2056. In line with the projected population growth, the highest number of dwellings would be located in Aerotropolis Core and the Northern Gateway precincts.

Additional housing for the Northern Gateway Precinct (where Burrah Park is located) is also planned. While exact housing numbers are not provided, the Western Sydney Aerotropolis Precinct Plan (2023) outlines that “residential mixed use will be medium and higher density within the walking catchment around the Luddenham Metro station, and oriented to address creek corridors and green spaces. In the northwest of the Precinct, lower density residential development will assist to activate the Precinct in the early stages of its development” (pp. 12-13). The Bradfield City Centre Masterplan Housing Summary Statement (2024) also states that the nearby Bradfield City Centre will have the capacity to deliver 10,000 apartments for a future population of 15,000 – 23,000 residents up to and beyond 2056, making a significant contribution to total housing supply within the Aerotropolis. The timing and delivery of these residential dwellings however will be subject to market demand and conditions.

Given the housing planned for the Northern Gateway Precinct and the broader Aerotropolis, although noting that this will be subject to market demand and conditions, the mitigated impact is assessed as **medium positive** given the possible likelihood and moderate magnitude.

SIA recommendations

- No recommendations are proposed at this stage.

7.8. DECISION-MAKING SYSTEMS

This section provides a detailed assessment, unmitigated and mitigated, of the matters that significantly impact the decision-making systems as a consequence of the proposal.

7.8.1. Adequate communication and consultation with local community

<p>Impacted groups: Immediate and surrounding social locality (current residents)</p>	<p>Duration: Predominantly construction in the short-term (Stage 1), flowing into operation in the long-term (completion of Concept Masterplan)</p>
<p>Unmitigated assessment: Medium negative</p>	
<p>The Burrah Park development is occurring in an area of significant change as the vision for the Aerotropolis and the broader Western Sydney region are being realised. There are documented concerns by the local community that their feedback for the development in the area has not been well managed (Boulos 2021). Further discussion on the management of cumulative impacts relating to community consultation and communication can be found in Section 7.9.4.</p> <p>For Burrah Park, there is a level of community consultation fatigue over four SSDAs for the site, with the potential for this fatigue to disincentivise future engagement (Attree et al 2011).</p> <p>As the Burrah Park project heads into Stage 1 works/development, consultation fatigue could change to discontent within the local community if potential impacts are not adequately communicated or consulted on. The Stage 1 works/development, leading into the completion of the entire concept masterplan, has the potential to generate ongoing environmental impacts in terms of noise, vibration, air quality, and similar disturbances for nearby residents across the creek on Luddenham Road, and near site entrances on Elizabeth Drive.</p> <p>Given the documented issues with procedural fairness with the local community in the past, coupled with consultation fatigue for the Burrah Park development, the unmitigated impact is assessed as medium negative, given the possible likelihood and moderate magnitude.</p>	
<p>Mitigated assessment: Low positive (Stage 1 development); medium positive (completion of concept masterplan)</p>	
<p>The current developer of Burrah Park has undertaken a range of communication and consultation activities as part of the current SSDA process. This has included briefings with key stakeholders, the establishment of community enquiry lines, and the distribution of a community newsletter to 431 surrounding landowners, businesses and stakeholders.</p> <p>Regular and effective communication will be provided to the local community during construction to ensure they have knowledge of construction activities that will be occurring. Furthermore, information will be provided to ensure there are adequate mechanisms in the event of any issues with the construction activities in terms of traffic, noise, light spill, and other activities that will affect their way of life. Once the entire concept plan is complete, mechanisms such as the establishment of a business association should also be considered to provide onsite businesses with the opportunity to communicate and share information between stakeholders.</p> <p>Given the commitment by the current developer to ongoing communication and engagement activities during Stage 1 works/development, the mitigated impact is assessed as low positive, given the possible likelihood and minimal magnitude. Ongoing communication, coupled with a range of activating community programs and business governance structures on-site, once the entire concept masterplan is complete</p>	

and operational, would bolster the unmitigated impact to **medium positive** given the possible likelihood and moderate magnitude.

SIA recommendations

- Regularly communicate with the local community during construction activities on how impacts are being mitigated (i.e., traffic, parking availability, noise, vibration, and dust).
- Consider enhancing communication activities with community engagement and business association mechanisms when entire concept masterplan is complete and operational.

7.9. CUMULATIVE IMPACTS

Cumulative impacts are the result of incremental, sustained and combined effects of human action and natural variations over time and can be both positive and negative (DPHI 2022, p.4). They can be caused by compounding effects of a single project or multiple projects in an area, and by the accumulation of effects from past, current, and future activities as they arise (ibid, p.4).

There are several state significant and local projects operating or intended to operate in and around the social locality which may contribute to cumulative impacts to the proposal. These are summarised in Table 14 below.

Table 14 Concurrent development projects

DA Reference	Development Description	Current Status
DHL Warehouse and Logistics Facility (Southern Site) SSD-38206707	Construction of two single storey warehouse buildings, landscaping works, associated vehicle crossings and drainage connection to the road drainage system, signage and wayfinding.	Re-application for SEARs and Environmental Impact Statement being prepared
DHL Logistics Facility, Badgerys Creek (North) SSD-38201739	Construction of two single storey warehouse buildings, landscaping works, associated vehicle crossings and drainage connection to the road drainage system, signage and wayfinding.	Re-application for SEARs and Environmental Impact Statement being prepared
Altis Warehousing Estate, 2289-2309, 2311 Elizabeth Drive, Luddenham (SSD-48438209)	Construction and operation of a warehouse and distribution estate.	Response to Submissions
Elizabeth Enterprise Precinct - Stage 1 1669-1723 Elizabeth Drive, Badgerys Creek (SSD-19618251)	Concept Masterplan and Stage1 Development for general industry and warehouse distribution centres	Prepare Environmental Impact Statement
Elizabeth Drive Upgrades	The upgraded road will provide two lanes in each direction together with a median island, landscaping and paths. The proposed upgrades relate to 11.4km of road.	Consultation on the REF closed 31st October 2023
Mixed Use Hotel and Commercial Development 1990 Elizabeth Drive, Badgerys Creek (SSD-53643233)	A concept masterplan to support development for the purpose of tourist and visitor accommodation and commercial premises.	Prepare Environmental Impact Statement

DA Reference	Development Description	Current Status
WSI Airport (2014-7391)	Staged proposal comprising the construction and operation of a new international airport.	Under construction, proposed to be operational by December 2026.
M12 Motorway (SSI-9364)	A new dual-carriageway motorway to connect the M7 Motorway with the Western Sydney Airport and The Northern Road. The motorway will be initially two lanes in each direction, with capacity for an additional future lane in each direction.	Approved 23 April 2021. Construction commenced mid-2022 and is to be complete in late 2025.
Western Sydney Freight Line	Proposed dedicated freight rail line connection between the Western Parkland City and Port Botany. The new freight rail line will free up the Main West Rail Line to allow more passenger services over time.	Stage 1 Corridor – connecting from OSO to Horsley Park and M7 is now protected and acquiring properties.
Sydney Metro – Western Sydney Airport (SSI-10051)	A new metro line to service Western Sydney International Airport, the Western Sydney Aerotropolis and interchanging with the T1 Western Line at St Marys	Approved 23 July 2021. Construction is to commence in December 2022 and to be completed in late 2026 to coincide with the WSA

Source: Urbis, 2024

The broader area surrounding Burrah Park is also the focus of several other land uses, including:

- Western Sydney Aerotropolis (including Bradfield City Centre) – the broader area surrounding Western Sydney International Airport.
- South West Growth Area – The broader residential area south-east of the Western Sydney Aerotropolis.
- Western Sydney Employment Area – The area north-east of the Western Sydney Aerotropolis earmarked by the NSW Government to facilitate employment opportunities and growth for the region.
- Sydney Science Park – a 287-hectare mixed use development located on the western side of the Luddenham Road which will provide a range of residential, retail and commercial opportunities for all business sectors.

The respective timelines for each project differ, with potential overlaps in construction and operation between some developments and the project. They therefore also need to be considered as they may further contribute to the cumulative impacts of the proposal.

A discussion of identified cumulative social impacts is outlined below. These impacts should be considered as development progresses on site and within the area and could be reassessed at future development stages.

7.9.1. Cumulative social impacts of construction

Given the concurrent and proposed projects nearby the site, there is a possibility for cumulative social impacts associated with noise, dust, visual disturbance, and traffic disruption during Stage 1 works/development and the completion of the entire concept masterplan. However, it is difficult to assess these impacts as the timing for construction phases on the Burrah Park site and the construction of proposed developments on all other surrounding sites are not confirmed at this stage. The communities that would be most impacted by potential cumulative social impacts associated with construction would be nearby residents and visitors to the immediate and surrounding social locality, given the scale of development planned for the area.

The cumulative impacts of construction should then be reflected in the detailed Construction Management Plan (CMP) and Construction Traffic Management Plan (CTMP) to ensure potential disturbances are minimised. These documents should include an assessment of the likely construction related impacts (e.g. noise, air quality, traffic) as well as cumulative impacts of surrounding developments within or surrounding the Aerotropolis.

Any ongoing noise impacts of the Burrah Park development once the entire concept masterplan is complete and operational, including in relation to the cumulative impact of aircraft noise from flight paths and operations from the Western Sydney International Airport, should also be considered in plans of management for the site into the future.

7.9.2. Cumulative pressure on existing services and facilities

The employment opportunities provided by the Aerotropolis, as well as strategic vision for the Western Parkland City to be a 30-minute city for its residents, will increase housing and employment opportunities into the area. The incoming residential and worker populations associated with the planned and proposed developments within the immediate and surrounding locality, and the broader Aerotropolis, will likely contribute to additional pressure on transport networks, and on surrounding services and facilities such as open space.

As the Aerotropolis develops, the timely delivery of infrastructure will be required to support the needs of future residents, workers and visitors. This includes transport infrastructure (e.g. public transport and roads), public domain infrastructure (e.g. footpaths and open space), social and health infrastructure (e.g. community facilities, community health centres) and utility infrastructure (e.g. stormwater and electricity infrastructure). This infrastructure is proposed to be delivered through a range of mechanisms, including NSW Government and Australian Government funding programs (such as the Western Sydney Infrastructure Plan which focuses on road infrastructure) and by the private sector through special infrastructure contributions, local infrastructure contributions other planning agreements.

The proposal will also be required to contribute to infrastructure contributions to assist in funding infrastructure and services in the local area. To help further manage this impact, it is recommended that ongoing consultation is undertaken by the developer with state and local agencies to support and advocate for improved delivery.

7.9.3. Cumulative change to local character

From Stage 1 works/development to the completion of the entire concept masterplan, there will be cumulative impact on surroundings as the local area changes from rural agricultural and residential, to largely industrial and enterprise purposes. Large infrastructure projects such as the M12 motorway and Metro line will also impact on the view of the surroundings.

While the loss of rural residential landscape is aligned with the strategic direction of the Northern Gateway precinct (as part of the broader strategic vision of the Aerotropolis), the proposal and the surrounding development will likely contribute to a cumulative change in local character. The change to local character will likely be most acute on long term residents of Luddenham and Badgerys Creek.

Given the cumulative change in local character over time, there are opportunities to enhance community cohesion by leveraging the community facilities and public spaces that will become operational once the entire concept masterplan is completely developed. There will opportunities for existing and incoming residents to form new connections to the site and develop a new local character. This could include opportunities such as undertaking community open days and including both Indigenous and rural elements into building design and public realm areas. These opportunities have been recommended as part of the impact assessment above.

Related issues to local character and sense of place – such as the cumulative loss of primary production agricultural land – may also be felt by the local community. Initiatives such as the Western Sydney Aerotropolis Precinct Plan’s vision for the Agribusiness Precinct to develop and support new agribusiness opportunities will also be important in mitigating the loss of rural setting and its associated benefits.

7.9.4. Cumulative concern by local community on decision-making systems

The Burrah Park proposal is part of several developments for the broader Aerotropolis which have experienced high levels of interest and concern among the local community. In particular, this is in relation to the transparency of the rezoning of land and insufficient information on the timing and pathways for surrounding developments within the Aerotropolis.

To help address these concerns, the NSW Government appointed a Community Commissioner for the Western Sydney Aerotropolis in May 2021. The Commissioner’s role was to assess the issues and concerns of landowners impacted by the governments’ plans by undertaking interviews with landowners and to make recommendations to the NSW Government. These findings and recommendations, which are documented in the Independent Community Commissioner’s Report (2021), were considered by the NSW Government and helped to inform the final Western Sydney Aerotropolis planning package which was released in March 2022.

An Aerotropolis Community Consultative Committee (CCC) was established in mid-2022 following a recommendation in the Commissioner’s report. This forum meets monthly provides an opportunity for smaller landowners and residents to provide advice to all levels of government on impacts and how governments can support and collaborate with the community during the planning and development of the Aerotropolis.

The CCC was consulted about Burrah Park in July 2024 (See Section 5) and was given an opportunity to provide feedback. While no feedback has been received at the time of writing, it is recommended that the CCC is updated about key project information and timing as development progresses on the site.

Local communities are also experiencing community consultation fatigue as developments, like Burrah Park, undergo numerous development applications over time. A commitment by the developer to continue providing clear, consistent and well-timed communication and consultation activities, supported by community building programs and activities when the entire concept masterplan becomes operational, will contribute to procedural fairness and transparency around decision-making.

SIA recommendation/s

- Develop a detailed CMP (including CTMP and CNVMP) at the CC stage. These documents should include an assessment of the likely construction related impacts (e.g. noise, air quality, traffic) as well as cumulative impacts of surrounding developments within or surrounding the Aerotropolis.
- Consider any ongoing noise impacts of the Burrah Park development once the entire concept masterplan is complete and operational, including in relation to the cumulative impact of aircraft noise from flight paths and operations from the Western Sydney International Airport, should also be considered in plans of management for the site into the future.
- Undertake ongoing consultation with state and local agencies to support and advocate for improved delivery of infrastructure and services in the Aerotropolis.
- Continue undertaking clear, consistent and well-timed communication and consultation activities with the local community (including the Aerotropolis Community Consultative Committee), supported by community building programs and activities when the entire concept masterplan becomes operational, that will contribute to procedural fairness and transparency around decision-making.

8. MITIGATION, ENHANCEMENT AND MANAGEMENT

This section provides a summary of:

Identified positive and negative social impacts,

- Corresponding unmitigated and mitigated risk rankings, and
- Proposed mitigation, enhancement and management measures.

To inform the implementation of the proposed mitigation and enhancement strategies, key potential stakeholder and/or partners have been identified. The involvement and participation of these key stakeholders and/or partners in the monitoring and management of social impacts and social benefits will improve the outcomes of the proposed mitigation and management strategies.

Not all potential impacts will be the responsibility of the proponent to mitigate or manage. In some cases, their role may be to cooperate or inform the mitigation, provide data and information to future tenants. In other cases, they may have direct responsibility for mitigation and management of the identified potential social impacts and the opportunity for partnerships.

8.1. **A SUMMARY OF THE IDENTIFIED SOCIAL IMPACTS AND BENEFITS, RISK RATINGS AND PROPOSED MITIGATION, ENHANCEMENT AND MANAGEMENT STRATEGIES IS PROVIDED IN SUMMARY OF PROPOSED MITIGATION, ENHANCEMENT AND MANAGEMENT OF SOCIAL IMPACTS**

A summary of the identified social impacts and benefits, risk ratings and proposed mitigation, enhancement, and management strategies is provided in Table 15 below.

Table 15.

Please note: This SSSA covers approval for both Stage 1 works/development and the Concept Masterplan. Not all of the recommendations provided in the assessment will be the responsibility the proponent to implement. Some recommendations will be the responsibility of future developers / tenants (for individual warehouse sites) and other stakeholders such as Penrith City Council (for recommendations relating to the management of public domain and open space areas) to implement. The recommendations provided in this report should therefore be discussed with the relevant stakeholders at the appropriate stage of construction and/or operation.

8.2. SUMMARY OF PROPOSED MITIGATION, ENHANCEMENT AND MANAGEMENT OF SOCIAL IMPACTS

A summary of the identified social impacts and benefits, risk ratings and proposed mitigation, enhancement, and management strategies is provided in Table 15 below.

Table 15 Summary of proposed mitigation, enhancement and management of social impacts

Theme	Matter	Unmitigated /Unenhanced	Mitigated /Enhanced	Proposed mitigation, enhancement and management	Responsibility	Potential partners
Way of life	Meeting the needs of the future Aerotropolis	High Positive	High Positive	<ul style="list-style-type: none"> The proposal will attract new job and employment opportunities due to the proximity to the Western Sydney Airport. The proposal will attract new businesses investment opportunities due to the planned land uses on the site such as warehouse, distribution and construction services. The provision of open space will cater to incoming residents and workers. 	Current / future developer	<p>Western Sydney Airport</p> <p>Penrith City Council</p> <p>Local and regional businesses</p>
Community	Changes to existing community composition and cohesion	Medium Negative	High positive	<ul style="list-style-type: none"> The concept masterplan for Burrah Park has been designed to provide several uses for residents, workers and visitors to support social interaction and community cohesion (e.g. proposed neighbourhood centre, shared open spaces). 	Current / future developer	<p>Penrith City Council</p> <p>Local community services and organisations</p>
Accessibility	Increased traffic in the area	Low negative (Stage 1); high negative	Low negative (Stage 1); Medium	<ul style="list-style-type: none"> The TIA outlines that no additional road infrastructure will be needed for Stage 1 of the development. However, later 	Traffic Management Consultant	Current / future developer

		(entire concept masterplan)	negative in the short term to neutral in the long term (entire concept masterplan)	<p>stages will require additional infrastructure and/or public transport services may be required to support the entire concept masterplan.</p> <ul style="list-style-type: none"> ▪ The TIA report concludes that the proposed Burrah Park warehouse and distribution estate is suitable, but is subject to the implementation of the following mitigation measures. <ul style="list-style-type: none"> – Construction of a signalised intersection at Elizabeth Drive and the proposed site access, to support the Stage 1 SSDA. – Consideration of new bus services along Elizabeth Drive connecting the development to Luddenham and Airport Business Park metro stations and to major centres like Penrith and Blacktown. – Signalising the intersection of Luddenham Road and Elizabeth Drive to support the increase in background traffic. – Connection of the proposed cycle and pedestrian paths within the development to the broader active transport network. 	Relevant Australian/ NSW Government departments	Construction Contractor
	Increased active transport options for users			<ul style="list-style-type: none"> ▪ The TIA notes that an extensive network of cycle paths, foot paths and shared paths which will provide 	Traffic Management Consultant	Current / future developer

				<p>connectivity to green space and all the proposed lots in the development.</p> <ul style="list-style-type: none"> The GTP provides recommendations such as maintaining a Transport Access Guide (TAG), improving wayfinding signage to active transport, supplying a communal bicycle repair toolkit, and providing bicycle parking and end of trip facilities within buildings. 		
	Access to services and facilities			<ul style="list-style-type: none"> The Burrah Park concept masterplan, once completed in entirety and operational, will host a town centre which is expected to provide small retail, metro style supermarket, eateries, playground and neighbourhood centre. Services and facilities will be supported by a vast range of shared open space and landscape areas which can be used by those who work, visit or live close by to the site. Infrastructure contributions will also ensure that provision of additional local and regional infrastructure. 	<p>Current / future developer</p> <p>Project architect</p>	<p>Penrith City Council</p> <p>Local businesses</p> <p>Local community services and organisations</p>
Culture	Potential disruption to sites of Aboriginal significance	High Negative	Medium Negative	<ul style="list-style-type: none"> The development of an ACHAR to provide recommendations for the management of site of Aboriginal significance. 	<p>Current / future developer</p> <p>Landscape architects</p>	<p>Local Aboriginal groups</p>

				<ul style="list-style-type: none"> Engagement with Aboriginal and Torres Strait Islander through a collaborative design process known as a 'Design Jam'. Design of the proposal to incorporate feedback received from the Connecting with Country process and will incorporate several elements in the architectural and landscape design to recognise and reflect Aboriginal culture and heritage. 		
	Loss sense of place	High Negative	Medium positive (long term)	<ul style="list-style-type: none"> The Connecting with Country report demonstrates the ongoing desire to incorporate Indigenous place-making elements. The Urban Design Reportl also incorporates subtle rural and agricultural elements throughout the built form, preserving and honouring the rural landscape origins of the site. 	Heritage consultant Urban Design Consultant	Current / future developer
Surroundings	Impacts to amenity through construction and operation noise	Low negative	Low negative	<ul style="list-style-type: none"> The NPA includes requirements and recommendations to mitigate and manage potential impacts during construction and operation. It is anticipated that the preparation of a Construction Noise and Vibration Management Plan (CNVMP) will be required prior to construction. 	Noise and Vibration Consultant	Construction Management Team Future tenants / operators
	Impacts to visual amenity	Low negative	Low negative to neutral	<ul style="list-style-type: none"> The VIA found that the proposal is visually compatible with the anticipated and likely visual character of the surrounding Aerotropolis. The VIA outlines that current residences will only 	Visual Impact Assessment Consultant	Project Architect

				be impacted in the short term as all surrounding residences are within the enterprise (ENT) zone.	Urban Design Consultant	
	Impacts to air quality during construction	Low negative	Low negative to neutral	<ul style="list-style-type: none"> The air quality assessment identifies a range of mitigation methods to be considered during construction and operation. 	Air Quality Consultant	Construction Management Team
Livelihoods	Supporting local job and procurement opportunities	High positive	High positive	<ul style="list-style-type: none"> The Burrah Park proposal could provide opportunity for employment of marginalised groups, including Indigenous communities and young people, to ensure that these opportunities are shared equitably across the broader community. The proposal involves the direct provision of a range of manual and advanced jobs, as well as local business and procurement opportunities connected to the local area, airport, and the broader Western Sydney Region. Employment and business/procurement opportunities will be made during construction and operation, for existing and future residents, and through its industrial and non-industrial land uses. 	Current / future developer Construction Management Team	Penrith City Council Local and regional businesses
	Impact on local housing supply	Medium negative	Medium positive	<ul style="list-style-type: none"> The Bradfield City Centre Masterplan Housing Summary Statement (2024) also states that the nearby Bradfield 	Housing developers	Penrith City Council

				<p>City Centre will have the capacity to deliver 10,000 apartments for a future population of 15,000 – 23,000 residents up to and beyond 2056, making a significant contribution to total housing supply within the Aerotropolis.</p> <ul style="list-style-type: none"> Additional housing for the Northern Gateway Precinct (where Burrah Park is located) is also planned. 	NSW Government agencies	
Decision-making systems	Adequate communication and consultation with local community	Medium negative	Low positive (Stage 1); medium positive (completion of concept masterplan)	<ul style="list-style-type: none"> The current / future developer has ongoing commitments to provide regular and effective communication will be provided to the local community during construction to ensure they have knowledge of construction activities that will be occurring. 	Current / future developer	
Cumulative impacts	<ul style="list-style-type: none"> Develop a detailed CMP (including CTMP and CNVMP) at the CC stage which includes consideration of potential cumulative impacts during construction, including potential cumulative impacts related to traffic congestion, parking availability, noise, vibration, and dust. The Australian and NSW governments, in partnership with private developers, are expected to deliver infrastructure for the Aerotropolis that will support incoming worker and resident population in a timely manner and through a range of mechanisms. This includes transport infrastructure (e.g. public transport and roads), public domain infrastructure (e.g. footpaths and open space), social and health infrastructure (e.g. community facilities, community health centres) and utility infrastructure (e.g. stormwater and electricity infrastructure). A commitment by the developer to continue providing clear, consistent and well-timed communication and consultation activities, supported by community building programs and activities when the entire concept masterplan becomes operational, will contribute to procedural fairness and transparency around decision-making. 					<p>Current / future developer Construction Management Team Noise and vibration consultant Traffic consultant Australian, NSW and local council stakeholders.</p>

8.3. SIA RECOMMENDATIONS

The following provides a summary of the recommendations proposed to further enhance positive impacts and mitigate negative impacts as previously identified in Section 7.

Communication

- Continue to develop relationships and partnerships with other developers and key stakeholders working in the Aerotropolis to ensure that Burrah Park's future uses – at Stage 1 and the completion of the entire Concept Masterplan – align with the broader strategic vision for the Aerotropolis.
- Consider ongoing programming activities in the community spaces of the Burrah Park development to encourage social interaction and community connections over time (for example, community open day activities once the Burrah Park site concept masterplan becomes operational).
- Continue consultation and collaboration with Council and other Aerotropolis partners on the delivery of local social infrastructure.
- Continue to communicate with the local community when Stage 1 works/development commences on how the Burrah Park site will honour and incorporate the rural landscape and heritage of the local area once the remaining concept masterplan becomes operational.
- Regularly communicate with the local community during construction activities on how impacts are being mitigated (i.e., traffic, parking availability, noise, vibration, and dust).
- Consider enhancing communication activities with community engagement and business association mechanisms when entire concept masterplan is complete and operational.
- Undertake ongoing consultation with state and local agencies to support and advocate for improved delivery of infrastructure and services in the Aerotropolis.
- Continue undertaking clear, consistent and well-timed communication and consultation activities with the local community (including the Aerotropolis Community Consultative Committee), supported by community building programs and activities when the entire concept masterplan becomes operational, that will contribute to procedural fairness and transparency around decision-making.

Design

- Prior to Burrah Park's completed concept masterplan becoming operational, provide the local community with information about the various communal uses of the site. This information should include details of the integrated design and shared communal areas of the development to demonstrate the community value of these spaces to the existing community.
- Ensure that the recommendations of the CPTED report are implemented into the proposed active transport network design to ensure any safety and security issues are considered alongside the network's connectivity
- Consider the procurement of local Aboriginal artists and businesses to deliver Aboriginal design elements in the site's concept masterplan.
- Consider local employment plans and programs (during Stage 1 and the completion of the concept masterplan) that provide opportunities to hire locally and/or support marginalised groups in the community.

Construction management

- Ensure the implementation of a Construction Traffic Management Plan (CTMP) to manage the construction traffic impacts of both Stage 1 development and the delivery of the entire concept masterplan.
- Advocate to the Australian/NSW Government on the continued and timely delivery of future transport infrastructure planned for Western Sydney.
- Ensure that all ACHAR management measures are implemented from Stage 1 to the completion of the entire concept masterplan, including the preparation of an Aboriginal Heritage Management Plan (AHMP).

- Prepare a Construction Noise and Vibration Management Plan (CNVMP) prior to any construction activities to ensure any significant noise impacts from the site are managed and mitigated.
- As per the Western Sydney Aerotropolis DCP requirements, ensure that night-time uses of the site include noise mitigation measures to manage any land use conflicts. A Plan of Management and a Social Impact Assessment is to be submitted where night-time uses exceed 9:00pm.
- Ensure that the AQA mitigation measures are implemented during the construction of Stage 1 and the entire concept masterplan.

Operation management

- Implement the GTP recommendations to enhance the use of active transport options onsite by workers and visitors.
- Ensure that social infrastructure developed at Burrah Park meet the specifications of Section 6.1 of the Western Sydney Aerotropolis Development Control Plan 2022 (See Appendix A).
- Consider any ongoing noise impacts of the Burrah Park development once the entire concept masterplan is complete and operational, including in relation to the cumulative impact of aircraft noise from flight paths and operations from the Western Sydney International Airport, should also be considered in plans of management for the site into the future.

9. ACRONYMS

Acronym	Term
ABS	Australian Bureau of Statistics
ACHAR	Aboriginal Cultural Heritage Assessment Report
AHMP	Aboriginal Heritage Management Plan
AQA	Air Quality Assessment
BOCSAR	NSW Bureau of Crime Statistics and Research
CC	Construction Certificate
CCC	Community Consultative Committee
CMP	Construction Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CTMP	Construction Traffic Management Plan
CPCP	Cumberland Plain Conservation Plan
CSP	Community Strategic Plan
CTMP	Construction Traffic Management Plan
DA	Development Application
DCP	Development Control Plan
DPHI	NSW Department of Planning, Housing and Infrastructure
EIA	Economic Impact Assessment
EIS	Environmental Impact Assessment
ENT	Enterprise (Zone)
GCCSA	Greater Capital City Statistical Area
GFA	Gross Floor Area
GST	Goods and Service Tax
GTP	Green Travel Plan
GVA	Gross Value Added
HANML	Highly Affected Noise Management Levels

LALC	Local Aboriginal Land Council
LGA	Local Government Area
LSPS	Local Strategic Planning Statement
NCA	Noise Catchment Area
NPA	Noise Planning Assessment
NML	Noise Management Levels
NVIA	Noise and Vibration Impact Assessment
RAP	Registered Aboriginal Parties
RL	Reduced Levels
SAL	Suburbs and Localities
SEARs	Secretary's Environmental Assessment Requirements
SEIFA	Socio-Economic Indexes for Areas
SEPP	State Environmental Planning Policy
SIA	Social Impact Assessment
SIC	Special Infrastructure Contribution
SAL	Suburbs and Localities
SSD	State Significant Development
SSDA	State Significant Development Application
TAIA	Traffic and Accessibility Impact Assessment
VIA	Visual Impact Assessment
WSA	Western Sydney Airport
WSAPP	Western Sydney Aerotropolis Precinct
WSUD	Water Sensitive Urban Design

10. REFERENCES

This SIA has been informed by a range of data sources, information and technical studies. The following data sources have been used:

Demographic, crime and health data

Australian Bureau of Statistics, Census of Population and Housing, 2021, Luddenham and Badgerys Creek (SAL) data, Western Parkland City LGAs, and Greater Sydney.

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Ryan R, 2021, Report by the Independent Community Commissioner Recommendations For A Fair And Equitable Way Forward For Small Landowners In The Western Sydney Aerotropolis.

11. DISCLAIMER

This report is dated 15 August 2024 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of The Trustee for the Burra Park Prop Trust 1 (**Instructing Party**) for the purpose of template (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A WESTERN SYDNEY AEROTROPOLIS DCP 2022 – SECTION 6.1

Western Sydney Aerotropolis Development Control Plan 2022 – Section 6.1

6.1 Social and cultural infrastructure			
Performance Outcome	Benchmark Solution	Assessment	Consistent
<p>PO1 Social and cultural infrastructure can meet the needs of the future community and the needs of its users including workers, visitors, tourists and residents within the Aerotropolis.</p>	<ol style="list-style-type: none"> 1. Social and cultural infrastructure supports (including benchmarks) the Western Sydney Aerotropolis Social Infrastructure Strategy (January 2022), developed as part of the Aerotropolis Precinct Plan. 2. Master planned sites and sites of 20 hectares or more within Metropolitan, Specialised and Local Centres are to identify areas for cultural infrastructure such as dedicated spaces for cultural practice, places for sharing culture and specialised infrastructure to meet the needs of the local Aboriginal community. 3. Social and cultural infrastructure can serve multiple purposes and is safe, well located, close to public transport, shops, restaurants and health facilities. 	<ol style="list-style-type: none"> 1. The Social Impact Assessment (SIA) has considered the Western Sydney Social Infrastructure Needs Assessment/Strategy. The Burrah Park concept masterplan, when complete and operational, will contribute to the social and cultural infrastructure needs of the Northern Gateway Precinct. 2. The Burrah Park concept masterplan has a range of areas dedicated for culture practice, places for sharing culture, and specialised infrastructure to meet the needs of the local Aboriginal community. This includes yarning circles, areas for smoking ceremonies, Aboriginal cultural spaces for men and women, bush tucker trails, and opportunities to support Indigenous enterprise. 3. The Burrah Park concept masterplan proposes to host not only a warehousing and logistical estate, but also include a town centre, comprising of small retail, metro style supermarket, eateries, playground and a neighbourhood centre. This is supported by cultural infrastructure in the open space areas (e.g. Aboriginal cultural spaces, archaeological spaces, amphitheatres etc.). Once complete, the site will be accessible through a shared pedestrian and cycle network, and it is recommended that it is close to future public transport options. 	Consistent
<p>PO2 Social and cultural infrastructure is flexible so that it can respond and adapt as the population, technology, or community (residents and employees) needs change.</p>	<ol style="list-style-type: none"> 1. Demonstrate that social and cultural infrastructure is designed to be flexible to enable expansion or adaptation for other uses or activities such as: <ol style="list-style-type: none"> a. Large, medium, and small gatherings; b. Temporary public or private events; c. Public responses to emergencies or disasters; d. Changing population; or 	<ol style="list-style-type: none"> 1. The detailed designs of the social and cultural infrastructure are not available with the high-level concept masterplan. However the Social Impact Assessment (SIA) notes that the Burrah Park development has the potential to attract new workers into the area, as well as new residents who may want to live closer to their jobs. It is assumed that social and cultural infrastructure will be multipurpose, following best practice trends. The utilisation of smart technologies across the site will also enhance other uses and activities in these spaces. 	Consistent

	e. Changing technology.		
6.2 Night time economy uses			
Performance Outcome	Benchmark Solution	Assessment	Consistent
PO1 Night-time uses are highly accessible by public transport.	<ol style="list-style-type: none"> 1. Prioritise the locations of night-time uses in areas where they can be easily and safely accessed by public transport (walking distance from a Metro station, or a bus stop with high frequency service aligned with proposed hours of operation) or walking and cycling. 2. The design of key pedestrian routes from public transport nodes to areas of nighttime activity provides for safe night-time walking. 3. Provide wayfinding (signage and lighting) to direct patrons between late-night services and public transport options. 	<ol style="list-style-type: none"> 1. The CPTED report found that given the warehouses on site are likely to operate 24/7, other facilities are also likely to operate 24/7 and can provide opportunities for enhanced passive surveillance. Key areas of the Burrah Park site, such as the town centre and proposed neighbourhood centre, which have the potential to operate at night-time are closely connected to the internal road network and will be serviced by a shared pedestrian and cycle network when complete. The importance of linking the Burrah Park site to future public transport options (such as bus services) has also been noted in the Traffic Impact Assessment. 	Consistent
PO2 Night-time uses are designed to have minimal adverse impacts on the comfort and safety of patrons, nearby residents and the broader community.	<ol style="list-style-type: none"> 1. Night-time economy uses are to include passive surveillance over the street frontage, avoiding the use of roller doors, blank walls or other components which do not enhance safety of the area. 2. Night-time uses shall include noise mitigation measures to manage any land use conflicts. 3. A Plan of Management and a Social Impact Assessment is to be submitted where night-time uses exceed 9:00pm. 	<ol style="list-style-type: none"> 1. The detailed night-time uses of the retail, commercial, community and cultural facilities onsite are not known at this stage, however it is recommended that these facilities follow CPTED principles that enhance safety and passive surveillance. 2. The Noise Planning Assessment notes that noise exposure from the adjacent Western Sydney Airport would be largely addressed through appropriate land use and building noise controls. In general, the assessment has provided general design and operational mitigation measures to be considered in the masterplan layout and management which should be followed. 3. As mentioned, the detailed night-time uses on site are not known, however a Plan of Management to complement SIA assessments, should be developed for facilities operating at night to manage any adverse impacts. 	Consistent (should CPTED and noise mitigation measures be adopted).

<p>PO3 Hours of operation promote a safe and vibrant night-time economy.</p>	<p>1. Hours of operation are to be considered on a merit basis, with consideration of the following:</p> <ul style="list-style-type: none"> a. The nature of the night-time use and its likely impacts on surrounding land uses, including residential; b. Surrounding hours of operation; c. Proposed management measures; d. Availability and frequency of public transport; e. The likelihood of the proposed use to promote antisocial activities; f. Levels of public lighting available at and to the site; g. Amenity impacts on surrounding premises; and h. Cumulative impact of uses in a location. 	<p>1. The hours of operation of the facilities onsite are unknown at this stage as they are at high-level concept masterplan stage. Future hours of operation should consider the availability and frequency of public transport at night in the short term, until broader public transport options are established in the long term (e.g. bus services, metro line). The CPTED report recommends that crimes common to industrial areas should be considered (including break and enter, trespass and malicious damage to property. To also recommends the provision of adequate lighting (including smart lighting) in public areas, building and warehouse entrances, car parking areas, and critical corners around the precinct, in accordance with Australian standards.</p>	<p>Consistent (should CPTED recommendations be adopted).</p>
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APPENDIX B COMMUNITY NEWSLETTER

BURRA PARK ESTATE

1953-2019 ELIZABETH DRIVE,
BADGERYS CREEK



June 2024

AN UPDATE ON THE STATE SIGNIFICANT DEVELOPMENT APPLICATION

HB&B Property (representing UniSuper) and ISPT have begun preparing a new State Significant Development Application (SSDA) to deliver Estate (Burra Park), a state-of-the-art industrial precinct at 1953-2019 Elizabeth Drive, Badgerys Creek.

This newsletter provides information on the proposal and how you can provide feedback or ask questions.

The proposal is called Burra Park, which combines 'Burra' (the Dharug word for sky) and 'Park' (connection to the land). This name was created in consultation with Traditional Owners.

With just over 85,000 people set to call the Aerotropolis home over the next 22 years, the proposal will support the NSW Government's commitment to realising a 30-minute city by providing more employment opportunities close to where people live.

Through the delivery of more local employment opportunities within Badgerys Creek and neighbouring suburbs, Burra Park will foster a vibrant and prosperous community.

ABOUT THE PROJECT

Burra Park will be a logistics, warehousing and employment hub within the Northern Gateway Precinct of the Western Sydney Aerotropolis.

As a thriving employment centre, Burra Park is earmarked to provide diverse and skilled opportunities to the region, fuelling innovation and growth. These industries include freight and logistics, warehousing, technology, commercial enterprise, food and recreation.

The current SSDA seeks approval for a Concept Masterplan (to be delivered in stages) and construction and operation of Stage 1 of the Burra Park industrial estate.

Stage 1 includes:

- Site preparation works including demolition of existing structures, removal of vegetation and construction of roads and access infrastructure, including a signalised intersection at Elizabeth Drive.
- Construction and operation of three warehouse buildings with associated office space.
- Construction of an internal road network and a walking and cycling network
- Delivery of landscaping and public open space.

The remaining stages will be delivered over 4-5 years and are subject to separate detailed development applications.

THE PLANNING PATHWAY AND NEXT STEPS

HB+B Property and ISPT are seeking planning approval for Burra Park from the NSW Department of Planning, Housing and Infrastructure through a State Significant Development Application (SSDA) process.



APRIL 2024

Leveraging previous assessments completed for the site, HB&B Property and ISPT, requested and received from DPHI Secretary's Environmental Assessment Requirements (SEARs). The SEARs ensure government agencies and relevant service providers are informed and provided with the opportunity to request certain information be addressed within the SSDA.

WE ARE HERE

HB&B Property and ISPT are working with technical consultants to prepare an Environmental Impact Statement (EIS) which will assess any potential impacts from the construction and operation of the proposal and suggest mitigation measures. To help inform the EIS, HB&B Property and ISPT are engaging with the community and key stakeholders.

Feedback from the community will be collated in a Consultation Outcomes Report and included in the submission to DPHI to inform future planning.

AUGUST 2024

Formal lodgement of the SSDA. Following this DPHI will publicly exhibit the proposal. At this point, the community can make formal submissions on the proposal.

ASSESSING AND MANAGING IMPACTS

The SSD application includes an Environmental Impact Statement (EIS) which will assess any potential impacts from the construction and operation of the facility and suggest best practice mitigation measures. This will include traffic, noise, dust, and visual impact.



TRAFFIC AND ACCESS

The site is on Elizabeth Drive, which connects to Luddenham Road and Mamre Road. The location provides broader access to and from the M4 and M7 Motorway, The Northern Road and Great Western Highway.

Both Elizabeth Drive and Mamre Road have been earmarked for future upgrades to accommodate increased capacity and planned growth associated with the new Western Sydney International Airport.

The SSDA will consider all potential impacts on the local road network during both construction and operation; and will propose measures to manage these.



CONSTRUCTION

Burra Park Estate will take a staged and considered approach to construction to ensure any potential impacts on the community are managed.

Construction for Stage 1 is expected to commence in early 2026. During construction, care will be taken to restrict and minimise potential noise, dust and visual impacts by implementing best practice measures including noise barriers, dust screening and landscaping.

HB&B Property and ISPT are committed to keeping the community informed throughout each stage of the planning and construction phases.

ABOUT UNISUPER, HB&B PROPERTY AND ISPT

The proposal is being developed by a joint venture of UniSuper, represented by HB&B Property, and ISPT. Through each organisation's expertise, the venture is well positioned to ensure that Burra Park's value to the community is maximised.

UniSuper is one of Australia's largest superannuation funds and has recently begun investing in a significant industrial property portfolio comprising 20 high quality assets across Sydney and Melbourne.



HB&B Property is a fully integrated property development company focusing on industrial, commercial, childcare and infrastructure projects.



ISPT is one of Australia's largest unlisted property fund managers and has a \$21 billion portfolio across industrial, retail, office, education, health, and life sciences.



PROVIDE YOUR FEEDBACK

HB&B Property and ISPT have commissioned Urbis Engagement to collect your feedback and provide further information about the proposal. You can reach the team on:



engagement@urbis.com.au



1800 244 863



SOCIAL IMPACT ASSESSMENT SURVEY

To best understand how the development might impact the community, Urbis has been asked to prepare a Social Impact Assessment (SIA). To inform the SIA, we are seeking feedback from the community to better understand the needs of the local area, identify potential positive or negative social impacts of the proposal, and get suggestions on how they can be managed.

You can provide your feedback by filling in a short online survey. Scan the QR code with your phone or access the survey:



This survey will close on Friday 12 July 2024 at 5pm.

APPENDIX C SIA COMMUNITY SURVEY

Social Impact Assessment Survey – Burrah Park

Urbis Ltd is undertaking a Social Impact Assessment (SIA) on behalf of HBB and ISPT to inform a State Significant Development Application (SSDA) for a proposed warehousing and logistics estate located at 1953 – 2109 Elizabeth Drive, Badgerys Creek, New South Wales. The site has had four previous SSDAs to transform the current warehousing and logistics uses. This revised proposal seeks to address all feedback from previous SSDAs.

This survey aims to gather insights from key stakeholders (such as residents, visitors and workers) about how this proposal may impact them and the local area. Survey responses will inform the SIA including in identifying positive and negative impacts, and potential mitigation or enhancement measures.

What is a Social Impact Assessment (SIA)?

A Social Impact Assessment (SIA) is an independent study undertaken to identify and assess potential positive and negative social impacts associated with a proposed development.

Social impacts can be understood as consequences to you, your family and your community when a new development brings change.

The SIA process is guided by the NSW Department of Planning, Housing and Infrastructure's [Social Impact Assessment Guideline](#) (2023).

*****Section break*****

About this proposal



The proposed warehousing and logistics estate will form part of the 'Northern Gateway' Precinct in the Western Sydney Aerotropolis, strategically located near Western Sydney Airport. The proposal will support job creation within Badgerys Creek and neighbouring suburbs during construction and operation.

The current SSDA application is seeking consent for:

- 1) The delivery of a new Concept Plan for the site which includes proposed future development lots and building footprints, car park provision, landscaping, signage and public art strategy, as well as application of the Connection with Country framework that recognises First Nations people.

The proposed development has several other land uses integrated into the warehousing and logistic estate. This includes, but is not limited to, a 'town centre' for small scale retail and other services, a neighbourhood centre, and open green spaces, play areas, amphitheatres, walkways and water basins.

- 2) The first stage of works, including demolition and bulk earthworks, construction on-site of three warehouse buildings and ancillary office space, construction of roads and access infrastructure such as a signalised intersection at Elizabeth Drive, and construction of stormwater infrastructure works.

*****Section break*****

About this survey

This survey aims to gather insights from key stakeholders (such as residents, visitors and workers) about how this proposal may impact them and the local area. Survey responses will inform the SIA including in identifying positive and negative impacts, and potential mitigation or enhancement measures.

The survey is structured in two parts:

- Part One: Seeks your feedback on Badgerys Creek and surrounding areas, and the strengths and challenges of the local area.
- Part Two: Seeks your feedback on how the development may impact you and the local area, both positively and negatively. It will also ask your ideas on how positive social impacts can be enhanced and negative impacts can be avoided or reduced.

The survey should take approximately 5 – 10 minutes to complete, and all responses will be kept anonymous (that is, no private information will be asked or collected).

This survey will be open until **Friday 12 July 2024**.

Thank you in advance for your contribution.

*****Section break*****

Questions

Part One: About the surrounding area

1. Which of the following best describes you? *Please select all that apply*
 - (i) Neighbouring resident of the proposed Burrah Park site (living within 500m from the site)
 - (ii) Nearby landlord (owning a property within 500m from the site)
 - (iii) Local resident of the suburbs of Badgerys Creek or Luddenham
 - (iv) Worker or business owner in the suburbs of Badgerys Creek or Luddenham
 - (v) Regular visitor to the suburbs of Badgerys Creek or Luddenham
 - (vi) Other (please specify): _____

Tick box – select all that apply

2. In a few words, what do you like about living in Badgerys Creek or Luddenham?
3. In a few words, what do you like about working in Badgerys Creek or Luddenham?
4. In a few words, what do you like about visiting Badgerys Creek or Luddenham?
5. In a few words, are there any existing challenges to living Badgerys Creek or Luddenham?
6. In a few words, are there any existing challenges to working in Badgerys Creek or Luddenham?
7. In a few words, are there any existing challenges to visiting Badgerys Creek or Luddenham?

Comment boxes for Questions 3 – 5

Question 2 and 5 are for respondents to Q.1(iii)

Question 3 and 6 are for respondents to Q.1(iv)

Question 4 and 7 are for respondents to Q.1(v)

Part Two: Social impacts

The following questions relate to understanding how the proposed development of Burrah Park may impact you and the local area to inform the assessment of likely social impacts.

8. Overall, how do you think the proposal will impact the community?

- (i) Positively
- (ii) Negatively
- (iii) Both positively and negatively
- (iv) Neither positively nor negatively
- (v) Unsure

Select one that applies

9. The development has a number of proposed land uses integrated into the warehousing and logistics estate. What impact do you think the proposed land uses will have?

	Positive impact	Negative impact	Both positive and negative impact	Neither positive and negative impact	Unsure
Warehouse buildings and ancillary office spaces					
Construction of roads (including signaled intersection at Elizabeth Drive)					
Town centre for small scale retail and other services					
Neighbourhood centre					
Open green spaces (including play areas and areas for Indigenous cultural activities)					
Water areas					
Walkways					

Select one per row

10. Please describe any **positive** impacts that you think will be created by the proposed development?

These could include:

- Impacts to you, your family or other members of the community
- Short- and long-term impacts
- Impacts during construction and/or impacts during the operation of warehousing and logistics facilities.

Positive impacts may be in relation to:

- How you live, work, play and interact with others
- How your community looks and functions
- How you access services and facilities
- How you express your beliefs and customs (including First Nations Connection to Country)
- Your health and wellbeing (physical and mental)
- Your access, use and impact on the natural and built environment
- Your work
- Your ability to have a say in decisions that affect your life

Comment box

Question 10 is for respondents to Q. 8(i) and (iii) and Q9 – positive options selected.

11. How can these positive impacts be further enhanced?

Comment box

Question 11 is for respondents to Q. 10 only

12. Please describe any **negative** impacts that you think will be created by the proposed development?

These could include:

- *Impacts to you, your family or other members of the community*
- *Short- and long-term impacts*
- *Impacts during construction and/or impacts during the operation of the solar farm.*

Negative impacts may be in relation to:

- *How you live, work, play and interact with others*
- *How your community looks and functions*
- *How you access services and facilities*
- *How you express your beliefs and customs (including First Nations Connection to Country)*
- *Your health and wellbeing (physical and mental)*
- *Your access, use and impact on f the natural and built environment*
- *Your work*
- *Your ability to have a say in decisions that affect your life*

[Comment box](#)

Question 12 is for respondents to Q. 8(ii) and (iii) and Q9 – negative options selected.

13. How could these negative impacts be avoided or reduced?

[Comment box](#)

Question 13 is for respondents to Q.12 only

14. On a scale of 1 (not at all) to 10 (very much), please indicate what extent you think that you will be impacted by the construction works associated with this project?

Not at all (1)

Neutral (5)

Very much (10)

10-point scale

15. If you answered 6 or above for Question 14, please describe how the construction may impact you:

[Comment box](#)

Question 15 is for Question 14 responses that are 6 or above

16. Do you think the Aerotropolis will impact the proposed development?

- Yes
- No
- Unsure

Select one that applies

17. If you answered Yes to Question 16, please describe how the Aerotropolis will impact the proposed development?

[Comment box](#)

Question 17 is for respondents to Q.16 only

18. Please let us know if you would like to provide any further comments about the proposal.

[Comment box](#)

Thank you for your participation.

Please contact the Urbis Engagement Team on 1800 244 863 or engagement@urbis.com.au if you have any questions or would like to speak with us directly about the SIA.

APPENDIX D SIA DISCUSSION GUIDE QUESTIONS

Penrith City Council Interview Questions

Social and strategic site context

As part of the SIA, we have examined ABS 2021 Census data to understand the key demographic characteristics of the current Penrith LGA population.

- Are there any observations or insights you can share on the key characteristics, needs and aspirations of the local community?
 - How do you predict this community may change in the future?
- Are there any vulnerable people or groups that you think may be impacted by the proposal site?
- From Council's perspective, how does the proposed warehousing and logistics estate align with the strategic vision for:
 - Penrith LGA?
 - The Aerotropolis?
- Are there any issues with local services and/or infrastructure that should be considered as part of the assessment? (e.g. access to transport and road networks, difficulty accessing services)

Potential social impacts

Note: Potential social impacts could include both positive and/or negative impacts to adjacent residents, Badgerys Creek and Luddenham communities, or broader Greater Sydney community, short- or long-term impacts, impacts during construction and/or impacts during the operation of the estate.

Also consider all aspects of the proposed development including: warehouse buildings and ancillary office spaces, car parking areas, proposed green open spaces, water basins, amphitheatres, playgrounds, walkways, proposed town centre for small scale retail and hospitality, proposed neighbourhood centre.

Do you anticipate there will be any positive impacts generated by the proposed warehousing and logistics estate at Burrah Park?

Positive impacts may be in relation to:

- *How you live, work, play and interact with others*
- *How your community looks and functions*
- *How you access services and facilities*
- *How you express your beliefs and customs (including First Nations Connection to Country)*
- *Your health and wellbeing (physical and mental)*
- *Your access and use of the natural and built environment*
- *Your work*
- *Your ability to have a say in decisions that affect your life*

How could these positive impacts be further enhanced?

Do you anticipate there will be any negative impacts generated by the proposed warehousing and logistics estate at Burrah Park?

See prompts for 'Potential positive social impacts'

How could these negative impacts be mitigated or reduced?

Do you anticipate there to be any additional cumulative impacts (positive/negative) from the nearby Aerotropolis and/or any nearby projects (e.g. construction of M12)?

Other

- Do you have any other comments on the proposal or feedback to inform the SIA?

