WILLOWTREE COMMUNICATIONS

SOCIAL IMPACT ASSESSMENT REPORT

MAMRE ROAD DATA CENTRE CAMPUS

SSD-92743706

Property at: 706-752 Mamre Road, Kemps Creek

Prepared by Willowtree Communications Pty Ltd

02 February 2026

Willowtree Communications acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing and ongoing connections to land, waters, and community.

We acknowledge the Cammeraygal people, the Traditional Custodians of the land where this document was prepared, as well as the Traditional Owners of the Land where the proposed development will be located, the Dharug people. We pay our respects to Elders past, present and emerging.

DOCUMENT CONTROL TABLE			
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EXECUTIVE SUMMARY

Willowtree Communication has been engaged to undertake a Social Impact Assessment (SIA) as part of the Environmental Impact Statement (EIS) for the State Significant Development Application (SSDA) at 706-752 Mamre Road, Kemps Creek (the site). The proposal involves the construction and operation of a data centre campus and associated works (the proposal).

The data centre campus (1.2 GW total power consumption) encompasses staged construction and 24/7 operation comprising:

- 6 buildings accommodated across 6 sub-parcels (A-F);
- Ancillary office space and Car parking;
- Plant equipment, including cooling units;
- Backup generators with associated diesel storage, lithium-ion battery storage;
- Electrical infrastructure

Staged delivery, over a ten-year period, includes the associated site works comprising:

- Temporary access road from Mamre Road (for construction purposes);
- Construction of a roundabout (intersects with neighbouring land to the south)
- North to south local road (through estate) and east to west local road, and land allocation for road network upgrades,
- At-grade car parking; and
- Integrated water cycle management, landscaping and offset planting.

The site is located in the northern part of the Mamre Road Precinct (MRP), which is part of the larger Western Sydney Employment Area (WSEA). The industrial and logistics area spans several local government areas and serves as a major logistics and manufacturing hub, benefiting from its proximity to key utilities and transport infrastructure, and its strategic location adjacent to the emerging Western Sydney Aerotropolis.

This social impact assessment has been prepared in accordance with the Department of Planning, Housing and Infrastructure's Social Impact Assessment Guidelines (2025). It considers positive and negative impacts in the context of the social baseline. The assessment considers impacts in the context of eight social elements of value: Way of Life, Community, Accessibility, Culture, Health and Wellbeing, Surroundings, Livelihoods, and Decision-making Systems. Measures to enhance positive impacts and mitigate negative impacts are evaluated, as well as cumulative impacts.

The social baseline has taken into account the site and its surroundings, the social locality's demographic profile, and the extensive policy context. Primary data was collected to gain insights into community values, interests and concerns through community engagement, which included a social impact survey and targeted stakeholder consultation with adjoining schools, recognised as ‘sensitive receivers’ which are located to the north of the site.

The proposed development is situated within a rapidly transforming area that is transitioning from a rural to an urban industrial character. While this presents challenges for managing the impacts on the sensitive, legacy land uses in proximity to the site, the proposal aligns with established government policy, economic development goals and infrastructure investment priorities.

The assessment identified the significant positive social impacts that are aligned with strategic planning objectives, including:

- Economic Investment in Digital Infrastructure: with an estimated development cost for the 1.2GW facility of approximately $9 billion, this proposal will deliver hyperscale digital infrastructure, contributing to the economic use of land in the Mamre Road Precinct;
- Activation of land in the Mamre Road precinct, contributing to the vision for the globally competitive Western Sydney, and approximately 10,569 Full-Time Equivalent (FTE) construction jobs and 800 FTE ongoing jobs directly related to activity at the site;

- Transport Connectivity: Delivering land allocation and new roads supporting the delivery of the precinct; and
- High-quality industrial development contributing to regional stormwater, tree canopy and amenity in the precinct.

The assessment identified impacts during the construction period; whilst these are temporary in nature, due to the size of the site, the ten-year construction phase has distinctive phases. In this context, it is important to consider the staged development of each of the six land parcels within the site and the ability to manage construction impacts in a staged way.

These construction impacts are assessed as manageable and rely on the implementation of a range of measures, including:

- Prior to construction commencement, prepare and implement a comprehensive Construction Environmental Management Plan (CEMP),
- Develop and implement a Construction Traffic Management Plan in conjunction with the CEMP;
- Implement Aboriginal cultural heritage management measures as outlined in the Aboriginal Cultural Heritage Assessment – Addendum (Biosis);
- Implement the measures outlined in the Landscape Plan (Geoscapes) and Arboricultural Impact Assessment (Creative Planning Solutions),
- Maintain effective community and stakeholder relations to ensure effective long-term environmental management and integration.

In the operation stages, mitigation measures are required as follows:

- Operational noise impacts across the data centre campus, including implementation of the acoustic attenuation measures as specified in the Noise and Vibration Impact Assessment (Renzo Tonin & Associates)
- Urban heat island effects and climate resilience to be addressed through the implementation of measures outlined in the ESD Report (E-Lab Consulting),
- Coordination with TfNSW and Sydney Water on the ongoing infrastructure delivery in the precinct, including the realisation of the complete road network envisaged for the Mamre Road Precinct and complete stormwater management and detention systems, and
- Maintaining effective community and stakeholder relations by recalibrating the program established during construction for community liaison as needed to address operational matters.

The development represents the delivery of globally competitive digital infrastructure as part of the urban growth envisaged in Western Sydney, while maintaining appropriate consideration of community values and environmental outcomes. The social impact assessment, therefore, supports the proposal being submitted for planning assessment, subject to the implementation of the proposed mitigation measures.

1 PROJECT ESTABLISHMENT

1.1 PURPOSE OF THE REPORT

Willowtree Communication has been engaged to undertake a Social Impact Assessment (SIA) as part of the Environmental Impact Statement (EIS) for the State Significant Development Application (SSDA) at 706-752 Mamre Road, Kemps Creek (the site). The proposal involves the construction and operation of a data centre campus and associated works (the proposal).

The site is strategically located within the Mamre Road Precinct, recognised as a key employment and industrial hub in Western Sydney's growth corridor. The location provides critical proximity to major water infrastructure and electrical grid connections necessary for data centre operations, and access to the Data Centre customer base, contributing to the area's vision to support technology and innovation.

The proposal includes purpose-built data centre buildings, associated electrical infrastructure, including substations and backup power systems, cooling systems, security facilities and connections to essential services and utilities, as well as internal roads and parking. It also includes access roads, landscaping and environmental management works that integrate with the wider precinct as envisioned by the Mamre Road Precinct Development Control Plan.

Social impacts are generally experienced when a new project brings change. The social impact of a project refers to the direct and indirect effects on people and their communities throughout the project lifecycle. SIA is an independent and objective study that identifies, analyses, assesses, manages, and monitors a project's social impacts, both positive and negative.

The SIA has been prepared in accordance with the Department of Planning, Housing and Infrastructure's (DPHI's) Social Impacts Assessment Guidelines (2025) and the Secretary's Environmental Assessment Requirements (SEARs) for SSD-92743706, issued on 30 September 2025.

The SIA is to be read in conjunction with the Engagement Report prepared by Willowtree Communications, as the stakeholder feedback helped inform the assessment of social impacts by providing locally relevant insights, stakeholder perspectives, and community feedback.

1.2 THE PROPOSAL

<u>The Site</u>

The site, legally described as Lot 10 in DP 1280592, is located at the southeastern corner of Mamre Road and Bakers Lane in the Penrith Local Government Area, with an approximate area of 52 hectares (refer **Figure 1**). It forms part of the IN1 General Industrial zoned land under the State Environmental Planning Policy (Industry and Employment) 2021 (refer **Figure 2**), with a portion of the adjoining land zoned SP2 Infrastructure for future road acquisition and upgrades.

The site is located in the northern part of the Mamre Road Precinct (MRP) (refer to **Figure 3**), which is part of the larger Western Sydney Employment Area (WSEA). This industrial and logistics precinct spans several local government areas and serves as a major logistics and manufacturing hub, benefiting from its proximity to key utilities and transport infrastructure, and its strategic location adjacent to the emerging Western Sydney Aerotropolis.

The MRP was rezoned by the NSW Government in June 2020, facilitating 850 hectares of industrial land for future investment. This rezoning is anticipated to provide 17,000 ongoing jobs upon full development, while the broader WSEA is expected to facilitate 200,000 long-term jobs over the next 20 years through leveraging the Western Sydney Airport.

The site is currently vacant and contains six dams, with predominantly cleared grassland and small patches of remnant native vegetation, with only a small northeastern portion containing biodiversity values requiring management. There are legacy land uses in the vicinity of the site from its previous rural zoning, including three schools on the opposite side of Bakers Lane and residential homes to the east of the site, which are yet to transition to industrial development or are located in environmentally sensitive areas not zoned for industrial development.

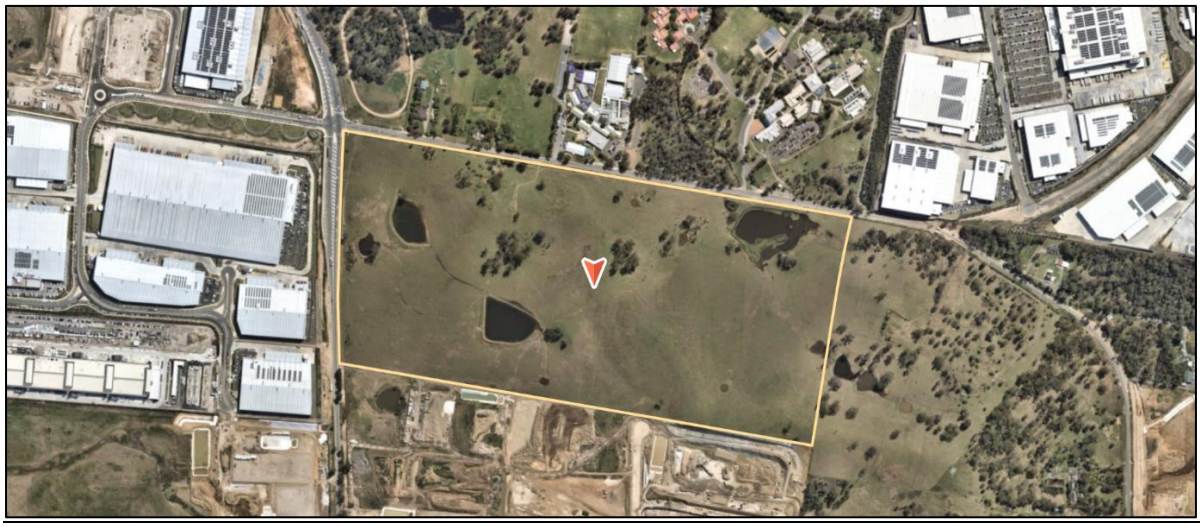


Figure 1: Site Aerial
Source: Nearmap, 2025

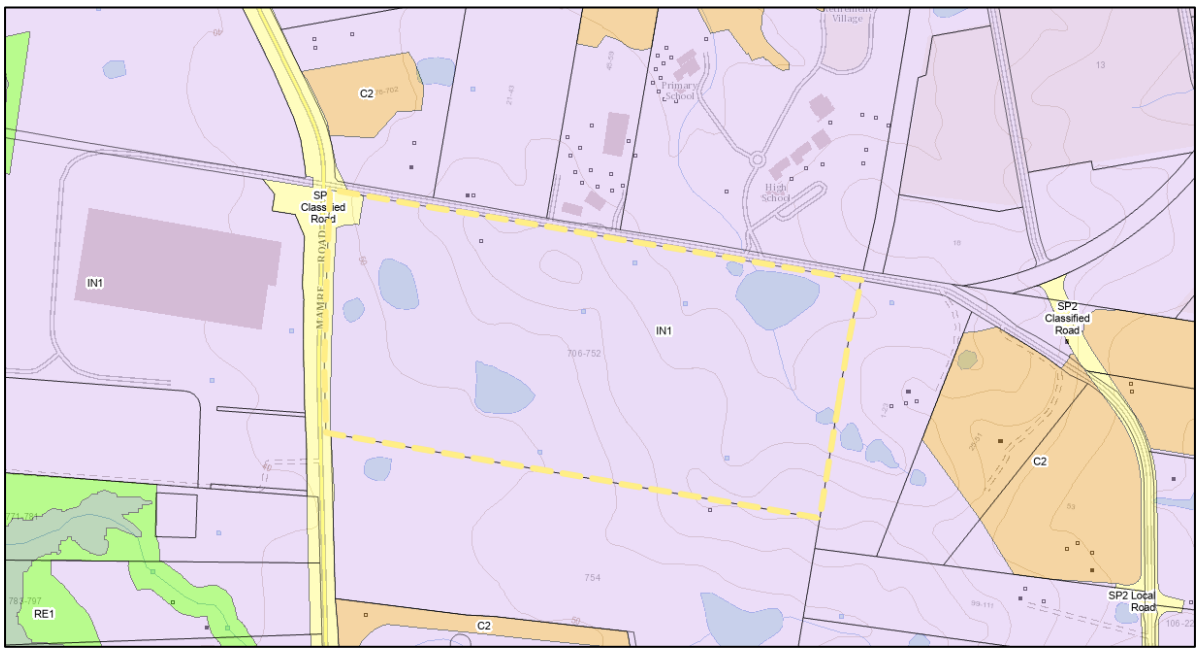


Figure 2: Zoning Map
Source: NSW Spatial Viewer, 2025

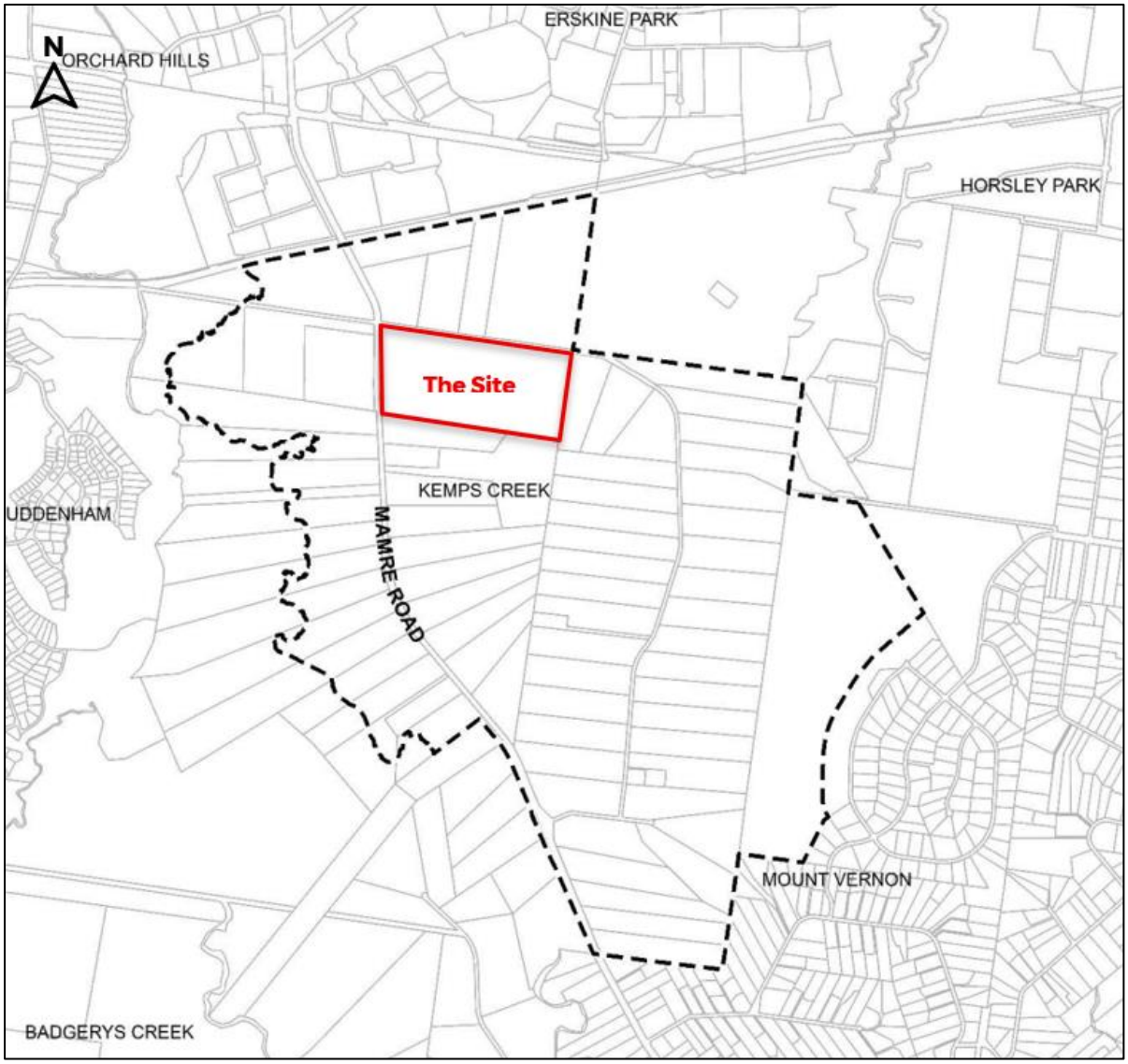


Figure 3. Mamre Road Precinct Context

Source: NSW Government/ Willowtree Planning, 2025

The proposed development

The proposed development seeks development consent for the construction and operation of a data centre campus (refer **Figure 4**), including necessary infrastructure and servicing. It will comprise the following:

- Site preparation works, including tree clearing;
- Dam dewatering;
- Site remediation;
- Bulk earthworks across the site and retaining structures;
- Battering to adjoining properties to the south and east;
- Infrastructure comprising civil works, stormwater, and utilities servicing, including:
    - Lead-in power infrastructure from TransGrid Sydney West Substation (three lead-in connections proposed),
    - Sediment basins and interim stormwater management measures in advance of connection to regional stormwater infrastructure.
- Construction of future local roads through the site, including (refer **Figure 5**):
    - North-south local road (Road 1);
    - East-west local road (Road 2);

    - Temporary access road from Mamre Road (for construction purposes); and
    - Roundabout at the southern site boundary;
- Land allocation for the Mamre Road upgrade and future freight transport corridor, including:
    - Mamre Road Stage 2 upgrade widening delivered by TfNSW;and
    - Southern Link Road (SLR) ultimate scenario delivered by TfNSW; and
    - Future automated vehicle route running north to south through the site;
- Staged construction (refer **Figure 6**) and 24/7 operation of a Data Centre Campus containing the following:
    - 172,640m^2 of technical data hall floor space, designed to accommodate 26 shells spread across 6 purpose-built (buildings) sub parcels A-F (maximum building height of 40m measured from proposed ground level);
    - 54,854 m^2 of ancillary office & corridor floor space;
    - Plant equipment including 728 cooling units;
    - 846 backup generators
    - Fuel storage on Site is 18,056 kilolitres, per Shell configuration comprises of diesel storage via 5 x 132 kL Bulk Tanks and 34 x 1 kL Day Tanks, with additional 2 x 1 kL Day Tanks for shells with tech space ;
    - Total of 2,652,000 Kg of PTU Lithium-ion battery storage;
    - 2 x 433,800L water tanks for fire protection;
    - 619 at-grade car parking spaces;
    - Wayfinding signage;
    - One (1) incoming electrical switching station and campus electrical substation;
    - One (1) static synchronous compensator (STATCOM); and
    - Six (6) sub-parcel electrical substations.
- Acoustic and visual screening along the western and northern boundaries;
- Complementary landscaping and offset planting (refer **Figure 7**), and
- Combined sprinkler and hydrant system, with dual water supply meeting FM Global and Australian Standard requirements.

Total estimated construction period of approximately 10 years from commencement, subject to market demand, tenant requirements, and regulatory approvals

The site comprises six (6) sub-parcels, identified as Parcels A-F, which collectively accommodate each building. Each parcel will contain either four or five data centre 'shells' together with a shared technical building. The size and configuration of the proposed data centre parcels are based on an optimised 'kit-of-parts' design, developed to enhance construction and operational efficiency and to maximise spatial utilisation for data generation and storage within each shell.

The architectural response for each building demonstrates a unified design language whilst maintaining individual identity. The built form responds to its landscape context through the application of natural, recessive tones and low-reflectivity finishes. The design strategy employs façade modulation, incorporating both horizontal and vertical articulation together with varied material textures to effectively reduce the perceived bulk and scale of the built form.

These architectural treatments serve to minimise visual mass, facilitate integration with the emerging industrial-technological character of the Mamre Road Precinct, and ensure consistency with anticipated future development patterns. The proposal incorporates sustainable materials and energy-efficient building systems to minimise environmental impacts whilst ensuring long-term operational efficiency. Material selection prioritises durability and low maintenance requirements, ensuring sustained performance throughout the operational life of the facility.

The EIS explains that the proposed height of the built form of the proposed development is required due to the nature of data centre operations, as is evident in the approved design (including height) of other data centres in the precinct. This proposal demonstrates that the proposed development would not create unacceptable solar, wind and visual impacts on surrounding sensitive uses, including the nearby schools and retirement village.

The estimated development cost of the project is approximately $9 Billion. The proposal is to be delivered over two stages (east and west) with 0-7 phases in total. The estimated construction timeframe is 10 years, subject to market demand and other regulatory approvals. The Economic Impacts assessment identifies that the construction phase will create approximately 10,569 jobs.

The proposed development is to be constructed in the following phases (refer to EIS for further details):

- **Phase 0** - Conduct western bulk earthworks, establish temporary construction access, and construct boundary retaining walls.
- **Phase 1** - Deliver core campus infrastructure, services, access roads, and full Parcel A facilities.
- **Phase 2** - Construct Parcel B comprising four data halls with associated support infrastructure and access.
- **Phase 3** - Develop Parcel C with data halls, support infrastructure, and a northern extension of the campus access road.
- **Phase 4** - Deliver Parcel D with data halls, utilities, an eastern road extension, and a temporary emergency access route.
- **Phase 5** - Complete eastern earthworks and construct Parcel E, Road 2, drainage works, perimeter access, and landscaping.
- **Phase 6** - Construct Parcel F with five data halls, support facilities, utilities, and access infrastructure.
- **Phase 7** - Construction of Road 1 between the roundabout and the corridor dedicated to the future Southern Link Road (delivered by Others), including a temporary turning head at the northern end of Road 1.

The proposal is projected to employ approximately 800 staff at full operation, directly contributing to investment in NSW's digital economy and providing skilled employment opportunities in the MRP—both key objectives of the development.

A Concept Masterplan (SSD-30628110) has been lodged by ISPT Pty for the development of industrial warehouse buildings with ancillary office space and a café, totalling an indicative Gross Floor Area (GFA) of 244,413sqm. The application is currently at the second round of response to submissions stage, with the determination date unknown. As approval has not been granted at the time this proposed development has been submitted, it does not seek to utilise the ISPT Summit proposal.

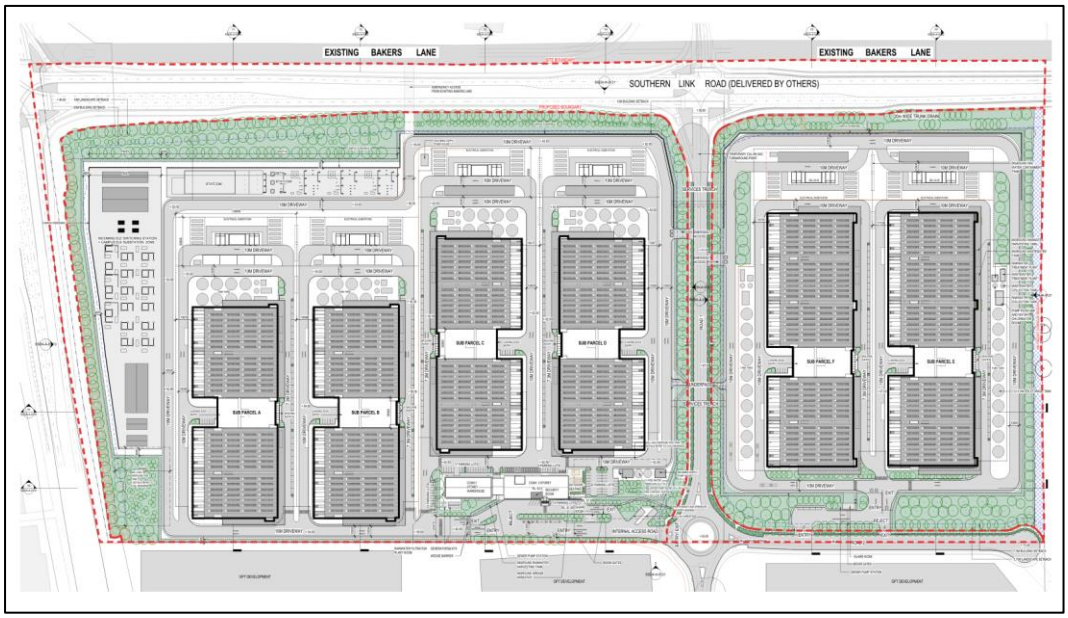


Figure 4. Proposed development plan – Data Centre Campus
Source: Greenbox Architecture, 2025

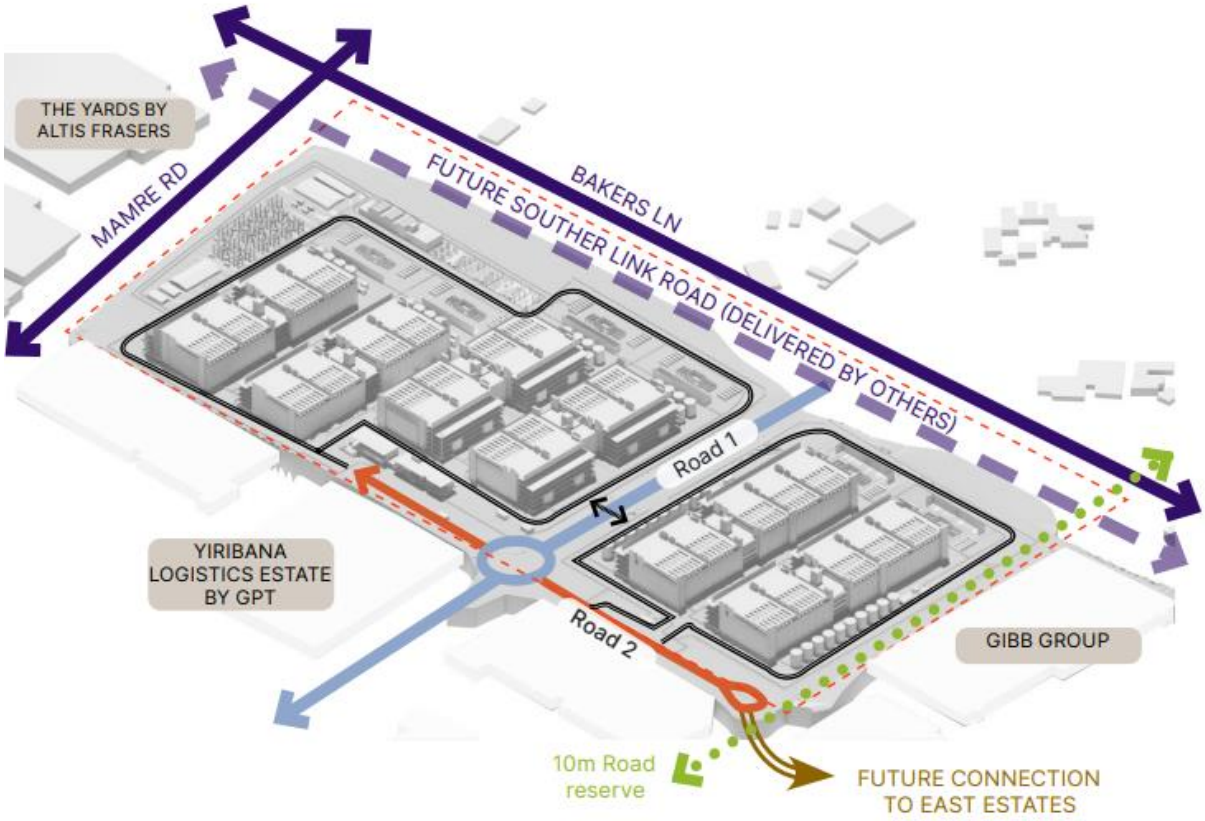


Figure 5: Site Access Strategy & Traffic Road Network
Source: Greenbox Architecture, 2025

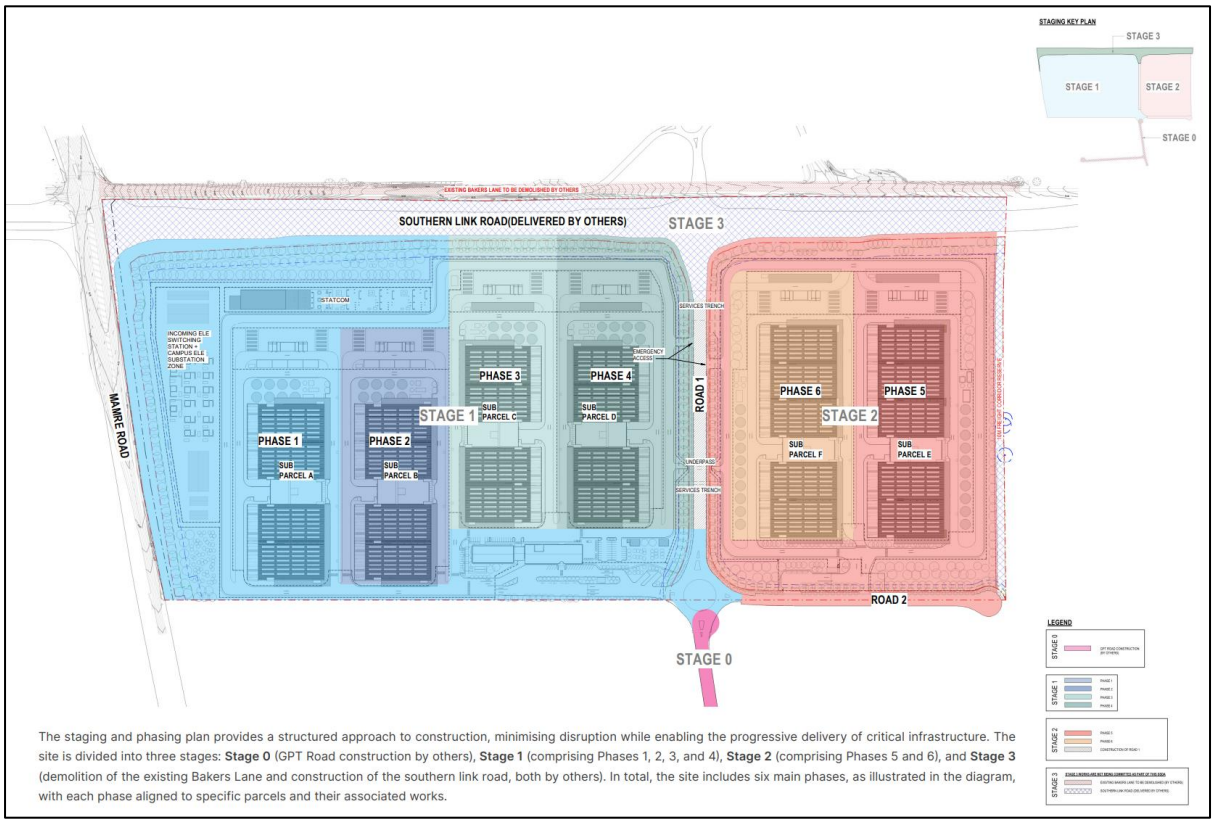


Figure 6. Proposed staging – Data Centre Campus
Source: Greenbox Architecture, 2025

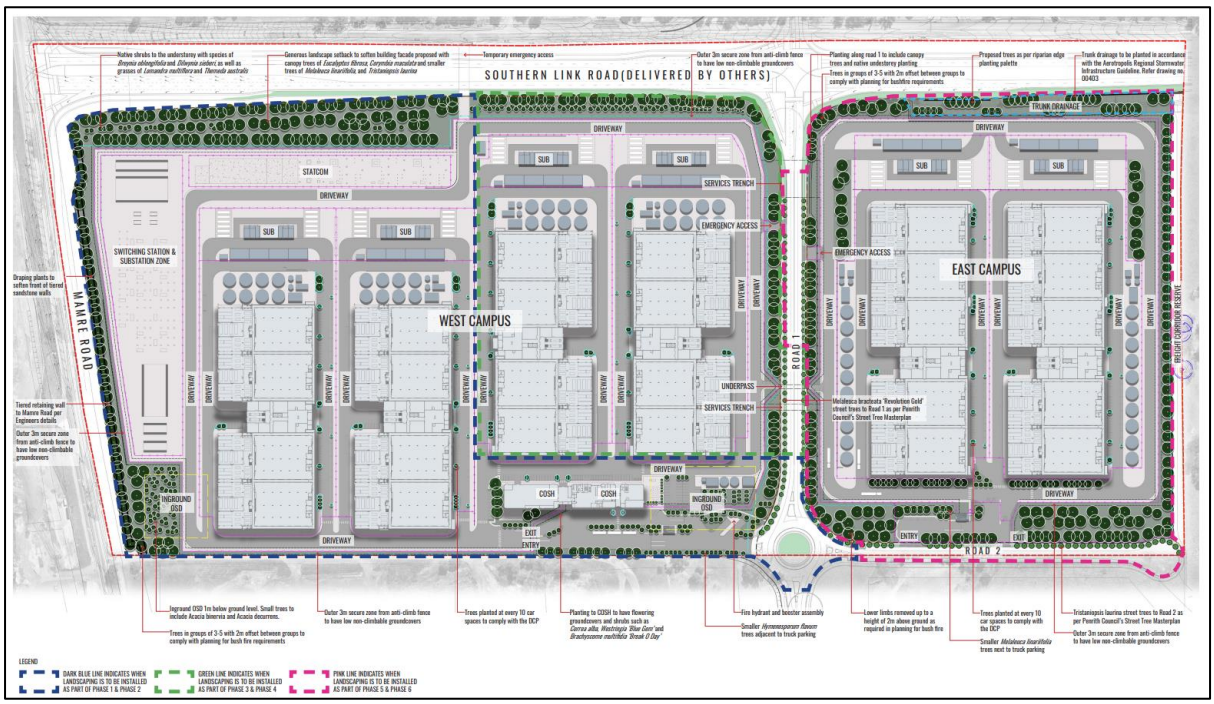


Figure 7. Proposed Landscaping – Data Centre Campus
Source: Greenbox Architecture, 2025

The campus-style approach to design uses a variety of materials, colours and styles to create interest across the site. Architectural Renders show the campus style design and landscaping, as well as the land allocation to facilitate the planned Southern Link Road (delivered by others) (currently Bakers Lane) and widening of Mamre Road (refer to **Figure 8**).

Mamre Road and Bakers Lane / Future Southern Link Road Intersection view

Bakers Lane view

Figure 8: Renders of the proposed Data Centre Campus- Photomontage
Source: Geoscapes, 2025

1.3 SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS (SEARS)

The Secretary's Environmental Assessment Requirements (SEARs) for SSD-92743706, issued on 30 September 2025, require a Social Impact Assessment:

Key issues. Social Impact ·

including a social impact assessment in accordance with the Department's Social Impact Assessment Guideline that is targeted and proportionate to the development's context and likely impacts.

Table 1: SEARs Compliance

Section	SEARs Compliance Request Item	Summary Response	Reference
Social Impact	**Social Impact** - *including a social impact assessment in accordance with the Department's Social Impact Assessment Guideline that is targeted and proportionate to the development's context and likely impacts.*	The assessment highlights positive impacts, including significant investment in digital infrastructure, the creation of jobs (10,569 construction jobs and 800 ongoing jobs), and improved transport connectivity through land allocation and new roads. The ten-year development's construction impacts are deemed manageable with construction environmental management plans and traffic strategies in place. Operational mitigation will address noise and urban heat, and coordinate with TfNSW and Sydney Water. The development is recommended for approval, supporting Western Sydney's growth while considering community and environmental factors.	Social Baseline and community values are established in Sections 2-4. Impacts Assessment documented in Section 4 with Recommendations are in Section 5.

The report has been prepared in accordance with the DPHI's Social Impact Assessment Guidelines 2025 (SIA Guidelines), along with other supplementary materials detailed in this section.

'Social impacts' are generally experienced when a new project brings change. The social impacts of a project encompass both direct and indirect impacts that affect people and their communities throughout the entire project lifecycle.

SIA is an independent and objective study that engages in the process of identifying, analysing, assessing, managing, and monitoring the social impacts of a project, including both positive and negative aspects.

Methodology

The DPHI's SIA Guideline (2025) recommends considering the potential changes to the following eight social elements of value to people:

Table 2: Social elements of value to people

Value	Description
Way of Life	*Includes how people live, how they get around, how they work, how they play, and how they interact each day*
Community	*Including composition, cohesion, character, how the community functions, resilience, and people's sense of place*
Accessibility	*Including how people access and use infrastructure, services and facilities, whether provided by a public, private, or not-for-profit organisation*
Culture	*Both Aboriginal and non-Aboriginal, including shared beliefs, customs, practices, obligations, values and stories, and connections to Country, land, waterways, places and buildings*
Health and Wellbeing	*Including physical and mental health especially for people vulnerable to social exclusion or substantial change, psychological stress resulting from financial or other pressures, access to open space and effects on public health*
Surroundings	*Including ecosystem services such as shade, pollution control, erosion control, public safety and security, access to and use of the natural and built environment, and aesthetic value and amenity*
Livelihoods	*Including people's capacity to sustain themselves through employment or business*
Decision-making Systems	*Including the extent to which people can have a say in decisions that affect their lives, and have access to complaint, remedy and grievance mechanisms.*

The methodology followed during the preparation of this SIA was informed by the guidance contained within the DPHI's SIA Guideline and Technical Supplement (2025). The following is the overview of the key considerations.

<u>Project Establishment:</u>

- Review of the SEARs Scoping Report and background technical documents, including concept plans and supporting project documents, and
- Site visit, which included an inspection of the adjoining areas to review the Site's context.

Social Baseline Development, Social Locality and Preliminary Scope of Impacts

- A spatial analysis to identify the social locality appropriate for the assessment of social impacts, which is considered the area of social influence for the development,
- An analysis of demographic characteristics of the social locality and wider context to provide insights into the social baseline, and
- Review relevant regional and local policy documents to understand the policy context for assessing key impacts at the regional, LGA and local scale.

Community and Stakeholder Engagement

- Contact with key stakeholders (agency, local government and community) to offer/undertake briefings/interviews as required,
- Engagement with the community to ensure they have access to project information, including the distribution of a Newsletter and survey to provide for enquiries and feedback,
- Analysis of the outcomes from community and stakeholder engagement activities relevant to the assessment of impacts, and
- Regular engagement between the project management team, consultants and the Willowtree Communications team, particularly to coordinate responses to stakeholder and community engagement and address technical responses to impacts.

Social Impact Identification, Assessment and Management

- Potential social impacts are identified and investigated through an assessment of the significance, drawing on relevant findings from the social locality, social baseline and engagement,
- Each impact was assessed using the matrix approach in DPHI's *SIA Guideline 2025- Technical Supplement* to establish its likelihood and magnitude. This 'significance matrix' of social impact includes consideration of factors such as extent, proximity, duration, severity, scale sensitivity, value, and interest (refer to **Figure 9**),
- Lists measures for enhancement and mitigation of impacts that were evaluated to have a high impact on the social locality, undertaken in consultation with the project. Recommendations are set out in relation to the mitigation of residual impacts that have been identified, and
- Addresses the cumulative impacts due to projects in close proximity that are under construction or assessment in conjunction with the proposed development.

Likelihood level	Meaning
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

Dimensions		Details needed to enable assessment
Magnitude	**Extent**	Which location(s) and people are affected? (e.g. near neighbours, local, regional, future generations). Who specifically is expected to be affected (directly, indirectly, and/or cumulatively), including any vulnerable people?
	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.

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

	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	Low	Medium	High	High
D Unlikely	Negligible	Low	Low	Medium	High
E Very unlikely	Negligible	Negligible	Low	Medium	Medium

Figure 9: Social Impact Significance Matrix

Source: SIA Guideline- Technical Supplement, 2025

2 SOCIAL BASELINE

2.1 SITE AND SURROUNDS

As introduced in **Section 1**, the site is located within the Mamre Road Precinct (MRP), which sits within the Western Sydney Employment Area, adjacent to the Western Sydney Aerotropolis. The Western Sydney International (Nancy-Bird Walton) Airport is approximately 6km to the southwest. Overall, the Mamre Road Precinct is positioned to become a significant industrial area supporting Western Sydney's economic transformation in the coming decades, delivering employment-generating development, critical infrastructure, and logistics capabilities. As such, the site and wider precinct will undergo a substantial transition from rural landholdings to an integrated industrial precinct, with accelerated development expected over the next decade.

At present, while the immediate surroundings retain rural characteristics to the immediate east and north, several major industrial and infrastructure projects are underway within the precinct, including to the south and west (refer site and surrounding context map in **Figure 10** and surrounding photos in **Figure 11**).

Figure 10: Site and surrounding context
Source: Nearmap / Willowtree Communications, 2025

Specifics of the surrounding locality are described below:

- **North**: Mamre Anglican School is located opposite the site across Bakers Lane to the north, along with Trinity Catholic Primary School and Emmaus Catholic College. The Emmaus Retirement Village is located approximately 450m to the north. The established Erskine Park Industrial Area is located approximately 1.3km to the north. Planning for the MRP plans includes:
    - The corridor for the proposed Western Sydney Freight line adjacent to the Water pipeline,
    - the future site for and to the west of Mamre Anglican School is the proposed intermodal, and

    - precinct detention basins in the location of the Primary School for precinct drainage works.

- **East**: Rural agricultural land adjoins the site to the immediate east, which is earmarked for industrial development. There is scattered vegetation and farm dams. Further to the east, across Aldington Road, construction for industrial development is underway. The recently completed Oakdale West and South Industrial Estates are located to the north east.
- **South**: The site's immediate southern boundary is land undergoing construction for industrial development. To the southwest and southeast is a mix of rural agricultural land characterised by scattered farm dams, vegetation, rural dwellings and land under construction. The southern boundary of the MRP adjoins the Mount Vernon residential area approximately 3km to the southeast.
- **West**: Directly west across Mamre Road are existing warehouse facilities and ongoing construction of major industrial complexes. Approximately 1.4km to the west is the nearest residential area of Twin Creeks, Luddenham, which was developed as a golf course estate in 2006. The current widening of Mamre Road is also set to continue south of Erskine Park Road, with the recent release of the Review of Environmental Factors for the widening to continue south to Kerrs Road at Mount Vernon.

In the wider area, the precinct works are also underway to increase connectivity of the growth corridor. In the west, the Sydney Metro - Western Sydney Airport, with a station at Luddenham in the Sydney Science Park, is under construction, and to the south, the M12 Motorway is under construction. More detailed aspects of the transitional nature of the locality are canvassed following the sections on demographic, planning, and policy context. Further details on surrounding developments are also provided in **Section 4.3** Cumulative Impacts.

Mamre Road & Bakers Lane Intersection – view to the site

View of site from Bakers Lane opposite the Mamre Anglican School

View of site from Mamre Road

View of the site from next to 754 Mamre Road (Yiribana Estate, southern boundary of the site)

View from Bakers Lane- Mamre Anglican School opposite (north)

View from Bakers Lane- Emmaus Catholic College opposite (north)

View looking west along Bakers Lane, at Mamre Anglican

Residential property at 21-43 Bakers Lane, opposite (north)

View west along Bakers Lane, adjoining the Gibbs development site in the foreground of the site

View looking south down Aldington Road (from corner of Bakers Lane and Aldington Rd

View of BAPS Shri Swaminarayan Hindu Mandir and Cultural Precinct, Aldington Road, Kemps Creek

View to Industrial development on the western side of Mamre Road

Figure 11: Site and Surroundings

Source: Google Street View/Willowtree Communications (photos taken between April to November 2025)

2.2 SOCIAL LOCALITY CONSIDERATIONS

The social locality defines the area of social influence for the project, shaped by the project's nature, scale, and intent.

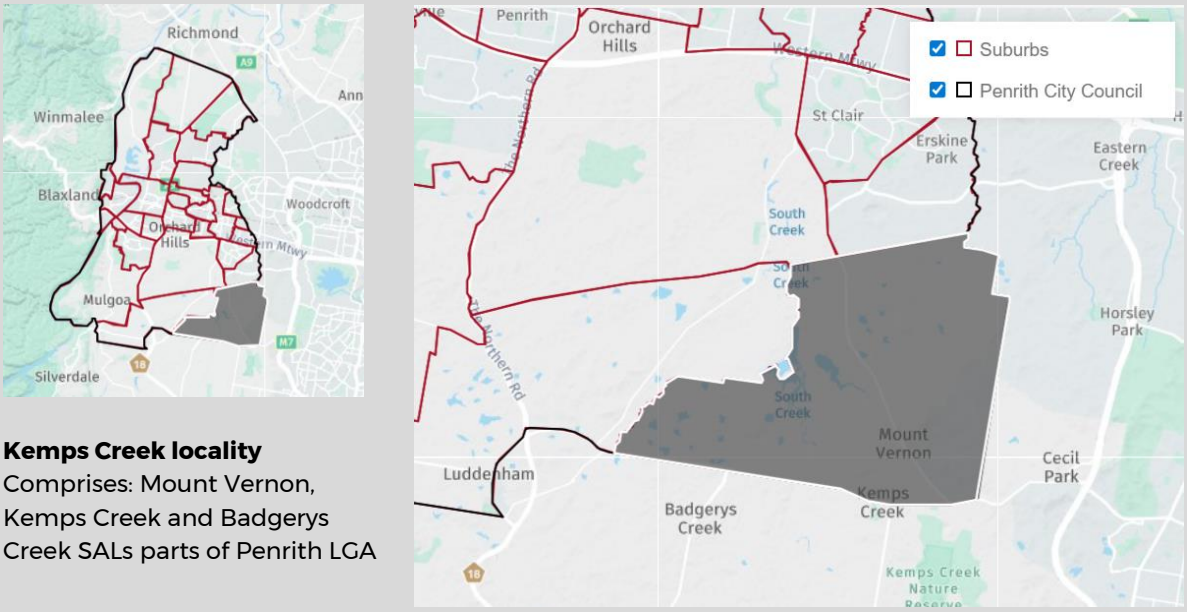
The DPHI Guidelines for Social Impact Assessment describe the area of social influence for a project as the 'social locality' or 'area of influence'. For the purposes of this SIA, social locality has been identified by considering:

- The construction activities and operational uses of the proposal.
- The scale and extent of potential direct and indirect social impacts and benefits, including less tangible effects on community values, identity, and sense of place, as outlined in the SIA Guideline.
- Cumulative impacts from other transport, construction, and urban renewal projects occurring within or near the affected areas.
- The built and natural features of social significance near construction sites, such as Heritage or sensitive environments, alongside the social characteristics of the impacted areas, informed by the social baseline study and other technical reports supporting the Environmental Impact Statement (EIS).
- The community and stakeholder groups most likely to experience direct or indirect impacts, based on engagement activities.
- The existing community and the anticipated future community as part of the expansion of the urban area of Western Sydney.
- Any previous engagement or consultation done with the community and stakeholders.
- Policy and legislative setting within which the whole project operates, and how it interacts with other relevant materials

The analysis of the wider locality helps inform the key relationships between the location of the proposal and the wider community. The key consideration of this social locality is its transitional nature from a long-standing rural context to a fast-growing industrial precinct serving Greater Sydney's demand for industrial land supply. Therefore, for the purposes of community engagement and the assessment of social impact, the following areas have been selected to represent the social locality (see **Figure 12**):

- Primary social locality area: Represented by the Penrith portions of the Kemps Creek, Mount Vernon and Badgerys Creek Suburb and Localities (SALs) statistical geography containing the site. Notably, Mount version includes a rural residential population, whereas Kemps Creek and Badgerys Creek include rural areas that are in transition to becoming part of metropolitan Sydney as part of the Western Sydney Employment Area and the Western Sydney Aerotropolis.
- Secondary social locality area: Represented by Local Government Area (LGA) of Penrith. This statistical geography looks at the wider context that contains a more urban mix, that may be indicative of the future nature of the site surroundings

Note: The data used to draw the demographic insights are from the 2021 ABS Census, the DPHI Population Projections (2025), the NSW Bureau of Crime Statistics and Research (2025), and .id (Informed Decisions) (2025).



Kemps Creek locality
Comprises: Mount Vernon, Kemps Creek and Badgerys Creek SALs parts of Penrith LGA

Figure 12: Social Locality Map
Source: Profile.id /Willowtree Communications, 2025

2.3 DEMOGRAPHIC PROFILE

Transformative Growth and Change

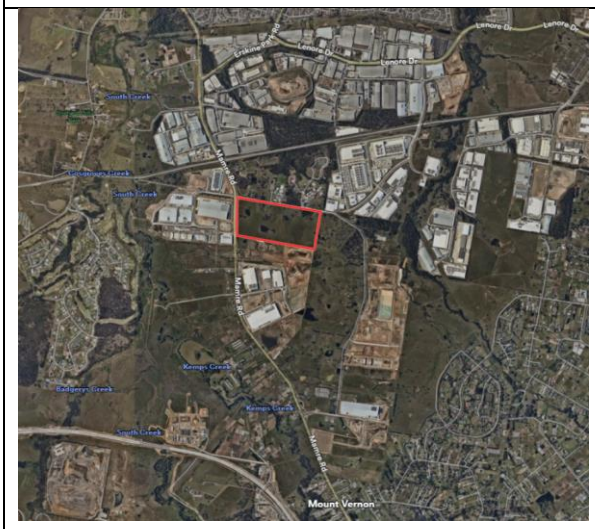
Projections for economic growth over the coming decades, outlined in planning and investment documents for the Mamre Road Precinct (2020), highlight its significant transformation as a major industrial and logistics hub. As of June 2024, Penrith LGA recorded a Gross Regional Product (GRP) of $15.51 billion, growing at approximately 3% annually, indicating moderate to strong economic performance. According to NSW Government projections, Penrith's population is set for significant growth, projected to increase by around 50,000 people from its 2021 level (approx. 219,000) to reach about 270,000 by 2041.

The Mamre Road Precinct is a key focus for economic growth: The precinct spans about 850 hectares of industrial land, providing opportunities for approximately 5,200 construction jobs and 17,000 ongoing jobs when fully developed (refer **Figure 13**). The rezoning of the precinct preserves around 95 ha of land for environmental conservation and open space and protects a site for a potential Western Sydney freight intermodal terminal (IMT) and land for a future Western Sydney Freight line.

Investment in infrastructure is happening at a pace. The Mamre Road Stage 2 of the upgrade (Erskine Park Road to Kerrs Road) has secured $500 million each from the NSW and Australian Governments, totalling $1 billion under the 2024–25 Budgets. Sydney Water is investing $644 million in stormwater and recycled water infrastructure, establishing Australia's largest integrated water scheme within the precinct.

October 2021

October 2022



November 2024

October 2025

Figure 13: Mamre Road Precinct – Aerial Photos of development
Source: Nearmap/Willowtree Communications, 2025

Population, Age and Housing

The Mount Vernon–Kemps Creek–Badgerys Creek Statistical Area Level 1 (Kemps Creek locality) has a population of 1,649 compared to the Penrith LGA of 217,664. The median age in Kemps Creek locality (45 years) is higher than in Penrith (35 years) and the Greater Sydney Region (37 years).

The predominant household type in the Kemps Creek locality is couples with children (47.0%), compared with 35.4% in Penrith LGA and 34.4% across Greater Sydney. Lone-person households make up 14% of the Kemps Creek locality, compared with 20.7% in Penrith LGA and 22.2% across Greater Sydney.

Overall, Kemps Creel locality has a higher average persons per household than Penrith LGA. Whilst around one quarter of households in the Kemps Creek locality are 2-person households, just below the 30% of households in Penrith LGA, only 13% of households in the Kemps Creek locality are lone-person households compared to 22% in Penrith LGA.

Over 94.3% of dwellings in the Kemps Creek locality are separate houses, compared with 76.3% in Penrith LGA and 79% in the Western Parkland City. These proportions are lower than the Greater Sydney average of 57%.

Housing tenure within the Kemps Creek locality shows that 50.8% of dwellings are owned outright, 28% are owned with a mortgage, and 10.3% are rented. In comparison, Penrith LGA has fewer fully owned dwellings (24.7%) and a higher share of mortgaged homes (39.4%) and rentals (33.4%).

Diversity

The land encompassing the Penrith LGA is traditionally cared for by the Dharug (Darug, Dharruk, Daruk, or Dharung), Dharawal (Tharawal, Thurawal or Turuwul), Darkinyung (Darkinjung, Darkinung, Darginyung or Darkinjang), and Gundungurra (Gandangara, Gundungura or Gundungari) peoples. Recognition of the Country is an integral part of planning and development in the region.

According to the 2021 Census, Aboriginal and Torres Strait Islander peoples comprise around 1.8% of the Kemps Creek–locality population, compared with 5% in Penrith LGA and 1.7% across Greater Sydney.

The Australian-born population is proportionally higher in both Penrith LGA (71.3%) and Kemps Creek locality (69%). English is the most commonly spoken language, with 58.6% of the Kemps Creek locality and 74.2% of Penrith residents speaking it at home. In Penrith LGA, the most common languages other than English are Arabic (1.8%), Punjabi (1.4%), and Tagalog (1.2%). In the Kemps Creek locality, the most prominent languages are Italian (7.4%), Assyrian/Chaldean Neo-Aramaic (7.2%), and Arabic (4.6%).

Education

Educational attainment in the Kemps Creek locality is below the Greater Sydney average, with only 14.2% of residents holding a bachelor's degree or higher compared to 33.4% for Greater Sydney. Trade Certificate-level qualifications are most common (22.1%) in the Kemp's Creek locality, while 47.4% have no post-school qualifications. Across the Penrith LGA, 17.3% of residents hold a bachelor's degree or higher.

Socio-economic advantage and disadvantage

The Socio-Economic Indexes for Areas (SEIFA), developed by the Australian Bureau of Statistics (ABS), provide a comparative measure of disadvantage. This index contains only disadvantage indicators (e.g. unemployment, low incomes or education levels, single-parent families, low skilled occupations, poor English proficiency), so it is best used to distinguish between disadvantaged areas but doesn't differentiate between those areas which are highly advantaged. Those just lack a lot of advantages (with a population close to the middle). This index highlights the areas of most need, and the Kemps Creek locality at a score of 1034 has less disadvantage than Penrith LGA at 991, Greater Sydney at 1010 and NSW at 1000.

Health and Well-being

Long-term health conditions reflect a combination of demographic, environmental, and socio-economic factors. Census data from 2021 shows that 65.1% of Greater Sydney residents report no long-term health conditions, while 27.5% have at least one condition. In Penrith LGA, 59.5% of residents reported no long-term health conditions, with higher rates of asthma (9.0%) and mental health conditions (8.9%). The Kemps Creek locality recorded 64.6% of residents without long-term health issues, while 8.4% had arthritis, 4.2% asthma, and 5.6% reported mental health conditions.

Employment and Income

Median weekly household income in Kemps Creek locality is $2,585, compared with $1,866 in Penrith LGA and $2,099 in the Greater Sydney Region. The unemployment rate is notably low in the locality (2.1%) compared with 4.6% in Penrith LGA and 5.1% in Greater Sydney. The locality also has a smaller proportion of working-age residents (53%) than Penrith (62.5%) and Greater Sydney (60%).

Healthcare and Social Assistance is the largest employment sector in Penrith LGA (13.2%), followed by Construction (11.4%) and Retail Trade (10.0%). In the locality, Construction dominates (19.9%), followed by Retail Trade (9.3%), Manufacturing (7.3%), and Healthcare and Social Assistance (7.3%). Transport, Postal and Warehousing accounts for 7.4% of jobs in Penrith and 5.1% across Greater Sydney, slightly above 6.3% in the locality.

Accessibility

Transport in the precinct and Penrith is highly car-dependent. According to the 2021 Census, only 1.3% of Kemps Creek locality residents commuted by public transport, compared with 3.1% in Penrith LGA and 5.6% in Greater Sydney. Penrith LGA has a low level of self-containment, where 55% of residents travel outside of the LGA for work, and 4.% have no fixed place of work.

Crime and Safety

Data from the Bureau of Crime Statistics and Research (BOCSAR) provides insight into crime patterns. BOCSAR uses population data from ABS to calculate crime rates per 100,000 population, allowing for comparisons across time periods and different areas, including mapping of crime hot spots.

A review of the Crime hotspot maps across different crime categories shows there are no major crime hotspots in the Kemps Creek locality. For this reason, the larger area of Penrith provides insight into crime and safety trends, with NSW statistics serving as a comparator.

Crime data from BOCSAR for the period 2024-2025 shows:

- Penrith LGA experiences higher rates of theft (2483.5) and malicious damage to property (686.9) compared to NSW averages (2208.6 and 576.7, respectively).
- Penrith LGA (154.6) has a similar rate of trespass to NSW (153.6).
- Penrith LGA experiences assault rates (1035) that exceed the NSW average of 899.3; and
- Robbery rates in Penrith LGA (27.6) are higher than the NSW average of 22.8.

The crime and safety profile shows that whilst there are categories where crime in Penrith LGA is higher than in NSW, this fluctuates for different types of crime. A review of key 5-year trends shows that property-related crimes in Penrith LGA have experienced a 5.2% decline in average annual percentage change. Over the same period, Penrith LGA's assault related offences have remained stable.

Key Insights

The demographic profile of the Kemps Creek locality highlights the contrast to the wider, more urbanised LGA. While the local population remains small and older on average, household incomes are comparatively high and supported by strong employment and lower levels of disadvantage. Car dependency and higher household occupancy rates reflect the rural and rural residential character of the locality. The pace of development in the locality is expected to show a significant population decline from the 2021 census data, given the rate of development of land underway before the 2026 census.

2.4 CONTEXT - PLANNING, POLICY AND INFRASTRUCTURE

The proposal to develop the site into a data centre aligns with strategic planning frameworks at national, state and local levels that prioritise digital infrastructure, and Western Sydney's economic transformation. These strategic drivers align at the Federal, State and local levels:

Digital Infrastructure Requirements: Australia's digital sovereignty agenda and the exponential growth in data processing, cloud computing, and AI applications necessitate secure, high-capacity digital infrastructure within metropolitan areas. Data centres are classified as critical infrastructure essential for government services, enterprise operations, and telecommunications networks.

State Planning Framework: The site's location within the Mamre Road Precinct of the Western Sydney Employment Area positions it within NSW's priority industrial transformation zone. The Greater Sydney Region Plan and Western City District Plan recognise the precinct for industrial development.

Local Planning Context: Penrith City Council's Local Strategic Planning Statement and Employment Lands Strategy support intensification of industrial precincts for high technology uses. The Mamre Road Precinct Development Control Plan enables large-format industrial development.

Further context is provided with a discussion of the background to the precinct being identified for industrial development over a decade ago, as well as specific consideration related to the project and legacy land uses adjacent to the site that are considered sensitive receptors (residential) and also that provide social infrastructure (schools, seniors living and aged care).

2.4.1 Digital Infrastructure Growth

The National Digital Economy Strategy identifies data centres as critical digital infrastructure. It prioritises meeting the rapidly growing demand for domestic data processing capacity to support digital sovereignty and data security. The National Data Infrastructure Strategy further emphasises Australia's data infrastructure gaps and the need for sovereign data storage capacity, low-latency data processing for Australian businesses and government, and enhanced support for cloud computing and digital services.

Australian Data Strategy (2021)

The Australian Data Strategy establishes a national framework to leverage data to drive economic growth, generate employment, and enhance government service delivery by 2030. The Strategy forms part of the Government's integrated approach, alongside the Digital Economy Strategy and the Digital Government Strategy, to position Australia as a data-driven economy. It recognises data centres as critical infrastructure that store and preserve the growing volumes of data essential to digital innovation and economic resilience. The Strategy emphasises establishing appropriate infrastructure and safeguards to maximise data utilisation while ensuring protection and security. This acknowledgement reinforces the foundational role of data centres in providing secure, scalable infrastructure to support Australia's digital transformation and to manage the exponential growth in data generation and analytics across the government and private sectors.

Australian Digital Economy Strategy 2030 (2022)

The Australian Digital Economy Strategy articulates the Government's commitment to positioning Australia among the top 10 digital economies globally by 2030. The Strategy identifies digitalisation as a driver of economic growth, projecting contributions of up to $315 billion and the creation of 250,000 jobs by 2025. Since 2020, the Government has invested over $3.5 billion in digital initiatives encompassing emerging technologies, digital infrastructure, cyber security, and data governance. The 2022 update allocated an additional $1.1 billion, including the Technology Investment Boost and Quantum Commercialisation Hub. Implementation includes enhancing national data systems and increasing public-sector data-sharing capabilities through targeted investment in the Office of the

National Data Commissioner. The Strategy's emphasis on data capability, infrastructure resilience, and secure digital systems establishes the policy framework within which data centres operate as essential enablers of Australia's digital economy transformation.

2.4.2 State Planning Framework

The Greater Sydney Region Plan: A Metropolis of Three Cities, the Western City District Plan and Western City Deal (2018)

The Greater Sydney Region Plan: A Metropolis of Three Cities, released by the Greater Sydney Commission in 2018, established the strategic framework focusing on three interconnected cities within the Greater Sydney metropolitan area. The accompanying Western City District Plan, also released in 2018, was designed to serve as the implementation tool for the Western Parkland City area. This strategic framework was further strengthened by the Western Sydney City Deal, signed on 4 March 2018, which established a partnership between the Australian and NSW governments and eight local councils that made up the Western Parkland City to drive transformative change over 20 years.

Since then, a steady program of land rezoning for housing and economic development, and infrastructure investment, has been implemented. Central to the vision is an agglomeration of knowledge jobs with global companies encouraged to locate in Western Sydney, bringing high-quality engineering, robotics, and agribusiness opportunities.

Within this broader strategic framework, the Mamre Road Precinct has been visualised as a world-class industrial area providing around 850 hectares of industrial land with capacity for approximately 17,000 jobs. The precinct has proven to be in high demand for warehousing and logistics development, particularly due to its capacity for larger consolidated land parcels close to the Western Sydney Airport, the M12 and Elizabeth Drive and potential to accommodate the planned intermodal terminal.

Aerotropolis Sector Plan (Infrastructure NSW 2025)

The Aerotropolis Sector Plan, prepared by Infrastructure NSW and released in 2025, represents the latest evolution in planning for the Western Sydney Aerotropolis. This strategic document shifts focus from land use planning to infrastructure delivery, identifying and prioritising the key enabling infrastructure required to support the Aerotropolis's ambitious growth targets.

The sector plan provides an up-to-date snapshot of infrastructure provision and development, recognising that the success of the Aerotropolis depends on the timely delivery of transport, utilities, social, and digital infrastructure. It identifies critical infrastructure gaps and establishes a sequenced delivery program aligned with development staging across the various precincts. Recent funding priorities outlined in the sector plan highlight the significant investments in transport infrastructure (refer **Figure 14**).

The plan emphasises the importance of infrastructure that supports the 24-hour activity envisioned for the Aerotropolis, including transport connections that operate beyond traditional peak hours and utilities with capacity for advanced manufacturing and research facilities.

2.4.3 Local Strategies

Penrith's Community Strategic Plan 2041+ envisions a sustainable, connected, and resilient city and works alongside the Local Strategic Planning Statement (LSPS) in providing an overarching framework for the future of the LGA. The Community Strategic Plan highlights the *Smart Western City Program*, which outlines the infrastructure, services and resources needed to ensure smart technologies help deliver a vibrant and liveable Western Parkland City. The vision for the Western Parkland City is to be

> *"an inclusive and digitally capable region, where people are the focus, and everyone has equal access to technologies that benefit and create opportunities.'*

The LSPS provides a framework for a multitude of area- and sector-specific plans, strategies, and actions to realise a connected, productive and resilient LGA. This includes the Penrith Economic Development

Strategy 2023-2032. The strategy highlights Penrith's strategic location, with 37% (1,028 ha) of Greater Sydney's future employment lands, making it attractive to industries such as freight and logistics, warehousing, and modern manufacturing.

Overall, the key themes of Penrith Council, plans and strategies are summarised as follows:

- Economic Development & Jobs: Aim to accelerate job creation with a focus on logistics, advanced manufacturing, agribusiness, and renewable energy.
- Strategic Location: Leverage Penrith's access to key transport corridors and its position near the Western Sydney Airport to attract business and investment.
- Employment Land Protection: Safeguard and intensify the use of industrial and employment lands to ensure long-term economic viability.
- Agribusiness Opportunities: Explore food innovation clusters and agribusiness development near the airport to boost exports and value-adding.
- Urban Structure & Connectivity: Support well-structured urban growth through integrated land use and transport planning.
- Identity & Sustainability: Maintain Penrith's character while promoting sustainability, green infrastructure, and resilience as it transitions into a modern economy.

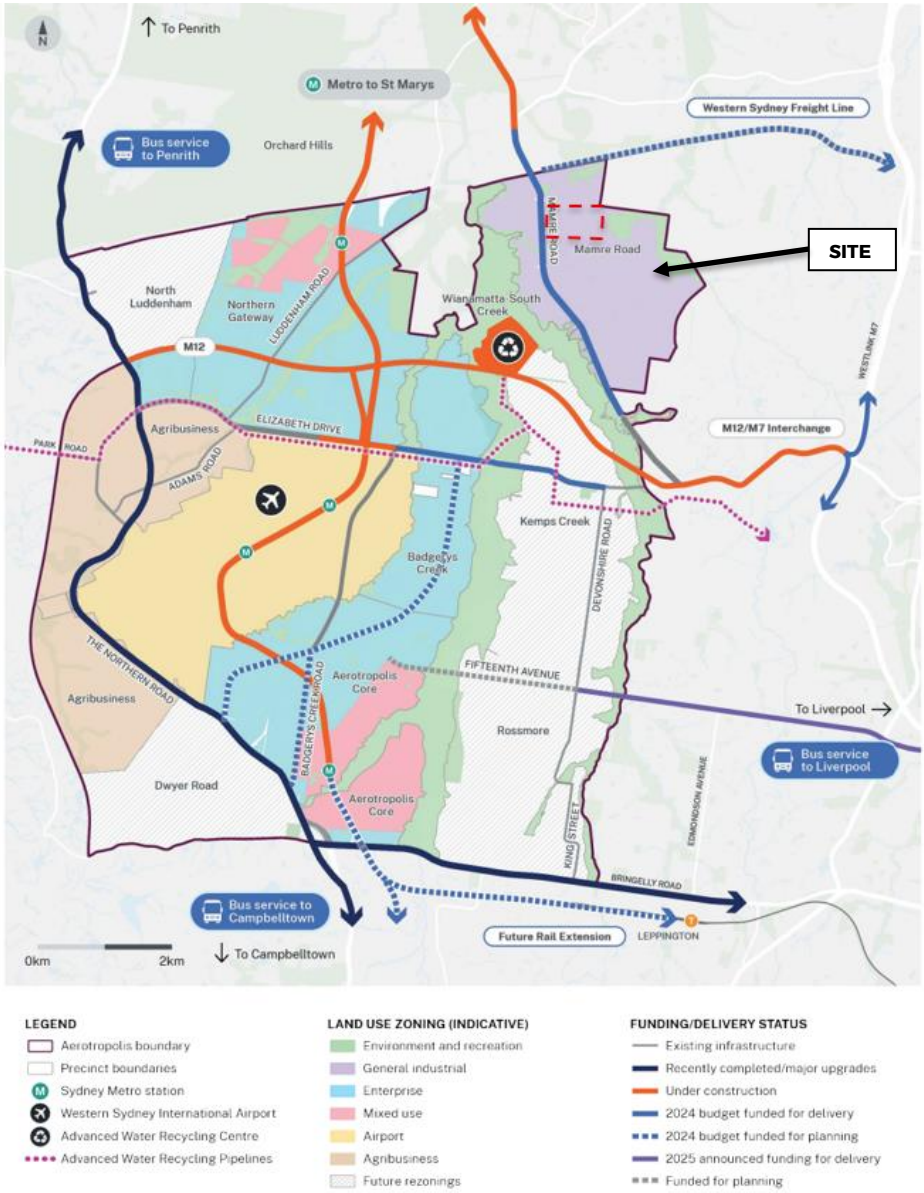


Figure 14: Key enabling infrastructure in the Aerotropolis and recent funding priorities
Source: Aerotropolis Sector Plan 2025 (p. 11)/ Willowtree Communications

2.4.4 Land Use Planning Framework

Mamre Road Precinct Plan (2020)

The Mamre Road Precinct Plan visualises the precinct as a world-class industrial area. The Mamre Road Precinct Structure Plan (refer **Figure 15**) forms the basis for urban development by establishing the major road network and access points, the environmental, open space and drainage networks, and the locations of critical infrastructure including the Warragamba Pipelines. The Structure Plan designates land uses including employment lands, utilities, service hubs and recreation areas, while identifying areas requiring special protection or consideration for environmental, heritage or amenity values.

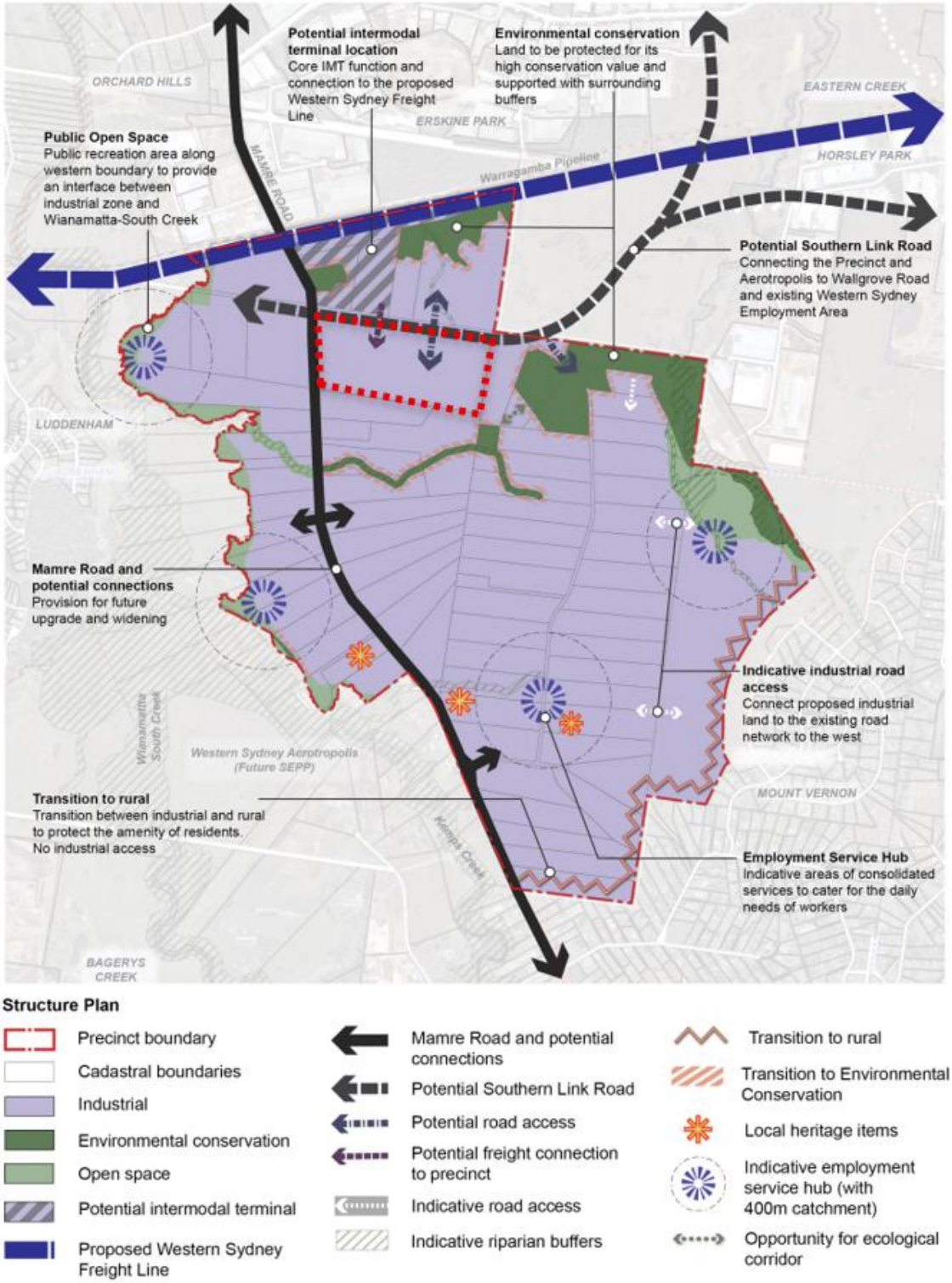


Figure 15: Mamre Road Precinct Structure Plan

Source: Mamre Road Precinct Plan, June 2020 (site in red outline)

The State Environmental Planning Policy (Industry and Employment) 2021

Land Use Zones established by the SEPP (Industry and Employment) zoned the site General Industrial (IN1). The SEPP also Land Zoning Map also map identified two Transport Investigation Areas:

- Transport Investigation Area A – the site of the potential Intermodal terminal, and
- Investigation Area B – relating to the widening needed to deliver the Southern Link Road, including a corridor along the northern part of the site, and also the corridor to the south of the water pipeline identified for the potential Western Sydney Freight Line.

Mame Road Precinct DCP

Following the rezoning, the Department of Planning, Infrastructure and Environment, in collaboration with Transport for NSW and Penrith City Council, prepared a Development Control Plan (DCP, 2021) to establish a holistic approach to development and provide detailed assessment controls. The development framework emphasises environmental sustainability as well as the delivery of utilities, and alignment with Sydney Water's precinct drainage network.

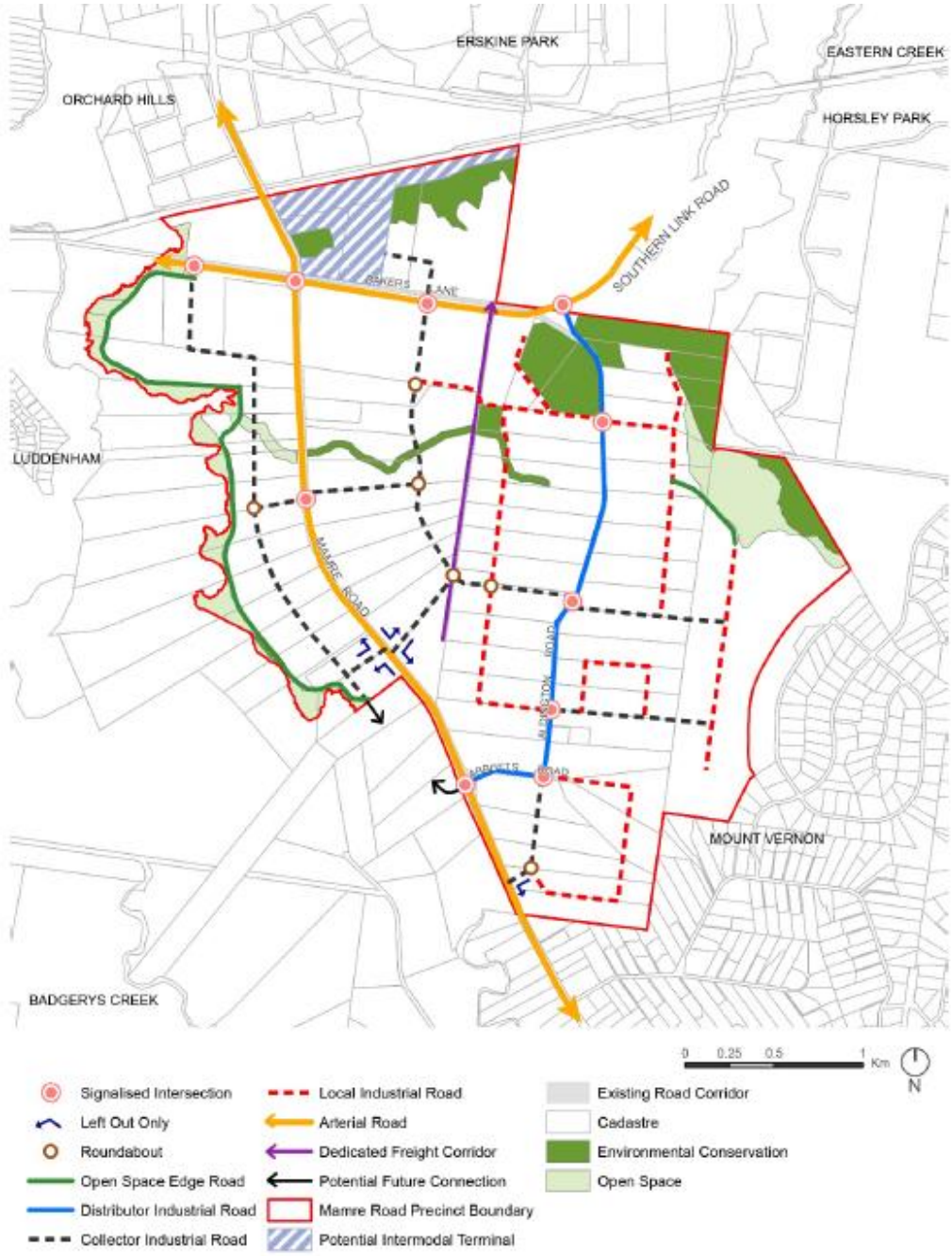


Figure 16: Road Network hierarchy in the Mamre Road Precinct

Source: Mamre Road Precinct DCP, Figure 12 (2021)

The DCP also included considerations for sympathetic site planning, earthworks, traffic movements and building design. Sensitive receivers are listed as including, but are not limited to, 'rural-residential properties, dwellings and educational establishments'. Targeted controls considering sensitive receivers include

- 'Heavy vehicles are to avoid Bakers Lane, especially in the vicinity of existing schools,' and
- 'Developments adjoining existing sensitive receivers (e.g. educational establishments) shall be designed to mitigate impacts on sensitive receivers such as through generous buffer zones and landscaping, and locating noise-generating activities away from the sensitive interface, as well as traffic management measures to improve safety and minimise conflicts.'

Sydney Water Regional Stormwater

As explained in Sydney Water's Fact Sheet, Sydney Water has been appointed the Regional Stormwater Authority for the Mamre Road Precinct and the Aerotropolis Initial Precincts. This approach to stormwater management was assessed by the Department of Planning, Housing and Infrastructure (DPHI) as the most efficient way of meeting waterway health targets and providing the largest economic benefits to Greater Sydney. Sydney Water's regional stormwater management approach protects the creek lines, creates urban wetlands that support a cool environment and drastically reduces use of drinking water for non-drinking purposes, providing a sustainable source of water for irrigating greenspaces in the new urban areas.'

The following figure shows the land use zones, easements as well as the basin footprints needed to deliver the regional stormwater outcomes. This shows the Catholic school sites and retirement village are impacted by the regional stormwater approach.

Figure 17: Net Developable Exclusion Map
Source: Sydney Water Factsheet, 2024

Aircraft Noise Impacts

A key consideration in the identification of the Mamre Road Precinct for industrial development is its location at the western part of the WSEA and Western Sydney Aerotropolis on land impacted by flight paths. The most recent information on flight paths for the airport , which is set to open in late 2026 shows that site falls within the noise contours. Cumulative noise mapping (refer **Figure 18**) shows an increase from 20-49 flights above 70 dB in 2033 to 50-99 flights over a 24-hour period

Figure 18: Aircraft Overflight Noise Tool - 2055 N70 (24hrs) Cumulative Metrics Map
Source: Aust Govt. (DITRDCA) Interactive Map for Western Sydney International Airport

2.4.5 A Precinct in Transition

The site was recognised for future development as far back as 2013 when it formed part of the Broader WSEA (refer **Figure 19**), which comprised a land area of approximately 10,690 hectares. The brief for the Broader WSEA Structure Plan indicated that the State Government's vision was to provide an appropriate supply of well-located, serviced employment lands to secure the State's future productivity and economic growth.

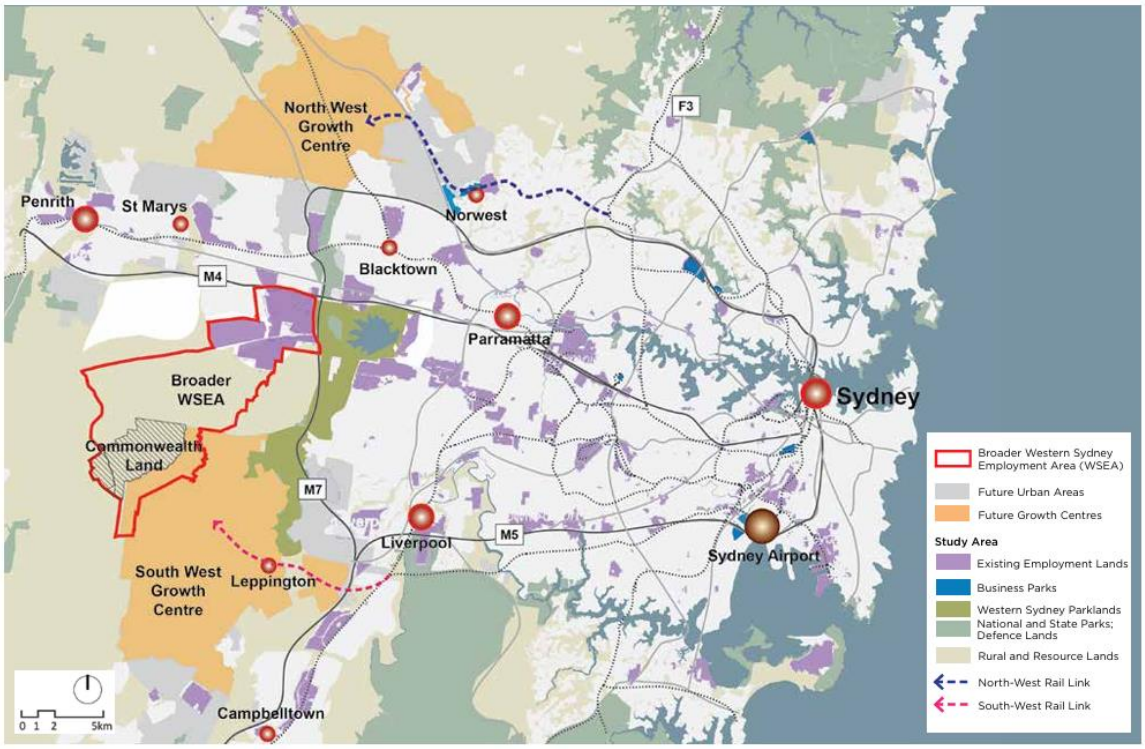


Figure 19: draft Broader WSEA Structure Plan
Source: Draft Broader Western Sydney Employment Area Structure Plan, NSW Government (2013)

The key objectives of the Structure Plan was to investigate the staged delivery of employment lands in the broader WSEA, and to avoid incompatible development in the vicinity of a potential second Sydney Airport on Commonwealth Land at Badgerys Creek. Badgerys Creek, which was subsequently confirmed as the site for the Airport in 2014. The Structure Plan document recognised the significant parcels of land greater than 50 hectares, including the site.

Over the last decade, major milestones for the precinct have included:

- Early planning for the upgrade of the Mamre Road corridor commenced by the NSW Government in November 2017, paving the way for future rezoning and development frameworks.
- The draft rezoning for Mamre Road Precinct exhibited November–December 2019; rezoning finalised in June 2020, unlocking future industrial and infrastructure development in the area.
- In 2022, the NSW Government adopted a Special Infrastructure Contribution (SIC) for infrastructure funding and Penrith City Council adopted a Section 7.11 Plan for Mamre Road Precinct to fund local roads, drainage, and open space upgrades.
- In September 2023: NSW Government allocated $290 million to Mamre Road Stage One; which is currently under construction.
- October 2024: Transport for NSW exhibited Review of Environmental Factors for Mamre Road Stage 2 Upgrade, detailing the scope of improvements and congestion management (Erskine Park Road to Kerrs Road; 6.1 km corridor).

Infrastructure NSW (INSW) documented the private sector activity in the MRP as at January 2025, which includes $5.1 billion investment value, with an associated 8,075 construction jobs and 10,427 ongoing jobs. INSW also noted that 'recent development activity in the Mamre Road Precinct indicates existing supply may be exhausted quicker than anticipated.

As summarised in **Figure 20,** future milestones include the construction of Mamre Road Stage 2 delivering four-lane divided road, signalised intersections, active transport, and stormwater infrastructure); government funding totals $1 billion, scheduled for completion by late 202, the construction of Southern Link Road – Compass Drive to Mamre Road is listed for 2040 along with the Western Sydney Freight Line and Intermodal Terminal (Stage 1) listed for construction in 2040 which are subject to funding.

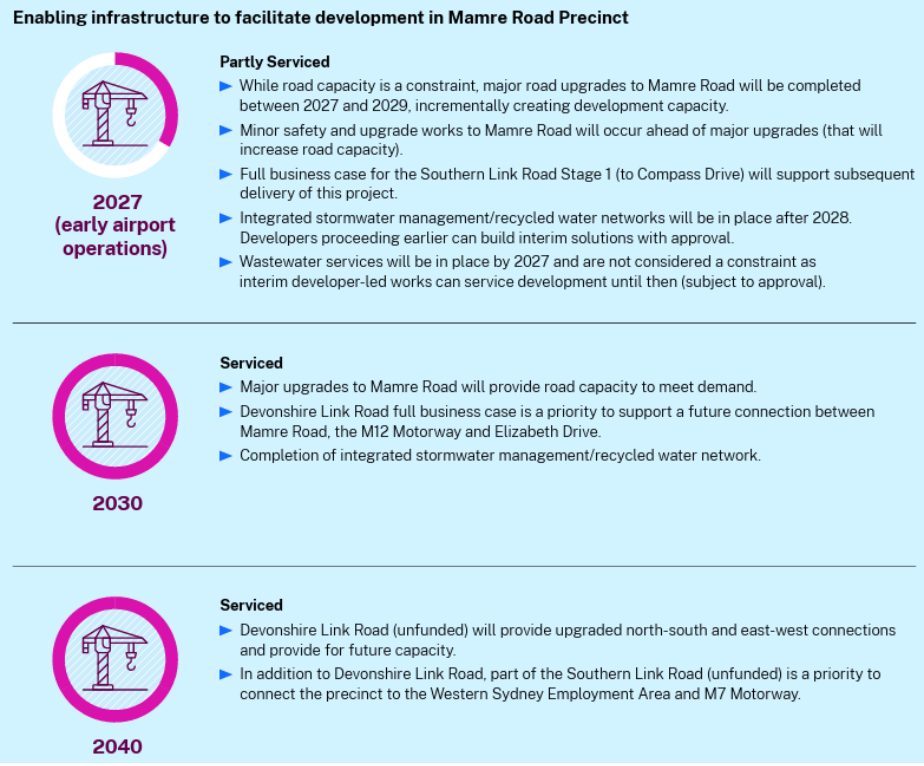


Figure 20: Mamre Road Precinct Infrastructure Snapshot
Source: Infrastructure NSW Aerotropolis Sector Plan (2025)

2.4.6 Project History

Prior to the SSDA proposal for the Mamre Road Data Centre campus, the site first received SEARs *request* in October 2021 for the proposal known as the Summit' by ISPT which were added to in March 2022. The first SSDA exhibition, in 19 March–15 April 2024, describing the proposal as:

> *'a Concept Proposal comprising 9 buildings with a total gross floor area (GFA) of up to 244,413 square metres (m2) for industrial, warehousing and distribution centres, and café uses; and • Stage 1 development comprising demolition of all existing structures; vegetation clearing; site-wide bulk earthworks; construction of one Collector Road, two Local Industrial Roads, southern half of the Southern Link Road and its intersection with the Collector Road; construction, fit out, and operation of three buildings with a total GFA of 79,263 m2 and ancillary offices, car parks and hardstands, landscaping, signage; construction and operation of services and utilities, and subdivision of the site into three lots'*

From 11 February to the 10 March 2025 an amended proposal was exhibited, with the inclusion of:

- *roadworks comprising a section of the southern carriageway of the future Southern Link Road and an intersection for site access;*
- *a left-in only access into Bakers Lane near Mamre Road and a roundabout at the eastern end to connect to the Southern Link Road;*
- *interim upgrades to a section of Aldington Road; and*
- *adjoining land to the east and south of the site for internal road connections, retaining walls and battering.*

Over the two exhibitions a total of seven submission were received including two from Endeavour Energy, two from Mamre Anglican School and two from The Anglican Schools Corporation, and one from Penrith Council. Key considerations included the traffic movements, including coordination with adjoining land developers. Concerns were also raised in relation to consultation with the existing schools, and the consideration of school activities, particularly during construction. Finalisation of the assessment of the Summit is understood to be at draft Conditions of Consent stage.

The Data Centre Campus proposal differs from the Summit warehouse proposal, particularly at an operational level, whereby the traffic generation by workers needed to support the digital infrastructure is far less than that of warehousing.

At a precinct level, the accelerated pace of development has seen the context changing from when the original Summit SSDA was prepared. In particular, the development of land and the road network to the south of the site has created the alternative access arrangements to be proposed for the Mamre Road Data Centre SSDA.

2.4.7 Social Infrastructure and Sensitive Receivers

Social and community infrastructure in the precinct includes education facilities, seniors living and which were developed under the former rural zoning. There are also several residential homes remain in the precinct; however, many of these are set to transition to industrial use. into the future as development of the precinct progresses. There are, however, a small number of homes with conservation zoning that have more limited options, as the land is not deemed suitable for further intensification.

In addition to this, the DCP identifies the need to consider the transition to the Mount Vernon rural residential area to the south of the precinct, and environmental consideration of sensitive land uses also includes the residential area of Twin Creeks Luddenham, to the west of the precinct.

Land uses such as educational establishments and residential development are not permitted in the new industrial zones MRP, they must be considered as legacy land uses and are categorised as sensitive to proposed industrial activities under environmental policies, such as noise and air.

Mamre Anglican:

A co-ed school with around 700 students from across the junior and senior schools as well as a transition to school program. It occupies a 10 hectare site and has air-conditioned classrooms, multiple sports fields, playing areas and a large covered outdoor learning area and off street parking. Specialist facilities include a large Library, Diverse Learning Centre, Hall, individual music tuition studios, and dedicated rooms for Science, Design and Technology, Food Technology, Music and Visual Arts.

In March 2025, the school's community was informed of the school's proposed relocation in 2029 to Sydney Science Park in Luddenham, advising the community:

> *"Our new campus will allow us to expand our programs, enhance our facilities, and offer an even greater learning environment. The new site is strategically positioned close to the Luddenham Metro Station, ensuring easy access via public transport. With traffic lights to facilitate access via Luddenham Road"*

Emmaus Catholic College, 87-109 Bakers Lane Kemps Creek

This co-ed Catholic high school provides education for years 7-12 for around 900 students. The college opened in 1988 in response to the growing populations of Mt Vernon, Kemps Creek, Erskine Park, St Clair and St Mary's. Emmaus Catholic College facilities include a multi-purpose centre with a performance space, a school hall for whole school gatherings, music rooms, as well as sporting ovals and playing fields.

Catholic Healthcare's Emmaus Village, 85 Bakers Lane Kemps Creek

The village, built in 1998, caters to retirement living for seniors with villas and apartments, supported by a range of amenities and services, including a community centre, social activities, and access to health care professionals. There is also a 64 bed residential aged care facility that includes dementia care and palliative care.

Trinity Catholic Primary:

The school opened in 1993 and is a co-ed primary schools teaching grades K-6. Currently, there are just under 250 students at the school. The school promotes its semi-rural location, which includes ample outdoor space for active play and sports.

BAPS Shri Swaminarayan Hindu Mandir and Cultural Precinct, 230 Aldington Road, Kemps Creek

The MRP also contains a religious establishment, which opened in March 2025 and includes the Traditional Mandir (Hindu Temple) building. It also includes the Tapomurti statue of Nilkanth Varni, representing the spiritual journey of a young Hindu yogi. Activities cater to the spiritual and cultural development of the community and include daily activities and Weekend Satsang tailored to different age groups and genders. The Precinct & Mandir (Hindu temple) is open to all visitors daily, from 7:00 am to 8:00 pm, year-round.

2.4.8 Alignment Of Concept Plan and Policy Context

The proposed data centre development has been designed to respond directly to the policy framework governing the Mamre Road Precinct and broader Western Sydney Employment Area. The key elements of the proposal and their alignment with the policy context are outlined as follows.

- **Digital Infrastructure:** The proposal implements national digital priorities from the Australian Data Strategy and the National Digital Economy Strategy, delivering domestic hyperscale capacity to support secure data processing and digital sovereignty. High-performance, low-latency facilities directly respond to identified gaps and support enterprise, cloud, and government infrastructure needs.

- **Employment and Economic Transformation:** The site is positioned to approximately 10.570 FTE construction jobs and 800 FTE ongoing jobs at full operation in addition to the productivity benefits that the digital infrastructure supports. This is consistent with the aspiration to support innovation and advanced industries in Western Sydney and is in keeping with 'smart city'

initiatives. Direct local employment includes the technology sector with substantial supply-chain multipliers, as well as in security and building management.

- **Strategic Location and Infrastructure Utilisation:** The site leverages proximity to TransGrid infrastructure, availability of a large site suitable for a hyperscale data centre campus within an industrial precinct under the Western Sydney Airport flight path, which aligns with locational criteria in the Western Sydney Employment Area Structure Plan and enables efficient use of regional infrastructure investment.

- **Industrial Land-Use Compatibility:** Permissible under IN1 General Industrial zoning and compatible with the Mamre Road Precinct DCP, data centre use ensures high-productivity industrial activity with the provision of essential digital infrastructure. Large-format buildings and 24/7 operation support precinct targets for technology-enabled industry.

- **Transport Network Integration:** The proposal identifies the significant land allocation for the delivery of major arterial roads, including Mamre Road widening and the future Southern Link Road. Internal road network and site access strategy align with the MRP Development Control Plan, prioritising collector road access from the south and minimising impacts on sensitive receivers to the north.

- **Environmental Performance and Sustainability:** The data centre will meet and whee possible is seeking to exceed industry standards for resource and energy efficiency, aligning with the NSW Net Zero Plan. Design provisions include on-site water efficiency, renewable energy integration potential, and heat recovery systems, supporting both operational resilience and local environmental outcomes.

- Management of interface with sensitive receptors: The data centre proposal includes both design and mitigation measures as well as operational protocols to manage the interface with sensitive receptors in the vicinity of the proposal.

2.5 PRELIMINARY SCOPING FOR SOCIAL IMPACTS

Consistent with the DPHI SIA Guidelines 2025, an initial scoping of social impacts was undertaken as part of the project establishment. The social impact scoping draws on the technical reports prepared to support the proposal and analysis of the social locality and baseline. This initial scoping exercise identified key themes and guided the level of detail required to identify and evaluate social impacts effectively. Six overarching themes have been identified as follows:

- **Construction Impacts (Noise, Vibration, Air Quality and Traffic):** The proposed construction activities will introduce temporary increases in noise, vibration and dust within the industrial precinct context until completion. Mitigation measures through a Construction Environmental Management Plan will be required to manage impacts on nearby educational facilities, including Mamre Anglican School and Emmaus Catholic College, as well as emerging industrial developments. This includes dust suppression protocols, vibration monitoring systems, adherence to approved construction hours, and implementation of comprehensive traffic management plans to maintain safety and access along Mamre Road, Bakers Lane and new collector road networks during the precinct's transformation period.

- **Landscaping and Visual Environment:** The development will involve modifications to the existing rural landscape character consistent with the precinct's transition to industrial use. The site's ecological characteristics have been assessed through technical studies with appropriate management measures incorporated. The proposal includes landscaping treatments aligned with the Mamre Road Precinct Development Control Plan requirements and industrial development standards. This represents part of the broader pattern of landscape transformation across the Western Sydney Employment Area and Western 'Parkland' City.

- **Managing Precinct Transition:** The data centre development occurs within the context of the Mamre Road Precinct's transformation from rural to industrial land use. This shift introduces new worker populations, altered traffic patterns, and changed activity levels throughout the precinct. The transition requires careful consideration of interfaces with existing land uses, particularly the cluster of educational facilities/retirement and residential uses to the north, and the implementation of appropriate buffers and operational management measures throughout the development period and for long term operation.

- **Way of Life and Surroundings:** The intensification of industrial development will introduce visual impacts and increased activity levels consistent with the precinct's planned transformation. Situated within an area designated by the NSW Government for employment-generating development, the site will contribute to a precinct focused on logistics, technology and industrial operations. While the project aligns with strategic planning directions for the Western Sydney Employment Area, it will cumulatively contribute to a more developed visual and operational landscape, with increased economic activity and infrastructure demands as part of the permanent transformation from a rural character.

- **Stakeholder Engagement and Communication:** Effective communication strategies will be required to maintain stakeholder awareness regarding construction activities and operational requirements. A comprehensive engagement program should provide regular updates on construction timelines, traffic management arrangements, and project milestones through multiple channels, including project notifications, website updates, stakeholder briefings, and dedicated liaison contacts to address concerns throughout the development phases.

- **Infrastructure and Service Demands:** The introduction of employment-generating development will place incremental demand on existing infrastructure and services. The planning framework for the Mamre Road Precinct establishes provisions for utilities, transport and supporting infrastructure commensurate with industrial intensification. The data centre's operational characteristics with power and water usage demonstrate efficient utilisation of infrastructure capacity while contributing to NSW's digital infrastructure capability.

3 COMMUNITY AND STAKEHOLDER ENGAGEMENT

This section provides an overview of the community and stakeholder consultation undertaken for the SIA, as well as key findings from the social impact survey. Further information regarding the engagement is available in the Engagement Outcomes Report prepared by Willowtree Communications.

3.1 COMMUNITY AND STAKEHOLDER ENGAGEMENT FOR THE PROPOSAL

The social locality, scope of initial impacts, and analysis of past engagement activities undertaken for the Precinct and for the Summit SSDA that has preceded this SSDA, all helped inform the stakeholder categories and the definition of the engagement area. Stakeholders are grouped into three main categories:

- Agencies and organisations including DPHI, Penrith City Council, Transport for NSW, EPA, Sydney Water, Transgrid and other relevant agencies and service providers;
- Aboriginal Community, including Local Aboriginal Land Council and Aboriginal Community representatives, and
- Key Stakeholders, including adjoining schools, the community and community groups/representatives.

The table below outlines the identified stakeholders and the corresponding International Association of Public Participation's Level of Engagement applied to each group. This classification helped guide the depth and type of engagement activities delivered.

Table 3: Stakeholder Identification

Stakeholder Group	List of stakeholders	IAP2 Level of Engagement	Rationale
Agencies and organisations			
Relevant local councils	• Penrith Council	Consult or Involve	Councils influence planning, infrastructure, and local amenity outcomes

Relevant agencies	• Department of Planning, Housing and Infrastructure (DPHI)
	• NSW Department of Climate Change, Energy, the Environment and Water (DCCEEW), specifically the:
	  ○ Environment and Heritage Group
	  ○ Water Group
	  ○ EPA
	• Transport for NSW
	• NSW Rural and Rescue
	• Fire & Rescue NSW
	• NSW Rural Fire Service
	• NSW Health – Nepean Blue Mountains Local Health District
	• Heritage NSW
	• Water NSW
	• Western Sydney Airport Corporation
		Consult or Involve	Agencies have regulatory oversight and input into technical assessments. For some, early involvement is important for refining project design.

Service providers	• Sydney Water • Transgrid • Endeavour Energy • NBN & Telecommunication providers	Consult	Service coordination is needed for infrastructure planning and delivery.
Aboriginal Community			
Local Aboriginal Groups	• Deerubbin Local Aboriginal Land Council • Registered Aboriginal Parties including Dharug Traditional Custodians	Involve	Required under heritage consultation requirements and/or SEARs for cultural input.
Community groups			
Key Community and Interest Groups, including	• Twin Creeks Gold Club and Community Association Executive Committee • Luddenham Progress Association • BAPS Shri Swaminarayan Hindu Mandir	Consult	Likely to have interest in land use change, amenity, infrastructure and rural character.
Local residents, businesses and organisations	• Captured in the engagement area	Inform or Consult	Most likely to experience changes in traffic, noise, amenity and/or views. Consultation ensures concerns are documented and responded to.

Engagement Area

In line with the Department of Planning, Housing and Infrastructure's Undertaking Engagement Guidelines for State Significant Projects and the International Association for Public Participation's (IAP2) Public Participation Spectrum, the engagement approach was designed to support early and fit-for-purpose engagement that reflected the scale of the project and its potential impacts, ensuring meaningful opportunities for community and stakeholder input. This included a range of engagement tools to ensure information about the proposed development was accessible and transparent.

The corresponding engagement area was defined to ensure engagement was proportionate and inclusive of community stakeholders (refer **Figure 21**). Notably, upon advice from DPHI in the Planning Focus Meeting, it was extended to include the closest residential areas in Twin Creeks, Luddenham and Mount Vernon as they formed part of the consideration of sensitive receptors in technical studies on noise.

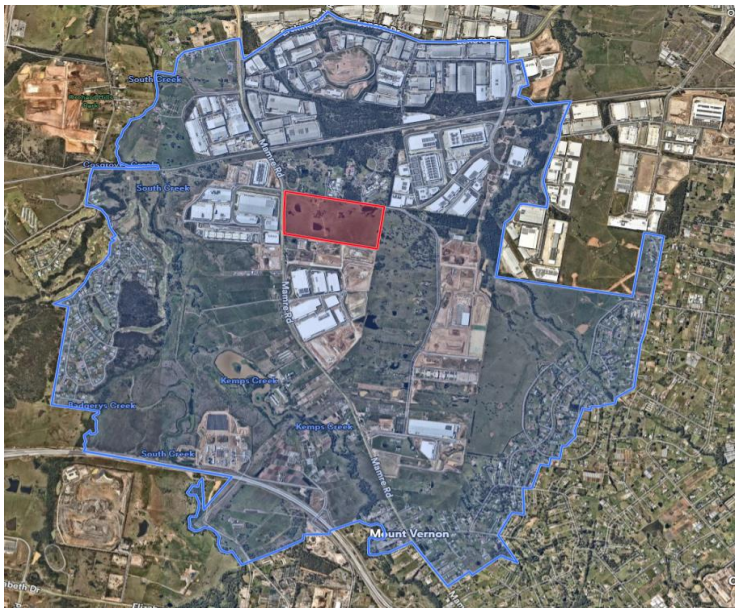


Figure 21: Community Engagement Area

Source: Google Earth 2025/ Willowtree Communications 2025

The engagement process invited feedback from community members and stakeholders to help inform the refinement of the proposal through 5 channels:

- The Newsletter was distributed via letterbox drop and email to inform stakeholders that engagement had commenced.
    - The Newsletter (**Appendix A**) outlined the proposal and provided information feedback methods, project information and project-specific contact details, and
    - Approximately 524 copies were delivered to properties within the identified engagement area, with key agencies and community groups also receiving the newsletter by email to support broader awareness and participation.

- A targeted Neighbour letter was also provided to adjoining residential properties offering to meet with the project team,

- Social Impact Assessment survey (**Appendix B**) accessed via QR code, providing an opportunity to comment on positive and negative impacts, enhancement and mitigation strategies as well as general feedback and registration for further updates.

- Dedicated project email address: (engage@willowtc.com.au) is to encourage stakeholders and community members to ask questions, provide feedback, and stay informed throughout the engagement process.

- Community briefing session: advertised through the Community Newsletter proposed for 19 November 2025 at midday to suit business and 6pm to suit residents.

Whilst the Newsletter was acknowledged by several recipients there was allow level of interest with only one resident providing direct enquiry, and no take up of the online session briefings offered. It was noted that at the time of delivery, the local community and businesses were also being notified of many other projects underway or proposed in the precinct.

3.2 SOCIAL IMPACT SURVEY

The Social Impact Survey provided a structured opportunity for stakeholders to provide feedback on the proposal and raise specific concerns or suggestions included with the Newsletter. The survey included questions regarding demographic information, understanding the level of support or concern, and gaining additional feedback. A total of 4 responses were received between 7 November to 19 November 2025. Whilst not a statistically significant sample, these survey results provided valuable insights into issues impacting the community at a precinct level as well as feedback on the proposal.

In the survey responses, the following activities associated with the proposal were considered beneficial to the community:

- Enhance local employment opportunities (1)
- Provide development that fits with the emerging industrial area (1)
- Contribute to innovation and technology development in Western Sydney (1)
- None of the above (2)
- Other (please specify) (1)-- No one should reside in industrial parks

When asked regarding the activities associated with this project that would be a cause for concern, the following were identified:

- Construction - noise and vibration impacts (4)
- Construction- dust and air quality effects during (4)
- Construction - traffic and road safety impacts (4)
- Building scale and visual prominence (2)
- Operational - noise from mechanical equipment (2)
- Operational - traffic generation and road impacts (3)
- None of the above (2)

- Other (please specify) (2) –
    - Impacts on nearby residents
    - Impacts on health

The following measures were considered to be most important to minimise potential impacts with respect to the project:

- Dust and air quality controls and monitoring (3)
- Construction traffic management (4)
- Construction noise management (2)
- Advance notice of disruptive activities (2)
- Sustainability, including energy and water usage (2)
- Regular community communication (2)

In response to survey questions regarding any enhancements/ improvements that the community would like to see with respect to the proposal, included:

- Traffic and Road Infrastructure: Existing traffic congestion cannot accommodate additional development. Heavy vehicles are damaging roads, which in turn is causing damage to residents' vehicles.
- Quality of Life Impacts: Residents are experiencing diminished quality of life below their expectations due to ongoing development impacts in the area.
- Construction Management: Poor communication and coordination observed on site, resulting in inefficient work practices (work being redone multiple times).
- Transport Disruption: Concerns about potential road closures and transport disruptions during construction.
- Utility Capacity: Worried about potential water and electricity shortages resulting from the development.
- Building design, including visual appearance
- Environmental Impacts: Concerns about air quality and noise pollution during construction and operation.

General feedback obtained from the survey highlighted the following:

- Proximity to Schools: Concerns about approval of industrial facilities so close to schools, questioning the appropriateness of the development.
- Health and Environmental Impacts: Concerns about air quality impacts and potential radiation exposure from the data centre facility, both during construction and operation.
- Isolated Residential Properties and Government Abandonment: Long-term residents on Aldington Road feel abandoned by the government, finding themselves as the only remaining residential properties surrounded by industrial development.
- Cumulative Impacts: Experiencing severe disruptions to daily life from surrounding industrial activities, including noise, dust and traffic impacts from the broader precinct.
- Access and Connectivity: Aldington Road to be closed to through traffic as part of precinct road upgrades, resulting in restricted access to homes and further isolation.

Further comments included a request to rezone the respondent's property to A1 Industrial and the need for the government to address leaving people in residential homes in newly zoned conservation areas. This respondent was contacted by Willowtree Communications, as they had registered for further information, offering a meeting to address their concerns. However, no response was received.

A review of other active projects' engagement reports confirms this low level of interest is relatively consistent, other than where there are very specific issues /impacts, since extensive engagement when the precinct was rezoned.

3.3 SUMMARY OF RESPONSE TO ENGAGEMENT

Feedback received during the engagement period has been carefully considered and has informed the preparation of the Environmental Impact Statement and, where possible, design refinements. The table below summarises the key issues raised by the community and stakeholders during engagement activities and outlines how these matters have been addressed in the project.

Table 4: Response to Engagement

Topic	Response
Traffic and Road Infrastructure	A Traffic and Transport Assessment has been prepared addressing existing road conditions, construction traffic management, and operational traffic generation. The assessment considers cumulative traffic impacts and identifies appropriate mitigation measures. The proposal includes land allocation for the Mamre Road upgrade and future Southern Link Road corridor, which will improve road infrastructure in the precinct. A Construction Traffic Management Plan will be implemented to manage heavy vehicle movements and minimise impacts on local roads. In response to the concerns raised by the schools, in managing traffic conflicts, the proposed use of Bakers Lane will be minimised. Initial construction access will be provided from Mamre Road (once established via Bakers lane), with access switching to the Berri Werri Drive to the south of the site for subsequent phases. Berri Werri Drive connects to Durra Barra Avenue, which then connects to Mamre Road.
Proximity to Schools and Sensitive Receivers	The project has been designed to minimise impacts on nearby sensitive receivers, including residential, schools and aged care facilities located north of Bakers Lane. This included significant design revisions involving a change in the location of buildings C and D to provide greater setback between the Data Centre Campus and the Schools. Direct consultation was undertaken with the schools and aged care facilities to understand specific concerns. Technical assessments, including Noise and Vibration, Air Quality, and Visual Impact assessments, have been prepared to evaluate potential impacts and identify appropriate mitigation measures.
Air Quality and Environmental Health	An Air Quality Impact Assessment has been prepared, assessing potential construction and operational impacts. Data centres do not generate radiation or radioactive emissions. The facility will operate as a secure data storage and processing facility with minimal environmental emissions. Air quality impacts during construction will be managed through a Construction Environmental Management Plan, including dust suppression measures.
Noise Pollution	A detailed Noise and Vibration Impact Assessment has been prepared, evaluating construction and operational noise impacts on nearby sensitive receivers. The assessment identifies appropriate acoustic mitigation measures and management strategies to ensure compliance with relevant criteria and minimize impacts on nearby facilities and residents.
Water and Electricity Infrastructure	Consultation has been undertaken with utility providers including Sydney Water and Transgrid to confirm infrastructure capacity and servicing requirements. The proposal includes on-site infrastructure upgrades and coordination with utility providers to ensure adequate supply without impacting existing users. This is detailed in Civil Engineering Report and Infrastructure Delivery Strategy Report.
Construction Management and Coordination	A Construction Environmental Management Plan will be implemented establishing clear protocols for site management, communication, and coordination. This will include measures to minimize disruption, manage environmental impacts, and maintain effective communication with nearby stakeholders throughout the construction period.

4 ASSESSMENT OF SOCIAL IMPACTS

The social impacts of the proposed Mamre Road Data Centre Campus will depend on the existing conditions, the effects of construction and operation, and the success of measures to reduce negative impacts and enhance positive ones. While current social issues provide context, the focus remains on how the project itself influences these factors. Types of social impacts include (adapted from Social Impact Assessment Guidelines):

- Alterations to community values and how the community operates,
- Effects on people's daily lives - how they live, work, relax and interact with each other,
- Impacts on cultural heritage, historical preservation, and people's ability to access cultural resources,
- Effects on community safety, exposure to dangers or hazards, and access to and control over resources,
- Impacts on quality of life, including how liveable and attractive an area is, plus environmental conditions (like air quality, noise, and water access),
- Effects on community access to infrastructure, services and facilities, and the quality of these
- Impacts on people's physical and mental health, plus their social, cultural and economic wellbeing, and
- Effects on livelihoods, such as impacts on jobs, properties or businesses, and whether people experience advantages or disadvantages.

This chapter identifies the potential social impacts of the Mamre Road Data Centre Campus proposal, drawing on previous analysis, specialist technical studies (see **Table 5**), and the DPHI scoping template. The assessment follows the methodology in **Section 1.3**, considering the consequence, likelihood, and overall significance of each impact.

Table 5: Supporting Technical Reports

Technical Report	Consultant
Aboriginal Cultural Heritage Assessment Addendum Aboriginal Cultural Heritage Assessment	Biosis
Accessibility Report	MBC Group
Acid Sulfate Soils Assessment	JBS&G
Airport Safeguarding Assessment	L-R Airport Consulting
Air Quality Impact Assessment	Northstar
Arboricultural Impact Assessment	Creative Planning Solutions
Architectural Design Report	Greenbox Architecture
Biodiversity Development Assessment Report	Biosis
Building Code of Australia Compliance Report	MBC Group
Bushfire Risk Assessment	Blackash Bushfire Consulting
Community Engagement Report	Willowtree Communications
Detailed Site Investigation	JBS&G
Ecologically Sustainable Development Report	E-Lab Consulting
Economic Impact Assessment	Atlas Economics
Environmental Health Risk (EHRA) & Health Impact Assessment (HIA)	E-Lab Consulting
Estimated Development Cost	Linesight
Flood Impact Risk Assessment	AT&L
Geotechnical Assessment	PSM

Historical Archaeological Assessment	Biosis
Infrastructure Delivery Strategy Report and Civil Infrastructure Report	AT&L
Landscape Plan	Geoscapes
Noise and Vibration Impact Assessment	Renzo Tonin & Associates
Preliminary Risk Screening Report	Core Engineering Group
Remediation Action Plan	JBS&G
Statement of Heritage Impact	Biosis
Transport Management and Accessibility Plan (Construction Traffic Management Plan, Green Travel Plan)	Ason Group
Visual Impact Assessment	Geoscapes
Waste and Resource Recovery Management Plan	MRA Consulting Group
Water and Stormwater Management Plan	AT&L

Mitigation strategies — both standard and project-specific — are outlined to address residual impacts. Cumulative impacts, including interactions with surrounding projects, are discussed in **Section 4.3**, following the Cumulative Impact Assessment Guidelines for State Significant Projects (2022). Recommendations for managing any remaining impacts are provided in **Section 5**.

4.1 SOCIAL ELEMENTS OF VALUE TO PEOPLE

The following table provides an overview of how the proposal may affect each social impact category during both construction and operational phases, taking into account the existing rural-industrial transitional context, the transformative nature of the Mamre Road Precinct, and cumulative effects within the broader Western Sydney Employment Area. The impacts identified form the basis for the detailed assessment in **Section 4.2**.

The current application seeks approval for the construction and operation of a data centre campus comprising multiple buildings, associated electrical and mechanical infrastructure, site access arrangements, and landscaping works. The assessment focuses on impacts arising from both the construction phase, including civil works, building construction, and infrastructure installation, and the operational phase, involving the ongoing operation of the data centre facility. It is to be noted that the construction period for the proposed development is likely to take about 10 years post approval in a staged manner, as touched upon in **Section 1**. This context, as well as the proximity of educational facilities to the north and the precinct's transformation from rural to industrial use, provides important context for understanding potential social impacts and required management measures.

Table 6: Social Elements of Value to People

Value	Overview
Way of Life	***Includes how people live, how they get around, how they work, how they play, and how they interact each day*** The construction phase will introduce temporary disruptions and may evolve by the time construction starts. At present, short-term access from Bakers Lane is sought to establish construction access from Mamre Road. However, it is anticipated that access from the southern collector road network currently under construction may be completed in time not to require the Mamre Road (and therefore the Bakers Lane) access. Construction will also bring elevated noise and vibration levels from civil works and building construction, and potential short-term dust generation. This will further increase the construction activities in

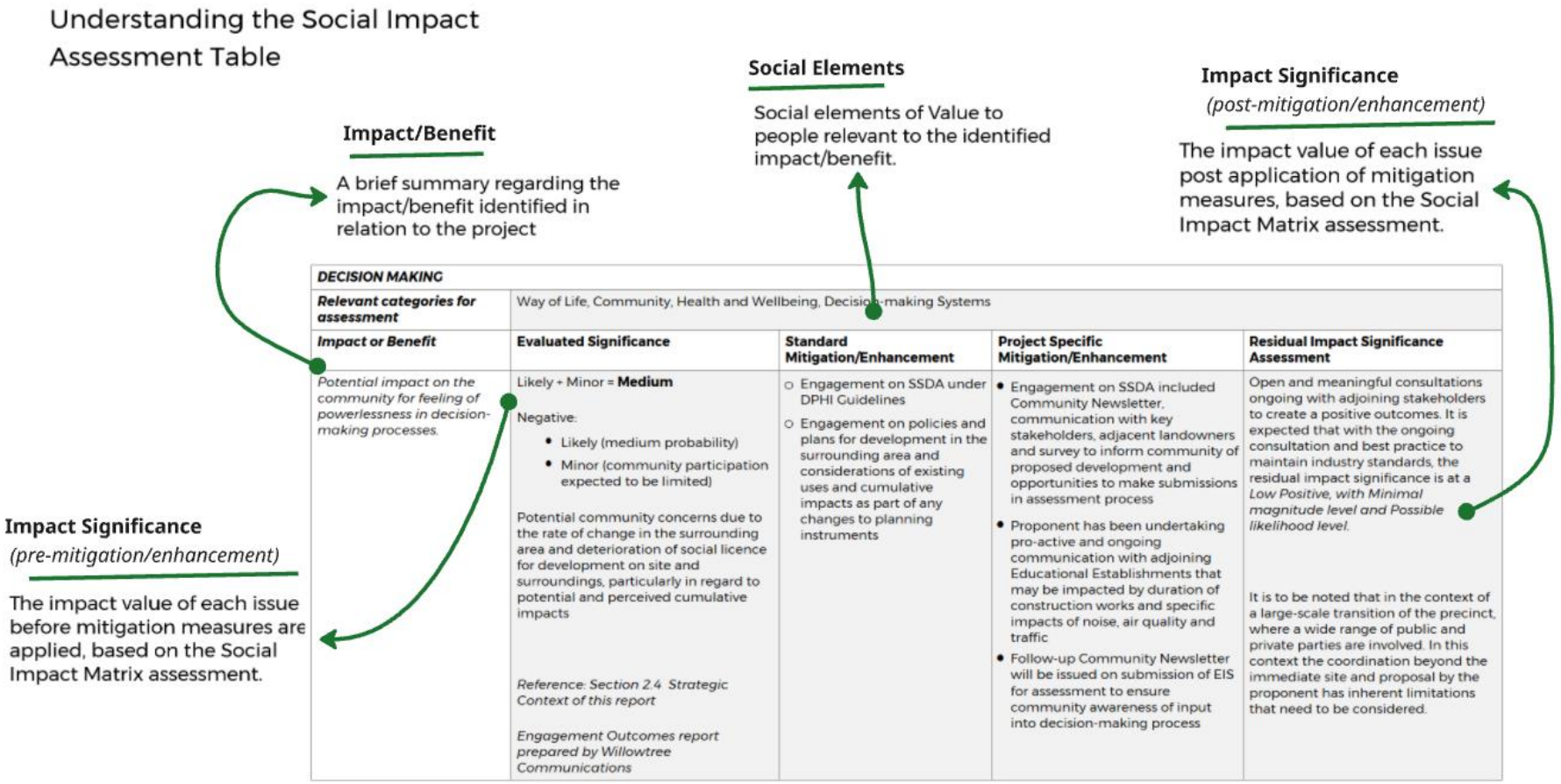
Value	Overview
	the precinct where there are already numerous large-scale sites under construction, including Mamre Road upgrade. The transition of this precinct from rural to urban industrial is part of the widespread transition of the Aerotropolis area surrounding the new Western Sydney Airport, often referred to as a once in a hundred year investment. Notwithstanding this mitigation measures to manage construction impacts are required, particularly having regard to legacy land uses including the adjoining schools and residences. The operational phase will introduce 24-hour activity patterns consistent with data centre operations, though with relatively low traffic generation compared to traditional industrial uses. The facility will operate continuously with minimal external activity, primarily comprising shift changes for technical staff, maintenance vehicles, and periodic equipment deliveries. The development aligns with the industrial character of the Mamre Road Precinct while maintaining appropriate operational protocols to minimise impacts on neighbouring educational facilities and areas beyond.
Community	***Including composition, cohesion, character, how the community functions, resilience, and people's sense of place*** Construction activities, including site preparation, civil works and building construction, will temporarily affect the precinct's evolving character. The establishment of the data centre will contribute to the area's transformation into a contemporary industrial precinct, consistent with strategic planning objectives for the Western Sydney Employment Area. Interface treatments and operational management protocols will ensure appropriate relationships with neighbouring land uses, particularly the educational facilities. Over the coming decade, the immediate area surrounding it is set to transition to a majority-industrial character as part of the Mamre Road Precinct's evolution. The data centre development contributes to this planned transition by introducing high-tech infrastructure within an area designated for employment-generating industrial uses. However, the existing community includes educational institutions to the north that are being affected by the broader changes in the precinct to varying degrees, such as traffic congestion due to roadworks that affect access to the school from surrounding areas. There is an inherent tension in the NSW Government's vision to support industrial land supply while managing the transition at a precinct scale. Local considerations within the remit of the proposed SSDA should minimise impacts on existing community activities at a scale relative to those of the proposal.
Accessibility	***Including how people access and use infrastructure, services and facilities, whether provided by a public, private, or not-for-profit organisation*** Construction will temporarily impact local traffic patterns through construction vehicle movements and potential minor delays during site access works. Increased construction traffic during civil works and building construction phases may affect the road network. Traffic management measures will be crucial in maintaining safe access for school communities should they be required. Once operational, the data centre will generate minimal traffic compared to traditional industrial developments, with primary movements associated with staff shift changes and maintenance activities. The development will utilise the emerging roads to the south of the site, consistent with the precinct's road hierarchy.

Value	Overview
Culture	***Both Aboriginal and non-Aboriginal, including shared beliefs, customs, practices, obligations, values and stories, and connections to Country, land, waterways, places and buildings*** The Aboriginal Cultural Heritage Assessment Addendum has confirmed that the site contains identified Aboriginal archaeological sites; however, they were not considered to be of cultural significance, reflecting extensive historical disturbance from agricultural activities. The development will proceed in accordance with established protocols for unexpected discoveries, ensuring appropriate management of any cultural heritage matters that may arise during construction. While the project is in a preliminary design stage and specific Country-led and collaborative design engagement with the First Nations community have not yet been undertaken, work with Yerrabingin has begun to surface key aspects specific to exploring a Place in Country contextual analysis that will shape the next phases. These insights will be progressively integrated as the design develops to ensure the project reflects, respects, and responds to this Country, integrating the thoughts, ideas, and voices of the First Nations community through collaboration in the next stages. The project team is committed to embedding the outcomes of the Designing with Country engagement into future design development and decision-making. This includes ensuring that guidance the First Nations community and Country informs project objectives, design principles, and implementation measures, in accordance with planning frameworks and cultural responsibilities.
Health and Wellbeing	***Including physical and mental health especially for people vulnerable to social exclusion or substantial change, psychological stress resulting from financial or other pressures, access to open space and effects on public health*** Construction activities, including earthworks, civil construction and building works, may temporarily impact nearby stakeholders through dust generation, construction noise, and vibration. These effects will be mitigated through the implementation of dust suppression protocols, acoustic barriers where required, vibration monitoring near sensitive receivers, and strict adherence to approved construction hours. Regular communication and complaint response mechanisms will address stakeholder concerns throughout construction. The operational phase will generate minimal health and well-being impacts given the enclosed nature of data centre operations. Noise emissions from the mechanical plant will comply with regulatory requirements through acoustic treatments and equipment selection. The facility's low emission profile and minimal external activity contribute to maintaining appropriate amenity for neighbouring educational facilities and industrial operations. Emergency and safety protocols are required to adhere to environmental standards, including noise and air quality, so as to manage potential impacts on the community.
Surroundings	***Including ecosystem services such as shade, pollution control, erosion control, public safety and security, access to and use of the natural and built environment, and aesthetic value and amenity*** The construction phase will temporarily affect visual amenity through site clearance, earthworks, the presence of construction equipment, and the progressive construction of buildings. The scale of development will create visual impacts during construction, particularly from elevated locations and the Mamre Road frontage. Construction site management protocols, including perimeter screening, progressive stabilisation, and maintaining tidy work areas, will minimise amenity impacts. The completed development will present a contemporary data centre campus consistent with the emerging character of the Mamre Road Precinct. Architectural treatments,

Value	Overview
	landscaping, and screening of mechanical plant will ensure appropriate visual presentation to Mamre Road and neighbouring properties. The facility design incorporates security requirements while maintaining an appropriate interface with the public domain, contributing to the precinct's evolution into a modern employment area.
Livelihoods	***Including people's capacity to sustain themselves through employment or business*** The construction phase will generate substantial short-term employment for civil contractors, construction workers, and specialist trades involved in data centre fit-out. The project scale will support significant construction employment over the development period. The operational phase will provide ongoing employment for technical specialists, including data engineers, facilities managers, security personnel, and maintenance staff. While employment density is lower than traditional industrial uses, the positions created are typically higher-skilled and higher-value roles contributing to Western Sydney's economic transformation. The facility will also generate indirect employment through maintenance contracts, security services, and supply chain activities.
Decision-Making Systems	***Including the extent to which people can have a say in decisions that affect their lives, and have access to complaint, remedy and grievance mechanisms.*** As a State Significant Development, the proposal is subject to a rigorous and transparent planning process, including public exhibition and opportunities for community input. Given the staged delivery, ongoing engagement will be crucial. Establishing clear channels for feedback and coordination during the construction phase will ensure that any issues are promptly addressed. The potential impacts arising from significant growth in the social locality are addressed in **Section 4.3-** Cumulative Impacts.

4.2 IMPACT ASSESSMENT AND MITIGATION MEASURES

This section evaluates the expected social impacts of the Mamre Road Data Centre Campus in terms of the social value categories it relates to, the type of impact (positive or negative), and an assessment of its likelihood and magnitude. It then provides any standard or project-specific mitigation to identify the significance of the residual impact.



DECISION MAKING				
Relevant categories for assessment	Way of Life, Community, Health and Wellbeing, Decision-making Systems			
Impact or Benefit	**Evaluated Significance**	**Standard Mitigation/Enhancement**	**Project Specific Mitigation/Enhancement**	**Residual Impact Significance Assessment**
Potential impact on the community for feeling of powerlessness in decision-making processes.	Likely + Minor = **Medium** Negative: • Likely (medium probability) • Minor (community participation expected to be limited) Potential community concerns due to the rate of change in the surrounding area and deterioration of social licence for development on site and surroundings, particularly in regard to potential and perceived cumulative impacts *Reference: Section 2.4 Strategic Context of this report* *Engagement Outcomes report prepared by Willowtree Communications*	○ Engagement on SSDA under DPHI Guidelines ○ Engagement on policies and plans for development in the surrounding area and considerations of existing uses and cumulative impacts as part of any changes to planning instruments	• Engagement on SSDA included Community Newsletter, communication with key stakeholders, adjacent landowners and survey to inform community of proposed development and opportunities to make submissions in assessment process • Proponent has been undertaking pro-active and ongoing communication with adjoining Educational Establishments that may be impacted by duration of construction works and specific impacts of noise, air quality and traffic • Follow-up Community Newsletter will be issued on submission of EIS for assessment to ensure community awareness of input into decision-making process	Open and meaningful consultations ongoing with adjoining stakeholders to create a positive outcomes. It is expected that with the ongoing consultation and best practice to maintain industry standards, the residual impact significance is at a *Low Positive, with Minimal magnitude level and Possible likelihood level.* It is to be noted that in the context of a large-scale transition of the precinct, where a wide range of public and private parties are involved. In this context the coordination beyond the immediate site and proposal by the proponent has inherent limitations that need to be considered.

4.2.1 CONSTRUCTION BASED IMPACTS

Table 7: Construction Impacts

EMPLOYMENT				
Relevant categories for assessment	Community, Livelihood, Health, and Wellbeing			
Impact or Benefit	**Evaluated Significance**	**Standard Mitigation/Enhancement**	**Project Specific Mitigation/Enhancement**	**Residual Impact Significance Assessment**
Site preparation and construction will generate additional employment that can mean a positive benefit to the local community.	Almost Certain + Moderate = **High** **Positive** • Almost certain likelihood (definitely expected) • Moderate magnitude, larger scale with short-term duration The cost of the proposed development is expected to be around $9 billion. An increase in local employment during the construction phase, while temporary, can be beneficial During construction, it is estimated to result in a significant (but short-term) increase in economic activity across Greater Sydney, through a mix of direct and indirect (flow-on) activity, including: - $13.7 billion in output (including $6.7 billion in direct activity). - $5 billion in contributions to GRP (including $1.6 billion in direct activity).	Construction activity will generate additional jobs both directly on the site and indirectly in the wider context of supporting the construction industry. In particular consider; - Using local construction contractors - Using local materials suppliers	The site preparation to facilitate the development of a hyperscale data center significantly expands the digital infrastructure capability of Western Sydney supporting Australia's global competitiveness.	Skilled workers/contractors will benefit from additional opportunities and continue to deliver quality outcomes. It is expected that, with standard construction management practices and adherence to relevant industry and labour standards, the residual impact on employment is at a *High to Very High Positive level, with a Moderate magnitude and an Almost Certain likelihood, albeit temporary.*

	- $2.8 billion in incomes and salaries paid to households (including 1 billion in direct income). - 29,959 ongoing FTE jobs (including 10,569 FTE directly related to activity at the Site). *Reference –Development Cost Report (EDC) prepared by Linesight* *Economic Impact Assessment prepared by Atlas Economics*			
NOISE AND VIBRATION				
Relevant categories for assessment	Way of Life, Community, Health and Wellbeing, Surroundings			
Impact or Benefit	**Evaluated Significance**	**Standard Mitigation/Enhancement**	**Project Specific Mitigation/Enhancement**	**Residual Impact Significance Assessment**
Construction noise and vibration can degrade acoustic amenities and pose a potential health or well-being risk to immediate neighbours. *Vibration from construction works can cause levels of structural damage from earthworks.*	Almost Certain + Moderate = **High** **Negative** - • Almost Certain (re: very high probability to occur) • Minor magnitude, duration limited to the delivery of the Deterioration in acoustic amenity can be caused during the different construction stages and associated work duration, including site establishment and earthworks, road works, building form construction, and fit-out.	○ Implementation of noise control measures such as those suggested in Australian Standard 2436-2010 to reduce the predicted noise levels. ○ Noise-attenuated equipment ○ Regularly inspect and maintain equipment to ensure it is in good working order. ○ Limited hours of construction through standard conditions of	The Noise and Vibration Impact Assessment Report includes the following recommendations (not an exhaustive list): • A Construction Noise and Vibration Management Plan (CNVMP) is to be prepared for the Proposal prior to commencement of construction • Site sheds to be strategically located to provide shielding	The predicted construction noise levels are based on the typical worst-case scenario and that plant and equipment is operating concurrently. These conditions are not realistically expected to be constant, particularly with the implementation of the management and mitigation measures. In this context, the residual impact for Noise and Vibration related to

	Vibration caused by construction work may cause structural damage to surrounding buildings. The report concludes that the construction noise is expected to remain within ICNG limits except when high-noise equipment operates near sensitive receivers, with out-of-hours works (subject to approval) required for Mamre Road access due to safety and road occupancy requirements. No structures are expected to be at risk of damage. *Reference: Noise and Vibration Impact Assessment Report prepared by Renzo Tonin & Associates* *Environmental Health Risk (EHRA) & Health Impact Assessment (HIA) prepared by E-Lab Consulting*	consent for approved work hours ○ Simultaneous operation of noisy plant within discernible range of a sensitive receiver is to be limited/avoided where possible. ○ Noise-emitting plant to be directed away from sensitive receivers. ○ Acoustic barriers such as temporary or permanent noise barriers	to nearby sensitive receivers. • Stationary noise sources should be enclosed or shielded whilst ensuring that the occupational health and safety of workers is maintained. • Select site access points and roads as far as possible away from sensitive receivers. • Plan traffic flow, parking, loading/unloading, and other vehicle movements to keep vehicles away from sensitive receivers where possible and to minimise reversing movements. • Periodic notification (monthly letterbox drop and website notification) detailing all upcoming construction activities delivered to sensitive receivers at least 7 days prior to commencement of relevant works	construction is expected to be *Medium Negative, with Minor magnitude level and almost certain likelihood (temporary).*

AIR QUALITY				
Relevant categories for assessment	Way of Life, Community, Health and Wellbeing, Surroundings			
Impact or Benefit	**Evaluated Significance**	**Standard Mitigation/Enhancement**	**Project Specific Mitigation/Enhancement**	**Residual Impact Significance Assessment**
Dust generated through construction activities causes a decline in air quality and a potential decline in health or well-being for immediate neighbours/workers.	Almost Certain + Moderate = **High** **Negative** • Almost Certain (re: very high probability to occur) • Minor magnitude, duration limited to the delivery of the The Air Quality Impact Assessment summarises the findings as follows: - The construction stage assessment indicates that particulate matter impacts are generally anticipated to be higher during the Stage 1 works - Predicted short-term particulate matter exceedances may occur at several nearby receptors, primarily on days with elevated regional background concentrations, while no exceedances during the second stage of earthworks are predicted. - No exceedances of particulate matter criteria are anticipated during either stage 1 or 2 of Earthworks *Reference: Air Quality Impact Assessment prepared by Northstar*	○ Appropriate dust suppression measures implemented during the construction phase to minimise or avoid impacts on air quality (e.g. consider wind speed and direction when undertaking activities) ○ Project manager to maintain an complaints register and regularly follow-up on the complaints received regarding dust/air quality ○ All personnel, including employees, contractors, and sub-contractors, are required to complete a project induction containing relevant environmental information before they are authorised to work on the Proposal. ○ Utilisation of temporary measures where required (e.g. covering of waste, screening)	Prior to construction, a detailed Construction Air Quality Management Plan (CAQMP) must be prepared to the satisfaction of the Planning Secretary, forming part of the CEMP. The CAQMP report includes the following emission control measures (not an exhaustive list) to minimise air-quality impacts during construction: • Water carts and handheld sprays to control dust on exposed surfaces and stockpiles • Solid screens or barriers around dusty activities and site boundaries, minimum height matching stockpiles • Wet cleaning methods for site fencing, barriers and scaffolding • Prompt removal of dust-generating materials unless required for on-site reuse	Provided that construction phases include emission controls through a Construction Air Quality Management Plan- which consists of mitigation measures, monitoring programs, and Trigger Action Response Plans to minimise off-site impacts, it is not anticipated that the proposed development will significantly increase the potential for air quality issues. In this context, the residual impact for construction Air Quality is expected to be *Medium Negative, with Minor magnitude level and Likely occurrence likelihood (temporary).*

	Construction Air Quality Management Plan prepared by Northstar *Environmental Health Risk (EHRA) & Health Impact Assessment (HIA)E-Lab Consulting*	○ Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods. ○ Avoid dry sweeping of large areas. ○ Plan site layout so that machinery and dust-causing activities are located away from receptors, as far as is possible. ○ Public roads used by the trucks associated with the project are kept clean ○ Land stabilisation works are carried out progressively on-site to minimise exposed surfaces. ○ Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate	• Covering, seeding or fencing of stockpiles to prevent wind erosion • Bunded storage of sand and aggregates with moisture control • Bagging or dampening of biological debris before demolition • Progressive site stripping ahead of work face to minimise exposed areas • Dust suppression techniques (water sprays or local extraction) for all cutting, grinding and sawing equipment • Maximum speed limits of 25 km/h on surfaced roads and 15 km/h on unsurfaced haul roads and work areas, with appropriate signage	

TRAFFIC AND ACCESS				
Relevant categories for assessment	Way of Life, Community, Health and Wellbeing, Surroundings, Accessibility			
Impact or Benefit	**Evaluated Significance**	**Standard Mitigation/Enhancement**	**Project Specific Mitigation/Enhancement**	**Residual Impact Significance Assessment**
Construction equipment and traffic, including heavy vehicles, are likely to disrupt the immediate environment, affecting immediate neighbours.	Almost Certain + Moderate = **High** Negative: • Almost certain likelihood (definitely expected) • Minor magnitude as duration limited to the construction period **Traffic:** According to the Transport Management and Accessibility Plan, access will initially be via Bakers Lane while the temporary access from Mamre Road is under construction. Once completed, it is expected that access will be via the road under construction to the south of the site, connecting through the Yiribana Estate, rather than through Bakers Lane. Vehicle routes will be via Mamre Road and the surrounding arterial road network. The traffic impacts differ based on stages with the heavy vehicle movements estimated as follows: Phase 0: ○ AM peak hour: 2 trips per hour (in and out combined) ○ PM peak hour: 2 trips per hour (in and out combined) Phase 1:	○ Construction vehicles to follow appropriate routes (road restrictions) and traffic rules ○ Construction activity to be carried out in accordance with the approved hours of work ○ Any work to be undertaken outside of the standard construction hours will be required to obtain an Out of Hours (OOH) approval; any such works would necessarily be undertaken in accordance with the appropriate OOH protocols and approval processes. ○ Traffic flow measures include managing construction traffic and ensuring activities do not impede local traffic ○ Construction workers' parking is provided within the construction site where possible ○ Construction traffic to use emerging road network being delivered to service the industrial	Implementation of recommendations from the Traffic Management and Accessibility Plan and Draft Construction Traffic Management Plan includes the following key mitigation measures: • A Construction Traffic Management Plan (CTMP) must be prepared and approved by the Council before construction begins. ○ The CTMP will designate loading and unloading areas to prevent queues of construction vehicles on external roads. ○ The Project Manager will provide approved routes to all drivers during the mandatory induction. • An authorised Traffic Controller will be on-site throughout construction.	The predicted construction traffic levels are based on the typical worst-case scenario where there is a traffic peak. Subject to implementation of a Construction and Traffic Management Plan, the construction traffic, parking and safety are considered able to be managed and mitigated to a generally acceptable degree of change in the MRP road and access network., and have minimised impacts on the cluster of sensitive receivers on Bakers Lane. In this context, the residual impact for construction related Traffic and Access conditions is expected to be *Medium Negative, with Minor magnitude*

	○ AM peak hour: 30 trips per hour (in and out combined) ○ PM peak hour: 30 trips per hour (in and out combined) Phase 2 – 7 (including preliminary traffic volumes): ○ AM peak: 92 trips per hour ○ PM peak: 48 trips per hour It is noted that the Draft Construction Traffic Management Plan references the Summit SSD, which identifies current network peak periods through a traffic survey conducted in May 2024. Accordingly, it was concluded that: - The vehicles would not have an impact on the operation of the Mamre Road / Bakers Lane intersection. - The Construction traffic generation during road network peak hours are not expected to exceed the operational peak hour traffic generation of the Proposal. Access: There is currently limited pedestrian infrastructure near the site due to the undeveloped surrounding land. A shared path along Mamre Road connects to the Yards Estate and leads to grass verges on Bakers Lane, accessible via signalized crossings. Also, the proposed development includes construction of new internal local roads (a north–south road, an east–west road, and a temporary construction access from Mamre Road) plus a roundabout at the southern boundary, along with land allocation for the Mamre Road Stage 2 widening, the ultimate Southern Link Road, and a future north–south automated freight vehicle corridor. *Reference: Transport Management and Accessibility Plan prepared by Ason Group*	developments where possible	• The Project Manager will implement a Communications Strategy to keep the community informed and minimise disruption to the road network. • Security fencing will surround the site and will be maintained to prevent unauthorized access. • Future pedestrian pathways will connect to upcoming public transport infrastructure.	*level and Likely occurrence likelihood (temporary).*

	Draft Construction Traffic Management Plan prepared by Ason Group			
LOCAL CHARACTER AND VEGETATION LOSS				
Relevant categories for assessment	Community, Culture, Way of Life, Surroundings, Health and Wellbeing			
Impact or Benefit	**Evaluated Significance**	**Standard Mitigation/Enhancement**	**Project Specific Mitigation/Enhancement**	**Residual Impact Significance Assessment**
The changes to local character and landscape and character due to site preparation and construction works.	Almost Certain + Moderate = **High** **Negative** • Almost certain likelihood (definitely expected) • Moderate magnitude: Long-term duration however, landscape plan and offset to reduce impacts The Arboricultural Impact Assessment concluded that the proposed development would result in the Removal of two-hundred and fifteen (215) trees and groups of trees. The Biodiversity Development Assessment Report concludes that while the project will result in the loss of native vegetation and threatened species habitat, the impacts are not considered significant under the EPBC Act. *Reference: Arboricultural Impact Assessment prepared by Creative Planning Solutions* *Biodiversity Development Assessment Report prepared by Biosis* *Landscape Plans prepared by Geoscapes*	○ Landscape Plan, Arboricultural Impact Assessment, as well as industry standard requirements, ○ Precinct level consideration of environmental values informed the land use zone and include area of conservation and open space, including protection of vegetation.	The BDAR proposes mitigation measures, including but not limited to the following to reduce any impacts on the biodiversity on site where applicable: • A CEMP should be implemented for the development site that would include the following subplans or protocols: ○ Vegetation clearance protocol. ○ Hollow-bearing tree removal specification. ○ Dam infill procedures for native fauna recovery. ○ Fauna injury protocol • Any hollow-bearing trees marked for removal in the development site should be removed according to a two	Subject to implementation of the CMP, Landscape Plan and Tree Management Plan In this context the temporary residual impact is considered acceptable as part of the transition of the precinct to industrial land uses at *Medium Negative, with Minor magnitude level and Likely occurrence likelihood (temporary).*

			stage vegetation clearance protocol to ensure no injury or loss of fauna • Trees included in the landscape plan to comply with the DCP requirements • Offset as identified in the BDAR	
SITE CONTAMINATION				
Relevant categories for assessment	Community, Livelihood, Health and Wellbeing			
Impact or Benefit	**Evaluated Significance**	**Standard Mitigation/Enhancement**	**Project Specific Mitigation/Enhancement**	**Residual Impact Significance Assessment**
Site remediation can lead to potential exposure to contaminants that can have adverse impacts on the health of construction workers and staff.	Likely + Minimal = **Low** Negative: • Likely (low probability) • Minimal (short duration) The Detailed Site Investigation Report indicated that: - With the exception of isolated asbestos impacts contaminants of potential concern (COPC) were below the adopted human health criteria in soil sampling locations. - A zinc concentration exceeding the adopted ecological criterion in soil at one location is considered not to pose an unacceptable risk to site receptors under the proposed commercial/industrial land uses	○ Should any additional suspected hazardous materials be observed during or prior to construction, works should cease until a suitably qualified occupational hygienist can assess the suspected hazardous material and provide appropriate recommendations for management and/or removal.	• Prior to commencement of remediation works, a Remediation Environmental Management Plan (REMP) shall be prepared • Implement the measures detailed in the RAP, including: ○ Excavation and off-site disposal of AF/FA ○ Excavation of material identified to contain bonded ACM for off-site disposal ○ Inspection and removal of ACM from surface	Routine monitoring should be conducted to ensure the site remains free of contamination during construction In this context, the potential for residual impact is manageable and therefore acceptable at Low *Negative, with Minimal magnitude level and Possible occurrence likelihood (temporary).*

	JBS&G concludes the site can be made suitable for the proposed commercial/industrial land use, subject to the preparation of a remedial action plan (RAP) to manage identified contamination. *Reference: Detailed Site Investigation (Contamination) Report prepared by JBS&G* *Remedial Action Plan prepared by JBS&G*		building rubble identified adjacent to retention pond embankments across the site; ○ Removal of surface and sub-surface anthropogenic material considered to pose an aesthetic issue and considered not suitable for on-site retention	
STORMWATER MANAGEMENT				
Relevant categories for assessment	Way of Life, Accessibility, Surroundings, Health and Wellbeing			
Impact or Benefit	**Evaluated Significance**	**Standard Mitigation/Enhancement**	**Project Specific Mitigation/Enhancement**	**Residual Impact Significance Assessment**
Stormwater management infrastructure for the proposed development, including basins, pipes, and treatment systems, can change overland flow paths, concentrate runoff, and alter local drainage patterns, especially where it connects with existing properties, roads, and downstream waterways.	Almost Certain + Moderate = **High** Positive: • Almost Certain (very high probability) • Moderate (long duration- throughout the construction phase and into operation) According to the Water and Stormwater Management Plan report, the existing drainage occurs through natural depressions and localised overland flow paths in the absence of formal trunk stormwater infrastructure. The proposed stormwater drainage infrastructure for the data centre campus has been designed to	○ Design stormwater and surface water systems to restrict infiltration and groundwater recharge, minimise disturbance to natural drainage patterns, minimise infrastructure leakage, and direct runoff around exposed surfaces and landscaped areas.	The following include the proposed measures for Stormwater Management as per the Water and Stormwater Management Plan: • The proposed development to incorporate design requirements as per Sydney Water's Stormwater Scheme Infrastructure Design Guideline. • The proposed water management measures within the Data Centre Campus	The proposal has been designed in accordance with the stormwater management scheme for the MRP and is expected to meet water quality and quantity requirements. Once the proposed development incorporates the recommendations included in technical reports (Civil engineering and Water and Stormwater Management Plan) the expected residual impact is likely to

	manage and convey stormwater flows in accordance with relevant engineering standards as per the stormwater management scheme for the MRP prior to controlled discharge to receiving waters north of Bakers Lane and west of Mamre Road. This is intended to be an interim measure and would ultimately be superseded by Sydney Water's regional stormwater infrastructure. The proposed Estate road drainage infrastructure: ▪ Major drainage system (comprising pit and pipe networks, overland flow paths and channels): designed to accommodate the 1% Annual Exceedance Probability (AEP) storm event ▪ Minor drainage system (pit and pipe network): designed to accommodate the 5% AEP storm event as a minimum standard, with increased capacity where necessary to satisfy major system requirements Data centre campus drainage infrastructure: ▪ Major and minor drainage systems: designed to capture and convey stormwater flows up to and including the 1% AEP design storm event, ensuring operational continuity of the Data Centre Campus whilst mitigating potential flood risk within the site On-Site Detention : ▪ In advance of connection to regional stormwater scheme infrastructure, the proposal incorporates two OSD tanks designed to ensure post-development peak flow rates do not exceed pre-development rates for storm events between 50% AEP and 1% AEP. Furthermore, the majority of the site will be sealed by the proposal, with appropriate surface runoff collection and disposal systems integrated		to be managed and maintained by the proponent • Inspection and Maintenance Plan to be prepared and lodged prior to construction, which is to include: ○ Each of the functional components of each water management measure ○ Expertise required to inspect, maintain and (where necessary) repair or replace components ○ Minimum required frequency of inspection, repair or replacement activities ○ Inspection and maintenance forms that list all necessary activities and contain a record of activities completed.	be have a *High Positive outcome at a Moderate magnitude level with Almost certain likelihood level* due to high level of performance that underpins the precinct level stormwater approach.

	into the design, specifically designed to control surface flows and minimise erosion effects. *Reference: Water and Stormwater Management Plan prepared by AT&L and Civil Engineering Report prepared by AT&L*			
FLOOD CONTROL				
Relevant categories for assessment	Community, Way of Life, Accessibility, Surroundings, Health and Wellbeing			
Impact or Benefit	**Evaluated Significance**	**Standard Mitigation/Enhancement**	**Project Specific Mitigation/Enhancement**	**Residual Impact Significance Assessment**
Potential impacts to people and property and local stormwater quality during construction phase whilst new flood mitigation and stormwater management measures are delivered.	Possible + Minor = **Medium** Negative: • Possible likelihood (i.e. Medium probability) • Minor magnitude, short term duration According to the Flood Impact and Risk Assessment (FIRA) the site was identified to have shallow sheet flow flooding towards Mamre Road and Bakers Lane, which is generally within the H1 hazard category for events up to and including the 0.2% AEP. In developed conditions, peak flood extents will generally be less than in existing conditions outside the site. Exceptions to this include localised increases in the drainage channel north of Bakers Lane (heavily vegetated area). The flood modelling shows that during peak flood events, the eastern part of the site may be inundated. Due to the quick onset of storms, off-site evacuation could be riskier than sheltering in place. Given the four-storey data centre buildings	○ Sites that are located in flood planning areas are subject to flood-related development controls. ○ Flood hazards can be reduced by appropriate flood mitigation such as trunk drainage upgrade, diversion of stormwater assets, etc, to reduce flood risk in the development site.	Prior to the occupation and operation of the proposed data centre, a site-specific Flood Emergency Response Plan (FERP) will be prepared to address emergency management considerations applicable to the operation of the Data Centre Campus, including: • Time of onset of flooding from the local catchment and available warning time. • Period of isolation in the event of inundation due to the PMF. • Evacuation capability (number of people to be evacuated, time and location of evacuation) • Compatibility with any existing	Based on the assessment of flood risk and flood impact documented in the FIRA, the proposed development of the Mamre Road Data Centre Campus is unlikely to have adverse impacts due to necessary flood and storm water drainage infrastructure post construction. FERP is to be prepared to address any PMF flood events. In this context residual impact is considered manageable and therefore acceptable at *Negligible Negative, with Minimal magnitude level and Unlikely occurrence likelihood (temporary).*

	and three-storey Central Operation and Support Hub (with the second storey above PMF levels), sheltering in place is a reasonable emergency response for the safety of occupants, clients, and visitors. *Reference: Flood Impact and Risk Assessment prepared by AT&L*		emergency management strategies, including the Penrith City Local Flood Plan (NSW SES, February 2022). • Vulnerability of occupants, clients and visitors (including persons with impaired mobility). • Suitability of flood-free location for sheltering (second storey office spaces). • Availability of services for the period of isolation. • Structural adequacy and building requirements	
ABORIGINAL HERITAGE				
Relevant categories for assessment	Culture, Surroundings, Health and Wellbeing			
Impact or Benefit	**Evaluated Significance**	**Standard Mitigation/Enhancement**	**Project Specific Mitigation/Enhancement**	**Residual Impact Significance Assessment**
Potential impact due to community concerns that Aboriginal Heritage is not being considered adequately and will	Likely + Moderate = **High** **Negative:** • Likely likelihood (as identified in the ACHA) • Moderate (as total loss of value for AHIMS sites)	○ Engagement with the Local Aboriginal Land Council and Registered parties involved in the Aboriginal Cultural Heritage Assessment ○ Should any archaeological heritage	The Addendum Aboriginal Cultural Heritage Assessment includes the following recommendations: • Cultural Heritage Management Plan (CHMP) be developed to appropriately	Subject to the implementation of CHMP and AHIP provisions (if required), the residual impact is acceptable and has been documented following appropriate consultative processes.

result in loss of heritage.	The Addendum Letter to the Aboriginal Cultural Heritage Assessment documents the findings of the archaeological investigations conducted as part of the ACHA and assesses the new impacts. The report appends the revised ACHA document, with all information available in the 706–754 Mamre Road, Kemps Creek Aboriginal Cultural Heritage Assessment Report (Biosis 2022). Seven Aboriginal Heritage Information Management System (AHIMS) sites which consist of artefact scatters and isolated artefacts were identified within the site/study area. The proposed development is expected to be potentially harmed due to the proposed development. *Reference: Addendum Letter to the Aboriginal Cultural Heritage Assessment prepared by Biosis* *Aboriginal Cultural Heritage Assessment Report prepared by Biosis (2022)*	item be found, works in the vicinity should be stopped and an assessment would have to be made consistent with AHIP requirements. ○ If suspected human remains are discovered, all work must stop immediately, and the remains should be left undisturbed. Notify the Coroner's Office and NSW Police right away, and then inform the Aboriginal parties and Heritage NSW.	manage the Aboriginal cultural heritage identified within the site area • An opportunity for community collection of the artefacts in the AHIMS sites must be provided to the RAPs and should be undertaken prior to development in accordance with the CHMP developed for the project • A long-term care agreement should be established with RAPs to ensure proper care for the identified artefacts. • The project to explores opportunities for heritage interpretation with input from the Aboriginal community, considering examples like native gardens, Aboriginal artwork, artefacts, and digital displays that express the connection to Country.	Aboriginal stakeholders are to be kept informed of the management of Aboriginal cultural heritage within the study area throughout the project. In this context, the residual impact for Aboriginal Heritage impacts with respect to construction is expected to be *Medium Negative, with Minor magnitude level and Likely occurrence likelihood.* In addition, further opportunities for collaborative design are being explored.

NON-ABORIGINAL HERITAGE				
Relevant categories for assessment	Culture, Surroundings, Health and Wellbeing			
Impact or Benefit	**Evaluated Significance**	**Standard Mitigation/Enhancement**	**Project Specific Mitigation/Enhancement**	**Residual Impact Significance Assessment**
Potential impact due to community concerns that Heritage is not being considered adequately and will result in loss of heritage.	Likely + Minor = **Medium** Neutral: • Possible (medium probability) • Minor According to the Historical Archaeological Assessment (HAA), the site was originally granted to Edward Wood in 1805 and from the early- to mid-19th century it was used for agricultural and pastoral purposes by a series of owners and occupants. Since then the site has undergone land clearing and development over time, with several new dams being constructed, and existing dams being expanded. The HAA reported on two areas of high archaeological potential within the site, associated with the residential and pastoral or agricultural function of the place with other areas having low archaeological potential. However, the archaeological resources associated with these areas have been assessed to not hold archaeological heritage significance at a local or State level. The HAA concluded that proposed works will not impact any significant historical archaeology within the study area.	○ If archaeological resources are identified during any stage of the project, works in the area must cease, the area adequately protected, and a suitably qualified archaeologist notified so as to carry out more detailed investigation and assessment ○ If the archaeological assessment determines that the remains are 'relics' in the meaning of the Heritage Act 1977, the Department of Climate Change, Energy, the Environment and Water must be notified about the discovery of relics in accordance with Section 146 of the Heritage Act 1977. Further approval/s may be required to allow the works to proceed.	Potential archaeological resources in the study area have been assessed as having no archaeological significance at the local or State level. Therefore, no further work is required to investigate historical archaeology within the study area. Should unexpected archaeology be uncovered during works that isn't included in this report, the unexpected finds protocol is to be implemented.	No further mitigation measures were suggested. Residual impact post implementation of mitigation/management measures expected *at Negligible Neutral, with Minimal magnitude level and Unlikely occurrence likelihood.*

	Reference: Historical Archaeological Assessment prepared by Biosis			
DECISION MAKING				
Relevant categories for assessment	Way of Life, Community, Health and Wellbeing, Decision-making Systems			
Impact or Benefit	**Evaluated Significance**	**Standard Mitigation/Enhancement**	**Project Specific Mitigation/Enhancement**	**Residual Impact Significance Assessment**
Potential impact on the community for feeling of powerlessness in decision-making processes.	Likely + Minor = **Medium** Negative: • Possible (medium probability) • Minor Potential community concerns due to the rate of change in the surrounding area and deterioration of social licence for development on site and surroundings, particularly in regard to potential and perceived cumulative impacts *Reference:* ***Section 2.4*** *Strategic Context of this report* *Engagement Outcomes report prepared by Willowtree Communications*	○ Engagement on SSDA under DPHI Guidelines ○ Engagement on policies and plans for development in the surrounding area and considerations of existing uses and cumulative impacts as part of any changes to planning instruments	• Engagement on SSDA included Community Newsletter, communication with key stakeholders, adjacent landowners and survey to inform community of proposed development and opportunities to make submissions in assessment process • Proponent has been undertaking pro-active and ongoing communication with adjoining Educational Establishments that may be impacted by duration of construction works and specific impacts of noise, air quality and traffic • Further opportunities for input into the process will be available during the	Open and meaningful consultations are ongoing with adjoining stakeholders to build relationship into the future. It is expected that with the ongoing consultation and best practice to maintain industry standards, the residual impact significance is at a *Low Positive, with Minimal magnitude level and Possible likelihood level.* It is to be noted that in the context of a large-scale transition of the precinct, where a wide range of public and private parties are involved. In this context, the coordination beyond

			formal exhibition of the SSDA by DPHI	the immediate site and proposal by the proponent has inherent limitations that need to be considered, and Willowtree Communications has requested discussions with the relevant policy and strategy team in DPHI .

4.2.2 OPERATIONAL/POST CONSTRUCTION IMPACTS

Table 8: Post Construction Impacts

DATA INFRASTRUCTURE PROVISION WITHIN THE PRECINCT				
Relevant categories for assessment	Community, Way of Life, Surroundings, Livelihoods, Decision Making Systems			
Impact or Benefit	**Evaluated Significance**	**Standard Mitigation/Enhancement**	**Project Specific Mitigation/Enhancement**	**Residual Impact Significance Assessment**
Building essential data infrastructure, which enables smart city functions, driving efficiency, improving decision-making,	Almost Certain + Moderate = **High** **Positive** • Almost certain likelihood (definitely expected) • Moderate magnitude, larger scale with long-term duration	○ Alignment with National and State government policies and strategies to improve data capacity and capability	• Staged delivery to respond to demand • High-quality campus-style development with enhanced approach to sustainability to attract high-profile customers	The Proposal aims to increase Australia's data centre capacity by 1.04GW, addressing the shortfall from the current 1.35GW to the estimated 3.1GW needed by 2030. This increase is vital for the international

fostering innovation, and ensuring secure, reliable data flow for everyday operations making the precinct more resilient, sustainable, and economically competitive	According to the Economic Impact Assessment, the proposal is expected to contribute to: - Attracting skilled workers and residents to Western Sydney - Building upon Greater Sydney's and Australia's economic resilience - Increase Australia's data centre capacity by 1.04GW from an existing capacity of 1.35GW - Reduce reliance on foreign clouds, enhancing data and cyber security - Enable greater security of public and private sector information which enable greater security of public and private sector information *Reference: Economic Impact Assessment prepared by Atlas Economics*			competitiveness and productivity of Australian workers. No further measures recommended. Residual impact post implementation of mitigation/management measures expected *at High Positive, with Moderate magnitude level and Almost occurrence likelihood.*
PRODUCTIVITY AND EMPLOYMENT – ECONOMIC DEVELOPMENT				
Relevant categories for assessment	Community, Way of Life, Health and Wellbeing, Livelihoods			
Impact or Benefit	**Evaluated Significance**	**Standard Mitigation/Enhancement**	**Project Specific Mitigation/Enhancement**	**Residual Impact Significance Assessment**
The proposal has the capacity to contribute to the wider productivity outcomes and help optimise infrastructure investment in the economic	Almost Certain + Moderate = **High** **Positive** • Almost certain likelihood (definitely expected) • Moderate magnitude, relatively smaller scale with long term duration	○ State and local government employment strategies and productivity strategies ○ Opportunities to partner with local business and suppliers ○ Opportunities to tap into local labour force as well	• Strategic location with scale to deliver campus style hyperscale facility with proximity to necessary power and water infrastructure and workforce within data centre customer demand zones	Employment is a positive contributor to health, social inclusiveness and resilience within a community. Residual impact post implementation of

development of Western Sydney.	When operational, the Proposal is estimated to result in an increase in economic activity across Greater Sydney: ○ $1.4 billion in output (including $661.2 million in direct activity). ○ $633.8 million in contributions to GRP (including $274.3 million in direct activity). ○ $326.9 million in incomes and salaries paid to households (including $135.1 million in direct income). ○ 2,775 ongoing FTE jobs, including 800 FTE directly related to activity at the Site. *Reference –Development Cost Report (EDC) prepared by Linesight and Economic Impact Assessment prepared by Atlas Economics*	as partner with universities and TAFE		mitigation/management measures expected *at High Positive, with Moderate magnitude level and Almost occurrence likelihood.*
TRAFFIC AND PARKING				
Relevant categories for assessment	Way of Life, Community, Accessibility, Surroundings, Health and Wellbeing			
Impact or Benefit	**Evaluated Significance**	**Standard Mitigation/Enhancement**	**Project Specific Mitigation/Enhancement**	**Residual Impact Significance Assessment**
Potential increase in traffic, vehicle movements, and parking - as increased numbers of employees/transit	Likely + Moderate = **High** **Negative** • Likely (high probability) • Moderate magnitude, extended duration	○ Undertake and implement recommendations from relevant traffic studies undertaken as part of the project planning and development process	The Traffic Management Plan and Accessibility Plan outlines the following measures to improve traffic and parking outcomes: • All traffic will access the site via a new four-leg roundabout on Berriwerri Drive, to be delivered	Provided that the mitigation and management measures outlined in the Transport Management and Accessibility Plan, the proposal is considered to

from the site are considered in the context of utilising new road and intersection being delivered as part of the proposal.	**Traffic:** According to the Transport Management and Accessibility Plan, the proposed data centre development will generate significantly lower traffic volumes than typical warehouse and industrial uses in the Mamre Road Precinct. Network peak trip generation rates are: ○ 0.06 vehicle trips per 100m² GFA during AM peak hour ○ 0.08 vehicle trips per 100m² GFA during PM peak hour These rates align with benchmark averages for established data centres in Greater Sydney and translate to: ○ 141 vehicle trips during AM peak ○ 171 vehicle trips during PM peak ○ 1,592 daily trips The Transport Management and Accessibility Plan notes that, for comparison, the Summit at Kemps Creek Estate development generates 562 AM peak-hour trips and 587 PM peak-hour trips, demonstrating that data centres have substantially lower traffic impacts than warehouse uses (which historically generated 0.23-0.24 trips per 100m² GFA). Additionally, the development will deliver: ○ Extension of Berriwerri Drive to the Yiribana Logistics Estate boundary ○ A new roundabout at the extension point ○ Two internal roads within the site **Parking:** The proposal provides 619 parking spaces, exceeding the DCP requirement of 550 spaces:	○ Standard speed limits enforced for all vehicles and weight limits for heavy vehicles ○ Green travel plans requirements include Information regarding public transport options ○ Design aspects for Parking to meet the relevant standards, including for car parking, loading bays and bicycle facilities.	and dedicated to Council as part of the MRP Road Network • Appropriate setbacks and allocations have been incorporated to allow for future freight corridor construction (10m setback) and delivery of the Southern Link Road • Internal access, circulation and loading areas designed to AS2890 standards • Swept path analysis confirms safe accommodation for 20m Articulated vehicles, HRVs, MRVs and fire trucks • Dedicated 3.5m-wide loading bay provided for café servicing • 619 car parking spaces provided, exceeding the DCP requirement of 550 spaces • Provision aligns with benchmarked parking rates for established data centres in Greater Sydney The Traffic Management Plan identifies significant public transport improvements: • Future Luddenham Metro Station approximately 4km west will enhance regional connectivity • Recent extension of 779 bus route to Amazon Fulfilment Centre provides connection to St Marys railway station • Internal MRP road network designed for heavy vehicles will be bus-capable	be supportable on traffic, access and parking grounds. In this context the residual traffic and parking impact post implementation of mitigation/management measures expected *at Medium Neutral, with Minor magnitude level and Likely occurrence likelihood.* It is also noted that the proposed development sits in the context of concurrent and future road (and freight railway) infrastructure delivery cause traffic impacts particular to the north of site and expanded networks are in place to respond to increased demand.

	○ 540 spaces for employees and contractors (medium-long duration stays) ○ 79 customer and short-stay (COSH) spaces, including café parking ○ 34 accessible parking spaces included within the total provision *Reference: Transport Management and Accessibility Plan prepared by Ason Group* *Preliminary Green Travel Plan prepared by Ason Group*		• Potential for sub-regional bus services along Mamre Road and within the MRP to ensure sites are within 400m of bus services • Implementation of a Green Travel Plan based on the Preliminary Green Travel Plan to reduce car dependency	
NOISE AND VIBRATION				
Relevant categories for assessment	Way of Life, Community, Health and Wellbeing, Surroundings			
Impact or Benefit	**Evaluated Significance**	**Standard Mitigation/Enhancement**	**Project Specific Mitigation/Enhancement**	**Residual Impact Significance Assessment**
Operational noise and vibration generated from the data centre campus can degrade acoustic amenities, cause discomfort and pose a potential health or well-being risk to immediate neighbours.	Almost Certain + Minor = **Medium** **Negative** • Almost Certain (re: very high probability to occur) • Long term duration Operational noise impacts are likely to occur due to the operation of the plants and also during maintenance periods. The Noise and Vibration assessment report notes that, considering the proposed future planning outcomes for the surrounding area envisaged by the state planning instruments, it is likely that existing background noise	○ Selection of quieter mechanical plant and equipment specifications ○ Installation of acoustic attenuators on air handling unit intakes and discharges ○ Acoustic louvres on ventilation openings, enclosures around generators and cooling towers ○ Vibration isolation mounts for all mechanical equipment ○ Building design measures to limit noise	The Noise and Vibration Impact Assessment Report includes the following recommendations (not an exhaustive list): • Acoustic attenuators are to be installed on the discharge of each unit/fan (equivalent to 900mm long (1 diameter) circular attenuators, Fantech C1-045QS or similar). • Acoustically mitigated closed off plenum spaces for the chillers, which is assumed to include: ○ Solid roof baffle installed at cowl level across the chiller area, closing off the intake room below (i.e.. Level 5).	The predicted noise levels in the report are based on the typical worst-case scenario and that plant and equipment is operating concurrently. These conditions are not realistically expected to be constant, particularly with the implementation of the management and mitigation measures.

	levels will increase from existing levels due to the range of projects (including this proposed development) and infrastructure underway or in planning in the surrounding area within the Mamre Road Precinct Cumulative impacts from concurrent projects in the Mamre Road Precinct and vibration effects on nearby receivers will require careful management. This is discussed in further detail in **Section 4.3** *Reference: Noise and Vibration Impact Assessment Report prepared by Renzo Tonin & Associates* *Environmental Health Risk (EHRA) & Health Impact Assessment (HIA) prepared by E-Lab Consulting*	○ Acoustic barriers around outdoor plant areas, particularly generators and cooling equipment, strategic placement of less noise-sensitive buildings to shield receivers, landscaped earth mounds where space permits, and acoustic screening of rooftop plant. ○ Scheduling generator testing during less sensitive daytime periods	○ Acoustic absorption (minimum NRC 0.85) installed to the underside of this roof and throughout the entire space. ○ Acoustically mitigated Parcel perimeter intake plenum. To designed during future design stages • Transformers are to be designed with reduced noise levels, to not exceed the noise levels detailed in Noise and Vibration Impact Assessment Report • All mechanical ventilation plant/equipment, including any required façade louvres, for these enclosed substation are to be located on the southern side of the building, and acoustically designed to minimise noise emissions.	In this context the residual noise and vibration impact is expected at *Medium Negative, with Minor magnitude level and Likely occurrence likelihood.*
AIR QUALITY AND ELECTROMAGNETIC POLLUTION				
Relevant categories for assessment	Way of Life, Community, Health and Wellbeing, Surroundings			
Impact or Benefit	**Evaluated Significance**	**Standard Mitigation/Enhancement**	**Project Specific Mitigation/Enhancement**	**Residual Impact Significance Assessment**
Operational air emissions from the data centre campus, particularly from consumption of fuel to generate power and on-site	Almost Certain + Moderate = **High** **Negative** • Almost Certain (re: very high probability to occur) • Long term duration	○ The operation of the Proposal to be performed in accordance with the conditions imposed through Conditions of Approval ○ The performance of maintenance testing to be	The Air Quality Impact Assessment includes a review of Feasible Best Available Techniques (BAT) Measures that could be considered to further reduce air quality impacts consistent with the operational and site-specific conditions of the Proposal which includes (not an exhaustive list):	Provided that proposed development employs best practice measures as recommended in the Air Quality Impact Assessment air quality criteria is expected to be achieved at all

diesel backup generators, can degrade local air quality by increasing concentrations of nitrogen oxides, fine particulate matter and other combustion by-products, which in turn may elevate respiratory and cardiovascular health risks for employees, visitors as well as nearby sensitive receptors such as residents, schools and aged-care facilities. *Additionally, electromagnetic pollution (non-ionising radiation) associated with the dense concentration of electrical equipment, cabling and high-load power infrastructure or "power frequency" fields within a data centre campus may also contribute to perceived environmental and health concerns for*	The Air Quality Impact Assessment summarises the findings as follows: - During operation of the data centre campus, diesel-fuelled generators would be employed for back-up power. - The data centre campus would include 846 generators in total and would be supplied by three electricity feeders. - Generator testing for routine maintenance is expected between hours of 7:00 am to 6:00 pm., with up to six generators would be tested concurrently - The operational phase assessment related to ongoing maintenance and generator testing indicates that all air quality criteria would be achieved at all surrounding receptor locations, during all phases of development - An assessment of probability indicated that the coincidence of the potential for an exceedance of air quality criteria to occur, along with a power outage, is minimal (maximum once every 10 000 to 11 000 years). The Plant and Equipment Systems Report notes that: - The site will be fed by high voltage grid infrastructure (330/132 kV and 132/33 kV), with power distributed around the campus via underground cables and on site substations. High-voltage equipment and cables create	performed at times when other proximate data centres are not performing similar maintenance testing. ○ The performance of the maintenance testing not be performed during periods of elevated background air quality conditions ○ Standard mitigation for Electromagnetic Radiation to be incorporated such as shielding, grounding, and filtering, combined with strategic design of physical layouts like separation and proper cable management and ensure regulatory compliance.	• HVO (Hydrotreated Vegetable Oil) as an alternative to diesel fuel in all renewable fuel-compatible standby generators to reduce carbon emissions • Strategic placement of structural barriers that comply with building codes to restrict airflow from source to receptor • Green infrastructure that provides pollutant filtration, biodiversity support and microclimate cooling while meeting visual screening and noise abatement requirements, • High-quality air filtration systems such as HEPA or multi-stage filters despite their significant upfront costs and ongoing maintenance requirements. The Plant and Equipment Systems Report recommends that an EMF assessment is made during the detailed design stage prior to construction to ensure compliance with the limits set by the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA).	surrounding receptor locations, during all phases of development According to the Plant and Equipment Systems Report any associated EMF or RF related risks due to the proposed development is considered to be within compliance with the limits set by ARPANSA. In this context the residual air quality impact is expected at *Medium Negative, with Minor magnitude level and Likely occurrence likelihood;* with the EMF impact *at Low Negative with Minimal magnitude and Possible likelihood*

adjacent communities.	low-frequency electromagnetic fields (EMF). - Utility Power Supply: As noted, the incoming supplies are underground rather than overhead lines, which substantially reduces exposure off-site, therefore the EMF risk from the utility supply can be categorised as "low likelihood and low impact". - The site is not currently proposing the installation of any Radio Frequency (RF) transmission equipment, as such there is no associated high frequency emission risk at this stage *Reference: Air Quality Impact Assessment prepared by Northstar* *Plant and Equipment Systems Report prepared by Aurecon* *Environmental Health Risk (EHRA) & Health Impact Assessment (HIA)E-Lab Consulting*			
ACCESS, ACTIVE TRANSPORT AND PEDESTRIAN SAFETY				
Relevant categories for assessment	Community, Way of Life, Accessibility, Health and Wellbeing			
Impact or Benefit	**Evaluated Significance**	**Standard Mitigation/Enhancement**	**Specific Mitigation/Enhancement**	**Residual Impact Significance Assessment**
Potential decrease in the ease of movement, as well as reduced	Likely + Minor = **Medium** • Likely (high probability) • Minor magnitude, extended duration to be mitigated	○ Identify opportunities to encourage active transport for staff e.g. safe walk routes, bicycle parking or	• Provide dedicated pedestrian pathways from the site entrance to building entries, designed to connect with future MRP shared	Provided that the recommendations in the Landscape, Architectural Design and Access

mobility in the vicinity of the site.	Pedestrian infrastructure is currently lacking due to the undeveloped/rural land around the site. Shared pathways for pedestrians and cyclists exist along Erskine Park Road and parts of Mamre Road, but cycling infrastructure is limited between Distribution Drive and Elizabeth Drive. The Mamre Road Data Centre Campus will include a bicycle end-of-trip facility in the COSH building, offering space for 30 bicycles with vertical rails, 44 lockers, and shower/change rooms. This is designed to accommodate a cycling mode share of 5%, as outlined in the Preliminary Green Travel Plan. *Reference: Transport Management and Accessibility Plan prepared by Ason Group*	track included in landscape design. ○ Ensure that there is sufficient and inclusive access to staff, customers and visitors within the development ○ Undertake and implement recommendations from relevant traffic studies undertaken as part of the project planning and development process. ○ Standard speed limits enforced for heavy vehicles	cycle and pedestrian pathways along internal roads • Implement wayfinding signage throughout the site directing pedestrians and cyclists to nearby industrial facilities, future public transport infrastructure, and regional cycle connections on Mamre Road • Design internal site circulation to consider pedestrian safety through raised crossings, landscape treatments, dedicated walkways separated from vehicle movements, and high-visibility marking at all vehicle/pedestrian conflict points • Provide secure, covered end of trip facilities with capacity for both employee and visitor use, supporting the precinct's active transport objectives • Establish clear sight lines at all internal intersections and building corners to enhance pedestrian visibility and safety throughout the industrial campus	reports are implemented, no further mitigation is recommended. Residual impact post implementation of mitigation/management measures expected *at Medium Positive, with Minor magnitude level and Almost occurrence likelihood.*

HAZARDOUS MATERIALS

Relevant categories for assessment	Community, Livelihood, Health and Wellbeing			
Impact or Benefit	**Evaluated Significance**	**Standard Mitigation/Enhancement**	**Project Specific Mitigation/Enhancement**	**Residual Impact Significance Assessment**
Data centres contain hazardous	Likely + Minor = **Medium** • Likely (high probability)	Regulatory requirements and measures as outlined in WorkCover NSW (now	The following recommendations were outlined in the Preliminary Risk Screening Report :	Provided that the suitable engineering and

materials that can impact nearby communities if not properly managed. Key hazards include diesel fuel for generators, lead-acid or lithium-ion batteries, refrigerants, and water treatment chemicals. Risks involve fuel spills contaminating soil and groundwater, poor air quality from diesel emissions, fire hazards from battery storage, and toxic fumes from failing refrigerant systems.	• Minor magnitude, extended duration to be mitigated The Preliminary Risk Screening Report stated that both diesel storage and the Lithium-ion Batteries quantities proposed to be stored on the site will exceed the WorkCover NSW (now SafeWork) notification and manifest threshold and the Work Health and Safey Regulations threshold quantities of Part 7.1. *Reference: Preliminary Risk Screening prepared by CORE Engineering Group*	SafeWork) and Work Health and Safey Regulations Part 7.1. including WorkCover NSW notification (now Safe Work NSW) The development to comply with ○ AS/NZS 4681 – Storage and handling of Class 9 (miscellaneous) dangerous goods and articles ○ AS IEC 62619 – Secondary cells and batteries containing alkaline or other non-acid electrolytes ○ Safety requirements for secondary lithium cells and batteries, for use in industrial applications ○ AS 1940 – Storage and handling of flammable and combustible liquids	• *A* dangerous goods manifest • Safety Data Sheets (SDS) • Appropriate cleanup equipment be kept onsite • An Emergency Response Plan (ERP) is to be produced for the site	design controls recommended are put in place, the proposed development would not be considered to have appropriate provisions in place. No further mitigation is proposed. Residual impact expected at *Low Neutral, with Minimal magnitude level and Possible occurrence likelihood.*
URBAN HEAT AND CLIMATE CHANGE				
Relevant categories for assessment	Surroundings, Health and Wellbeing			
Impact or Benefit	**Evaluated Significance**	**Standard Mitigation/Enhancement**	**Project Specific Mitigation/Enhancement**	**Residual Impact Significance Assessment**
Future intensification is likely to contribute	Likely + Minor = **Medium** Negative:	○ Standard measures such as optimisation of building design for energy efficiency, integration of	The following measures have been suggested in the ESD to reduce emissions:	The mitigation approaches can assist in reducing the urban heat effect and maintain a

to the urban heat island effect. Increased urban heat will likely result in decreased health and well-being for the local community.	• Likely (high probability) • Minor magnitude, extended duration to be mitigated **Emissions:** According to the GHG Assessment report, the proposed development is expected to peak emission to range between 1,555,449 to 2,031,994 t CO_2-e/year which triggers the NSW Environmental Planning and Assessment (EPA) Regulation 2021 threshold for Large Emitters (> 25,000 t CO_2- e/year). The ESD report, also identifies other avenues to generate emissions including water usage for generators and colling units, as well as pollutants associated with the operations. **Urban Heat Island:** The Environmental and Sustainable Development (ESD) report states that the site is located in the Western Sydney Basin, which has a warm temperate climate with hot, dry summers and mild winters. Its inland position causes greater temperature fluctuations compared to coastal Sydney. Post-development, maximum daily temperatures remain largely unchanged, while minimum daily temperatures are higher, reflecting the urban heat island effect (UHIE). Buildings and hard surfaces absorb heat during the day and release it at night, leading to higher nighttime temperatures. Although daytime peaks may slightly decrease, the current design of the development is likely to contribute to localized nighttime warming and may create hotspots on surfaces with low reflectivity or limited shading.	renewable energy supply, reduction of embodied carbon in construction materials, and the use of high-efficiency cooling and power distribution systems to reduce the project's carbon footprint ○ Standard strategies to reduce impacts of urban heat in built areas include increasing vegetation and green spaces, providing shade structures and water misting, using reflective building materials, and incorporating sustainable and water-sensitive design practices	• Net Zero Carbon – Achieve Net Zero emissions by 2030 for Scope 1 and Scope 2 and drive progressive embodied carbon reduction, by replacing high-carbon materials, to optimise the supply chains, manufacturing processes, and transportation, ensuring that emissions are reduced at every stage from production to delivery and installation. • The project will be designed to a minimum 5 NABERS Energy performance for each data centre - The project will be designed to a minimum 5 NABERS Energy performance for each data centre. • The project design prioritises the use of renewable energy- with committed to 100% renewable energy matching by 2030 • Stormwater Runoff – The design will be such to ensure the peak stormwater runoff is equivalent to or below the pre-development peak. This water will be treated to ensure minimal levels of Nitrogen, Phosphorus, Gross Pollutants and Total Dissolved Solids enter the wastewater system • Low ODP/GWP Refrigerants – Ensure the emission of ozone depleting chemicals through refrigerant leakage and other systems used across the development are minimised. • Low Levels of Light Pollution – All external lights are pointed	comfortable work environment. Landscaping can assist in reducing the wider impacts of urban heat and need to be maintained. No further mitigation is proposed. In this context the residual impact is expected at *Medium Negative, with Minor magnitude level and Possible likelihood***.**

	Reference: Ecologically Sustainable Design (ESD) Report prepared by E-Lab Consulting *GHG Assessment Report prepared by E-Lab Consulting*		downwards, or designed to strike a hard surface (i.e., awning or wall). This limits light spill into the night sky, assisting with bird migratory patterns and wasted energy It also included recommendations to improve urban heat island outcomes: • Appropriate mix of vernacular design, overhangs, high-performance windows within occupied areas, and mechanical systems to deliver the users optimised thermal comfort. • Greenery through predominately native planting provides a connection to nature for building occupants. It also has a cooling effect through transpiration, reducing the urban heat island burden on the project	
BUSHFIRE				
Relevant categories for assessment	Surroundings, Health and Wellbeing			
Impact or Benefit	**Evaluated Significance**	**Standard Mitigation/Enhancement**	**Project Specific Mitigation/Enhancement**	**Residual Impact Significance Assessment**
Bushfires can significantly impact on lives, property and the environment affecting the	Possible + Minor = **Medium** Negative: The Bushfire Hazard Assessment Report shows that the current landscape has a low	Proposed development tot be compliant with Section 4.14 of the EPA Act and Planning for Bush Fire Protection 2019 Standard strategies reducing the likelihood of fires starting	The following recommendation was made in the Bushfire Hazard Assessment Report to minimise bush-fire related hazards: • A site-specific Emergency Response Plan to outline procedures for bushfire and spill	Provided the guidelines and recommendations are implemented, no further measures are suggested. In this context, Residual Impact

personal safety and wellbeing of the surrounding community.	to moderate bushfire hazard, especially when compared to areas with more continuous native vegetation. As the proposed development moves forward, existing grassland fuel will be removed and replaced by built structures, hard surfaces, internal roads, and managed landscaping. This will disrupt fuel continuity, eliminate the grassland hazard, and create a site that meets the bushfire protection measures outlined in the PBP and broader planning framework. Cleared and developed land is considered "managed land" and does not present a bushfire risk. *Reference: Bushfire Hazard Assessment prepared by Blackash Bushfire Consulting*	and limiting their spread through measures like: - Establishing clear areas around buildings and infrastructure to allow for firefighting operations and reduce the impact of radiant heat and flames. - Educating communities about bushfire risks, preparedness measures, and responsible behaviour during fire seasons. - Establishing and maintaining APZs around buildings and infrastructure, which are areas with reduced fuel loads to help protect them from fire.	events, with ongoing reviews of response measures. • The site to be maintained as an Asset Protection Zone (APZ) throughout the project lifecycle, following the relevant guidelines • Fire hydrants to be installed in line with Building Code of Australia E1.3 and AS 2419.1:2005, including requirements for large, isolated buildings. • Any Parts of the buildings affected by the Bushfire Attack Level (BAL) to comply with the National Construction Code (2019), AS 3959:2018, and relevant standards for construction in bushfire-prone areas. • Proposed roads within the site to comply with Section 5.3.2 of "Planning for Bushfire Protection 2019." • Diesel fuel storage must include automatic containment and isolation mechanisms to prevent spills. • Regular inspections and maintenance must follow AS1940.	is expected at *Negligible Neutral, with Minimal magnitude level and Unlikely occurrence likelihood.*

OPERATION–SAFETY & SURVEILLANCE				
Relevant categories for assessment	Surroundings, Accessibility, Health and Wellbeing			
Impact or Benefit	**Evaluated Significance**	○ **Standard Mitigation/Enhancement**	• **Project Specific Mitigation/Enhancement**	**Residual Impact Significance Assessment**
Development at a previously vacant site could improve passive surveillance in the area, increasing safety.	Possible + Minimal = **Low** Positive: Improving local sense of safety and security • Possible (Medium Probability) • Minimal magnitude, extended duration *Reference: Architectural Design Report prepared by Greenbox Architects*	○ Standard safety design features that support crime prevention through environmental design, including street surveillance, fencing, signage, access points, lighting and landscaping	• Secure site access and perimeter controls are embedded discreetly into the design, ensuring operational integrity without dominating the streetscape. • Vegetation buffers and landscape treatments screen security infrastructure and create a more pedestrian-friendly interface. ○ Operational management includes appropriate site security measures to maintain the safety of site and crime prevention in the immediate area	No further mitigation measures are recommended. In this context residual impact regarding safety and surveillance is expected at Low Positive, with Minimal magnitude level and Possible occurrence likelihood.

4.3 CUMULATIVE IMPACTS

The Cumulative Impact Assessment Guidelines for State Significant Projects 2022 state that

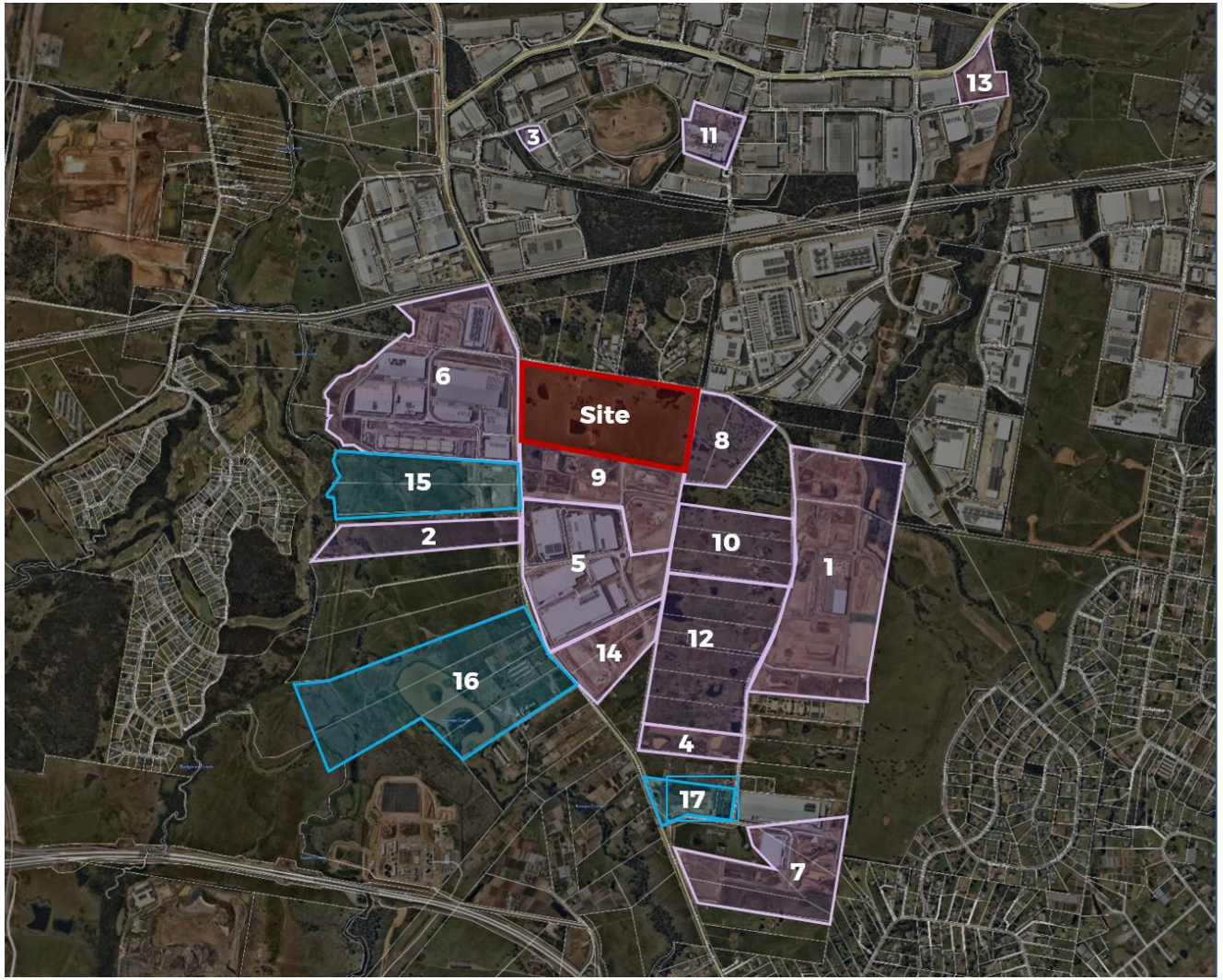
> *"Cumulative impacts are a result of incremental, sustained and combined effects of human action and natural variations over time and can be both positive and negative. They can be caused by the compounding effects of a single project or multiple projects in an area, and by the accumulation of effects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

The Western Sydney Aerotropolis, which includes the Mamre Road Precinct, is one of the fastest growing areas that has been catalysed by the development of Western Sydney Airport, targeted infrastructure investments by NSW and Australian Governments- over $25 billion, as well as private sector investments of over $26 billion. According to the Aerotropolis Sector Plan 2025, the area, at almost 40 times the size of Sydney CBD, is to be home to future-focused industries such as advanced manufacturing, freight and logistics, technology, research, training and education.

> "More than $25 billion in NSW *and Australian Government funding for transport projects including the airport itself, M12 Motorway, Sydney Metro–Western Sydney Airport, and major road upgrades including Bringelly Road and The Northern Road" (p. 10). The plan further notes that "close to $26 billion of private sector investment has been triggered in the Aerotropolis since re-zonings took place" (p. 2), demonstrating the scale of transformation underway.*
>
> *The 2024-25 NSW and Australian Government budgets alone included more than $2 billion for critical infrastructure, including $1 billion for Mamre Road Stage 2, $800 million for Elizabeth Drive East Stage 1, and funding for business cases for the Eastern Ring Road and Western Sydney Freight Line (p. 10). This infrastructure "will provide wide-ranging benefits for many communities across Greater Sydney" as it enables the development of over 5,000 hectares of employment land and the creation of almost 120,000 jobs by 2061 (p. 2)."*

Due to the scale and pace of development across the Mamre Road Precinct, including multiple major industrial estates, logistics hubs, data centres, and significant infrastructure upgrades, the cumulative impacts warrant careful consideration for both the Construction Phase and the Occupancy/Operational Phase. The successful delivery of the precinct's vision requires coordinated infrastructure investment, guiding orderly growth alongside multi-agency collaboration to manage the over 850 hectares rezoned for industrial use, which is expected to generate about 5,200 construction jobs and 17,000 ongoing operational jobs once fully developed.

An analysis of development activity, major projects and planning proposals in the social locality has identified various projects underway or approved that require consideration, especially within a 2km radius of the site, confirming the fast-paced take-up of the precinct. The summary is organised in accordance with the Cumulative Impact Assessment Guidelines, with the status and timing of development identified.



Legend

SSDA

1. 200 Aldington Road Industrial Estate
2. Warehouse and Distribution Centre – 805-817 Mamre Road
3. Erskine Park Waste Facility
4. Westgate Kemps Creek
5. Aspect Industrial Estate
6. Kemps Creek Warehouse, Logistics and Industrial Facilities Hub
7. Westlink Industry Park
8. 1-51 Aldington Road Industrial Estate
9. Yiribana Logistics Estate
10. Dexus Kemps Creek - 113-153 Aldington Road Industrial Estate
11. BlueScope Erskine Park Metal Coating Line 7
12. The Edge Estate
13. 78 Lockwood Road, Erskine Park – Data Centre
14. Access Logistics Park

DA

15. 771-797 Mamre Road, Kemps Creek
16. 859-915 Mamre Road, Kemps Creek
17. 1 Abbotts Road

Figure 22: Extract of Map showing development activity
(Sites shown are in planning, under assessment or approved as of November 2025. Sites in Purple are SSDAs and Blue are DAs)
Source: Google Maps/ Willowtree Communications, 2025

Table 9: Summary of Cumulative Impact Considerations

Project	Address and Proximity	Description (Project Status/Indicative timing)	Cumulative Impact (Relevant assessment matters- overlap and project specific)
State Significant Infrastructure			
Sydney Metro - Western Sydney Airport (Luddenham Metro Station)	**Address:** 581B Luddenham Road, Luddenham 2745 **Distance:** North-west corner of the site	**Description:** Construction of a new 23-kilometre metro line connecting the new Western Sydney Airport and Aerotropolis to St Marys – where customers can connect to the existing Sydney Trains suburban T1 Western Line **Status:** The project received planning approval from both the Australian and NSW Governments in 2021, and is currently under construction	**Construction Impacts:** The project will generate sustained construction activity with associated noise, dust, and vibration impacts while delivering major improvements to public transport accessibility. **Operational Impacts:** Once operational, this infrastructure will enhance connectivity across the Aerotropolis.
Western Sydney International (Nancy-Bird Walton) Airport (WSA)	**Address:** 40 Nancy Drive, Luddenham 2745 **Distance:** 6 km to the south-west of site	**Description:** Construction and operation of Sydney's second international airport **Status:** Construction of WSA is underway and on track to begin operations in late 2026.	**Construction Impacts:** As a major employment generator, the airport will involve sustained construction activity with operational noise considerations while serving as the catalyst for regional transformation. **Operational Impacts:** The airport is designed to operate 24/7 without curfews and will support Kingsford Smith Airport, which does not have long term capacity due to curfews.
M12 Motorway	**Address:** Between the M7 Motorway, Cecil Hills and The Northern Road, Luddenham, NSW	**Description:** Construction of a 16km motorway connecting the M7 to The Northern Road, providing direct access to Western Sydney Airport and the Aerotropolis. The four-lane divided motorway (expandable to six lanes)	**Construction Impacts**: Significant construction traffic and noise impacts are expected during delivery, but the project will enhance regional connectivity and access to the Aerotropolis, reducing travel times between the airport and key employment areas. Major earthworks and

	Distance: About 4 km south of the site	includes grade-separated interchanges at the M7, Elizabeth Drive, and the future airport, along with dedicated freight lanes. It will feature 16 bridges and a shared user path throughout. **Status:** The project is currently under construction with completion expected in 2026 to coincide with the opening of WSA.	bridge construction will generate dust, noise, and vibration impacts on nearby areas. **Operational Impacts:** The project includes environmental offsets for endangered ecological communities and facilitates fauna connectivity. Once operational, the motorway will improve accessibility across Western Sydney, support employment land development, and alleviate pressure on local roads.
Mamre Road Upgrade	**Address:** between the M4 Motorway, St Clair and Erskine Park Road, Erskine Park **Distance:** ~Less than 200 m to west of the site	**Description:** Mamre Road, a key transport corridor linking the Western Sydney Employment Area to the proposed Western Sydney Aerotropolis, is being upgraded. Currently, about 20,000 vehicles use the road daily, and this is expected to double by 2041. The 6.1-kilometer upgrade of Mamre Road, from Erskine Park Road to Kerrs Road, includes: • Upgrades to intersections at Abbotts Road and Darrabarra Avenue • Improved pedestrian and cyclist crossings at James Erskine Drive and Distribution Drive • Road widening • A shared user path on the western side from James Erskine Drive to	**Construction Impacts**: The upgrade is expected to cause significant traffic and noise during the delivery phase, particularly during earthworks; however, it aims to enhance regional connectivity and access to the Aerotropolis, as well as improve internal access within the precinct. Expected potential impacts include dust, noise, vibration, air quality, biodiversity and traffic. However, the project is expected to include mitigation measures to limit potential impacts on the community. **Operational Impacts:** Once completed, the upgrade will increase the capacity of Mamre Road, improve road safety and congestion and enhance connectivity in the developing area to meet future growth.

		Darrabarra Avenue, and on the eastern side from Darrabarra Avenue to south of Abbotts Road • A footpath on the western side from Darrabarra Avenue to south of Abbotts Road. **Status:** Major construction to upgrade Mamre Road began in late 2024. Construction is expected to finish by 2028.	
State Significant Developments			
200 Aldington Road Industrial Estate *Multiple SSDs Including (not an exhaustive list):* • *SSD-96107226* • *SSD-64583708* • *SSD-64589711* • *SSD-80264236* • *SSD-79300218* • *SSD-10479* • *SSD-61212208* (indicated in **Figure 22** as 1)	**Address:** 106-228 Aldington Road Kemps Creek 2178 **Distance:** ~1.4 km south east of site	**Description:** Master planned industrial estate with an indicative total building area of 375,755 sqm, comprising: • 357,355 sqm of warehouse gross floor area (GFA); • 18,200 sqm of ancillary office GFA; • 200 sqm of café GFA; • 13 individual development lots for warehouse buildings with associated hardstand areas and two lots for • drainage infrastructure purposes;	**Construction Impacts**: Significant dust, noise and vibration expected from bulk earthworks across 13 development lots. Peak heavy vehicle movements on Aldington and Abbotts Roads with overlapping precinct traffic flows increase road safety risks and localised air contamination. Temporary landscape disturbance, soil erosion risks and increased stormwater runoff. Expected that the CEMP would cover and include mitigation measures. **Operational Impacts**: Up to 3,000 jobs stimulating long-term demand for utilities and public services. Intensification of logistics activities necessitating infrastructure upgrades synchronised with the Mamre Road Precinct development. Bioretention basins are integrated for flood management and improving water quality

		• Internal road layouts and road connections to Aldington Road; • Provision for 1700 car parking spaces; and • Associated concept site landscaping. **Status:** The concept proposal and stage 1 works lodged as part of the SSD-10479 was approved as of May 2023. Subsequent SSDs have been lodged for the activation/construction and operation for various warehouses/distribution centres.	
Warehouse and Distribution Centre – 805-817 Mamre Road *SSD-30871587* (indicated in **Figure 22** as 2)	**Address:** 805-817 Mamre Road, Kemps Creek and part 799-803 Mamre Road Kemps Creek **Distance:** ~700 m south west of site	**Description:** Construction of an industrial logistics and distribution warehouse facility with 25,310m² of floor space, with associated office space (970m²), vehicle loading and parking areas, road access and internal roads for use by a single operator. **Status:** Application is Under Assessment	**Construction Impacts:** Construction phase expected to generate dust and noise impacts -as within 700m of the site. Heavy vehicle movements during earthworks and construction can add to Mamre Road congestion, requiring coordinated traffic management with adjacent developments. **Operational Impacts:** 200-250 operational jobs with single operator model enabling efficient logistics operations. 24/7 operations contributing to cumulative noise impacts requiring acoustic mitigation. Increased demand on local infrastructure services and stormwater management systems.

Erskine Park Waste Facility *SSD-7075- Multiple modifications with the latest being SSD-7075-Mod-6* (indicated in **Figure 22** as 3)	**Address:** 50 Quarry Rd, Erskine Park NSW 2759 **Distance:** ~1.8km north west of site	**Description:** Construction and operation of a Waste and Resource Management Facility (WRMF) consisting of 2 stages: • Stage 1, which involves a Waste Transfer Station (WTS) to process up to 300,000 tonnes per annum (tpa) of Commercial and Industrial (C&I) waste and Municipal Solid Waste (MSW), • Stage 2, which involves a Resource Recovery Facility (RRF) to process up to 150,000 tpa of recyclable material from the WTS into saleable commodities. **Status:** Stage 1 works underway, and the latest modification to the SSD was for the usage of the 'Stage 2' area for outdoor storage of skip bins until the development of 'Stage 2' as outlined in the concept DA which is at prepare Mod Report stage as per Major Projects website.	**Construction Impacts:** Stage 1 construction is underway, generating construction traffic on the surrounding road network. Dust and noise expected in earthworks phases and due to construction equipment and material handling. **Operational Impacts:** Processing capacity of 450,000 tpa supporting circular economy objectives for industrial precinct. 100-150 direct jobs plus indirect employment in waste sectors. Heavy vehicle movements for waste collection can impact local road network. Potential cumulative air quality and odour impacts expected.
Westgate Kemps Creek *SSD-23480429* *SSD-23480429-Mod-1* (indicated in **Figure 22** as 4)	**Address:** 253-267 Aldington Road, Kemps Creek **Distance:** 1.7km to south of site	**Description:** Construction of three buildings for use as warehousing with a total gross floor area of 45,530 square metres. The proposal also includes site preparation works, including demolition, bulk earthworks, construction of access roads, trunk drainage, site servicing, on-site detention, landscaping and 3 lot subdivision. **Status:** The SSD was approved in August 2025. Recently, a modification to the	**Construction Impacts:** Recently approved development commencing bulk earthworks, contributing to dust generation. Site preparation and demolition works could add to cumulative noise impacts on the Aldington Road corridor. **Operational Impacts:** 300-400 operational jobs across 45,530 sqm facility. 24/7 warehouse operations contributing to employment. Stormwater management through on-site detention supporting precinct-wide water quality objectives.

		application was lodged to amend the timings of the site audit report and the site audit statement compliance report, which is being assessed.	
Aspect Industrial Estate *Multiple SSDs Including (not an exhaustive list):* • *SSD-10448* • *SSD-10448-Mod-1 to SSD-10448-Mod-8* • *SSD-46516461* • *SSD-46516461* • *SSD-58257960* • *SSD-60513208* (indicated in **Figure 22** as 5)	**Address:** 804-882 Mamre Road, Kemps Creek **Distance:** ~350m to south of site	**Description:** Concept proposal and staged development for an industrial estate consisting of 11 warehouses, including approximately: • 239,440 m^2 of industrial, warehouse, and distribution centre floor space • 11,480 m^2 ancillary office and 122 m^2 ancillary café floor space. • car parking, landscaping, signage, services and utilities • subdivision of the site into three lots • 4 Stages of development **Status:** The Aspect Industrial Estate was first approved in May 2022, with the subsequent modifications and stages progressing, with the most recent approval for stages 3 and 4 granted in the latter half of 2025.	**Construction Impacts:** Multi-stage construction over several years, generating sustained dust and noise. Construction traffic congestion on Mamre Road during simultaneous build phases. Habitat fragmentation risks during land clearing require biodiversity management. **Operational Impacts:** 2,000-2,500 jobs supporting logistics expansion and attracting secondary service industries. Café and worker facilities are enhancing the employment precinct's amenity. Infrastructure burden requiring ongoing utility upgrades proportional to workforce scale.
Kemps Creek Warehouse, Logistics and Industrial Facilities Hub *Multiple SSDs Including:* • *SSD-9522* • *SSD-9522-Mod-1 to SSD-9522-Mod-8*	**Address:** 657-769 Mamre Road, Kemps Creek **Distance:** ~250m to north west of site	**Description:** A warehouse, logistics and industrial facilities hub comprising: demolition of existing structures, site-wide earthworks, landscaping, stormwater and other infrastructure and an internal road network; construction and operation of eight warehouses comprising 162,355 m2 of floor space; intersection upgrade works in Mamre Road; 744 parking spaces; and	**Construction Impacts:** Overlapping noise, vibration, and dust impacts with nearby builds, especially affecting Mamre Road operations. Temporary access arrangements during construction requiring coordinated vehicle movement management. **Operational Impacts:** 1,500-1,800 jobs with 21-lot subdivision enabling diverse tenant mix and

(indicated in **Figure 22** as 6)		21-lot Torrens Title subdivision over two stages. **Status:** The SSD was first approved in December 2020, with the subsequent modifications and stages progressing, with the most recent approval for SSD Modification applications under assessment.	logistics clustering. Increased daily heavy vehicle traffic can challenge road capacity pending further upgrades. Stormwater basin infrastructure promoting operational resilience.
Westlink Industry Park *Multiple SSDs Including (not an exhaustive list):* • *SSD-46983729* • *SSD-77255706* • *SSD-77255474* (indicated in **Figure 22** as 7)	**Address:** 1030-1064 Mamre Road and 59-72 Abbotts Road, Kemps Creek **Distance:** ~2.4km to the south east of the site	**Description:** 62-hectare estate, offering over 340,000 sqm of logistics space-construction and operation of warehouses including car parking and landscaping; bulk earthworks; construction of access roads, site servicing, stormwater infrastructure, signage and subdivision. **Status:** Stage 2 of the Westlink Industry Park project was approved in October 2025; subsequent applications have been lodged for Lots 4 and 5 of the estate.	**Construction Impacts:** Major construction phases coinciding with nearby logistics builds can amplify traffic congestion and noise. Significant earthworks across 62 hectares can lead to the generation of dust requiring careful management. Pressure on Abbotts and Mamre Road intersection during peak construction. **Operational Impacts:** 3,000-3,500 jobs supporting regional supply chain growth. Permanent transformation from rural landscape to industrial use. Substantial utility demand increases require coordinated regional infrastructure planning.
1-51 Aldington Road Industrial Estate *SSD-74784709* (indicated in **Figure 22** as 8)	**Address:** 1-23 & 25-51 Aldington Road, Kemps Creek **Distance:** ~50m to the east of site	**Description:** Construction and operation of three warehouse and distribution centre buildings, including: • Site preparation works including bulk earthworks in development areas; • Subdivision of the site into two development lots and an Environmental Conservation lot; • Construction of three single-storey warehouses comprising a total of	**Construction Impacts:** Immediate adjacency creating direct noise and dust impacts during bulk earthworks. Construction vehicle movements sharing Aldington Road access points. Interim stormwater basin construction requiring careful staging to prevent sediment runoff. **Operational Impacts:** 400-500 jobs with 292 parking spaces generating peak hour traffic

		approximately 47,365m^2 of warehousing Gross Floor Area (GFA), as well as 2,530m^2 of ancillary office space split across the 3 warehouses. • Connection to required site infrastructure; • Construction of an interim stormwater basin within the northern portion of the site, as well as other water cycle management infrastructure; • Road construction including an interim vehicular access point to Aldington Road, as well as internal estate roads; • Provision of 292 car parking spaces. • Associated site landscaping, including revegetation works on land zoned C2 Environmental Conservation. **Status:** The project is at prepare EIS stage of the application	movements. Environmental conservation requiring ongoing management. 24/7 operations contributing to cumulative noise environment.
Yiribana Logistics Estate • *SSD-10272349* • *SSD-10272349-Mod-1* (indicated in **Figure 22** as 9)	**Address:** 754-770 and 784-786 Mamre Road, Kemps **Distance:** ~50m to the south of site	**Description:** Concept and Stage 1 Development Application for an industrial estate consisting of five warehouses. The concept development includes approximately: • 151,125 m2 of industrial and warehouse and distribution centre floor space; and • 6,735 m2 ancillary office floor space. Stage 1 of the development includes:	**Construction Impacts:** Immediate adjacency can amplify dust and traffic impacts along Mamre Road creating congestion risks. Riparian corridor realignment requiring environmental protection measures. Temporary access arrangements demand coordination to avoid conflicts. **Operational Impacts:** 1,200-1,500 jobs supporting advanced logistics operations. Environmental management obligations for riparian protection. Infrastructure sharing

		• Construction, fit-out and operation of Warehouses 1 and 3 with ancillary offices with a total gross floor area of 58,180 m2; • Site remediation works, bulk earthworks and retaining walls; • Construction of estate roads and a temporary access to Mamre Road; • Realignment of the existing riparian corridor; • Stormwater management infrastructure; • Car parking, landscaping, signage, services and utilities; and • Subdivision of the site into five lots. **Status:** The application was first approved in 2023, with a subsequent modification application approved in August 2025	opportunities with adjacent developments enhancing service efficiency.
113-153 Aldington Road Industrial Estate *SSD-32722834* (indicated in **Figure 22** as 10)	**Address:** 113-153 Aldington Road, Kemps Creek **Distance:** ~450m to the south east of site	**Description:** Estate Masterplan comprising two warehouse and distribution centre buildings, an internal road network layout including a temporary connection to Aldington Road, car parking, hardstand areas, concept landscaping, building heights, setbacks, built form parameters and one on-site bioretention basin. Development particulars include: • Demolition of existing dwellings and associated buildings; • Bulk and detailed earthworks	**Construction Impacts:** Earthworks, including battering on neighbouring lots, requiring coordination 450m from the site. Road construction contributing to short-term noise, vibration and dust impacts. Construction phases overlapping with broader estate projects compounding environmental stressors. **Operational Impacts:** 600-700 jobs with 24/7 operations, increasing available opportunities. Bioretention basin and landscaping improve precinct resilience. Heavy vehicle movements adding incremental pressure to stormwater systems and road infrastructure.

		• Battering works on neighbouring lots to the north and south with timing as agreed upon with the adjoining landowners • Subdivision of the land into six lots; • Construction of internal public estate roads • Stormwater and drainage work • Landscaping • Provision of site servicing infrastructure • Construction and use of two warehouses distribution centres with a GFA of 50,131 m2 and 18,783 m2 respectively, which will operate 24/7 • Associated carparking and heavy vehicle hardstand areas, vehicle crossings/driveways, soft and hard landscaping, perimeter security fencing • Estate signage, directional and tenant building signage. **Status:** The proposed development was approved on July 2025.	
BlueScope Erskine Park Metal Coating Line 7 • *SSD-45510464* • *SSD-45510464-Mod-1* • *SSD-45510464-Mod-2*	**Address:** 25-55 Templar Rd, Erskine Park NSW 2759 **Distance:** ~1.6km to the north of site	**Description:** The Project will involve the construction, installation and operation of the metal coating line - Metal Coating Line 7- buildings and processing plant/equipment within the existing BlueScope's Western Sydney Service Centre (WSSC) in Erskine Park, ancillary	**Construction Impacts:** Expansion within the existing facility can cause noise and vibration impacts to affect nearby operators/workers. Installation of three stacks can impact the air quality. Construction timing potentially coinciding with neighbouring warehouse developments.

(indicated in **Figure 22** as 11)		infrastructures and temporary facilities. The key elements of the Project include: • MCL7 buildings: a main building located to the south of the Project Area; a warehouse building adjoining the main building to the east for the storage and despatch of finished products from the Project • Ancillary infrastructures, such as: a new chemical and oil waste storage area located north of the main building and adjacent to warehouse building; a new car parking area adjacent to the existing car parking; - Storage and associated areas; and three stacks located above the main building. **Status:** Initial steel operations by the Applicant on the WSSC were approved under the SSD Approval, DA206-8-2004-I, dated December 2004, with subsequent modification applications being approved till 2017. The latest SSD (*SSD-45510464)* for Metal Coating Line 7 (MCL7) was approved in September 2023 with a recent modification application specific to MCL7 approved in September 2025.	**Operational Impacts:** 50-100 specialised manufacturing jobs supporting steel supply chain. Chemical and oil waste storage requiring strict regulatory compliance. Stack emissions contributing to cumulative air quality impacts with increased diesel emissions from logistics sector.
The Edge Estate *SSD-17552047*	**Address:** 155-251 Aldington Road, Kemps Creek **Distance:** ~800m from south east of site	**Description:** Development of a warehouse and logistics hub, including construction and operation of eight warehouses with a total of 153,343 m2 of gross floor area, one collector road connecting to Aldington	**Construction Impacts:** Site-wide remediation addressing legacy contamination with associated dust and noise spikes. Estate and collector road construction, paralleling adjacent builds, exacerbates access congestion. Bulk

(indicated in **Figure 22** as 12)		Road, two estate roads, a 14-lot Torrens Title subdivision, site-wide bulk earthworks, and remediation works. **Status:** The project application was approved on June 2025.	earthworks across eight warehouse sites may require coordination so as to not cause significant cumulative impact. **Operational Impacts:** 1,200-1,500 jobs with 14-lot subdivision enabling flexible modern logistics operations. Enhanced precinct connectivity through new road infrastructure. Ongoing environmental management requirements heightened by urban consolidation pressures.
78 Lockwood Road, Erskine Park - Data Centre *SSD-82211208* (indicated in **Figure 22** as 13)	**Application:** **Distance:** ~2.5km from north east of site	**Description:** The project comprises the construction of a data centre with a power consumption of 450 megawatts including the following key components: • Site preparation and bulk earthworks. • Construction of a new data centre development comprising approximately 82,020m2 of GFA. • At grade car park (55 spaces) under croft within the building footprint. • Landscaping and associated public domain works. • Extension and augmentation of physical infrastructure and utilities, as required, including a new on-site substation towards the north of the lot and a water storage tank towards the eastern boundary. **Status:** The project is at prepare EIS stage of the application	**Construction Impacts:** 500+ job-years during the intense infrastructure upgrade phase, coinciding with the regional industrial peak. Major power and water infrastructure requirements during construction could risk localised service disruption. Substantial concrete pours and mechanical installations generating noise impacts affecting nearby workers. **Operational Impacts:** 50-100 highly skilled technology jobs, diversifying the employment base. 450MW power consumption and cooling water demands can create substantial utility stress. Backup generation requirements can contribute to air quality and noise management obligations.

Access Logistics Park *SSD-17647189* (indicated in **Figure 22** as 14)	**Address:** 884-928 Mamre Road, Kemps Creek **Distance:** ~2.5km to the south of the site	**Description:** The development comprises demolition and bulk earthworks, a 13-lot Torrens Title subdivision, construction of internal roads, infrastructure and utilities, construction, and operation of warehouse 1 (27,800m²) with associated offices, car parks, hardstands, and landscaping. **Status:** The project application was approved on December 2023	**Construction Impacts:** Potential impacts include cumulative dust and noise impacts as well as movements on Mamre Road and Bakers Lane compounding access constraints from concurrent precinct developments. Workforce accommodation demands, while positive in terms of providing employment (300 full time jobs.), can cause strain on social/community infrastructure. **Operational Impacts:** Employment in warehousing and logistics (460 full time jobs) can change the demographic composition by offering opportunities to the wider community. Warehouse and logistics centre operation can impact the road network.
Penrith Council Development Applications			
771-797 Mamre Road *DA23/0067* (indicated in **Figure 22** as 15)	**Address:** 771 - 781 Mamre Road, Kemps Creek NSW 2178; 783 - 797 Mamre Road, Kemps Creek NSW 2178 **Distance:** About 300 m to the southwest of site	**Description:** Construction of two Warehouse and Distribution Facilities with 24-hour operations, including Earthworks, Creek Realignment, Road Construction, Signage, Landscaping, Stormwater Works, Services and Ancillary Works. and Three Lot Torrens Title Subdivision **Status:** The application was approved in mid 2024,	Potential impacts include increased dust and noise, as well as traffic on Mamre Road and the surrounding network, creating access issues from overlapping developments. While the construction jobs can cause a net positive, it may stress social and community infrastructure. Jobs in warehousing and logistics can alter the demographic makeup by providing opportunities for the broader community. The operation of warehouses and logistics centres can affect the road network but can also expedite the resourcing for the region.

859-915 Mamre Road *DA25/0034* (indicated in **Figure 22** as 16)	**Address:** 859 - 869 Mamre Road, Kemps Creek NSW 2178; 871 - 883 Mamre Road, Kemps Creek NSW 2178; 885 - 899 Mamre Road, Kemps Creek NSW 2178; 901 - 915 Mamre Road, Kemps Creek NSW 2178 **Distance:** About 1 km to the south of the site	**Description:** Integrated Development for Bulk Earthworks, Including Cut and Fill with New Retaining Walls, New Roads, Civil Works and Services, and Torrens Title Subdivision to Create eight lots and four residue environmental lots. **Status:** The application is under assessment	The proposed works will all generate employment opportunities in the area, supporting economic growth. New allotments in Kemps Creek will contribute to the new Industrial zones within the locality and future growth under the Western Sydney Employment Area.
1 Abbotts Road *DA23/0120* (indicated in **Figure 22** as 17)	**Address:** 1 - 39 Abbotts Road, Kemps Creek, NSW 2178 **Distance:** About 2.1 km to the south of site	**Description:** Torrens Title Subdivision into two lots to better facilitate industrial development and employment opportunities. **Status:** Application determined and was approved	No construction works were part of the DA.
Precinct Development			
Northern Gateway Precinct, the closest development precinct in the Aerotropolis *Note: Other precincts in the Aerotropolis also being developed concurrently include: Agribusiness Precinct, Badgery's Creek Precinct, Aerotropolis Core Precinct and Wianamatta*	**Address:** Immediately west of Twin Creeks, Luddenham, the Precinct extends from Elizabeth Drive in the south to the water Pipeline in the north and the future Aerotropolis precinct to the west. **Location:** About 4 km west of the site;	**Description**: Largely an employment precinct, it also includes Sydney Science Park with mixed uses, including a specialised centre at Luddenham Station, residential (capped at 3,000 dwellings), and employment land uses. **Status**: The INSW Aerotropolis Sector Plan identifies various employment SSDAs that are at various stages of progress, as well as the Sydney Science Park.	The key consideration arising from the construction of a new precinct at the Northern Gateway is the limitations of the emerging major arterial road network in the wider Aerotropolis, most notably the intersection of Mamre Road and Luddenham Road, approximately 4.1 km to the north west of the site. With the Southern Link Road and Luddenham Road are both not slated for construction/upgrades until 2040, this means Mamre Road will be a crucial arterial road until

South Creek (environmental) Precinct. *To the north-west of the MRP, the new Orchard Hills residential precinct is undergoing rezoning.*			that time, as there are few alternatives north-south road links in the vicinity.

The number and scale of projects outlined above shows the fast pace of take-up of industrial development in the Mamre Road Precinct as well as the development activities associated with infrastructure and precinct delivery in the Aerotropolis precincts. The longer-term projections indicate that overall job growth could exceed 200,000 jobs, including traditional and emerging sectors. This employment growth creates a dual impact: whilst generating significant local employment opportunities and reducing job-housing imbalances in Western Sydney, the intensive industrial character simultaneously displaces remaining rural landholders and requires ongoing infrastructure augmentation to support operational demands.

Key cumulative impacts have been identified and assessed as follows.

Traffic and Access Pressures: Current traffic volumes on Mamre Road are approximately 20,000 vehicles daily, with projections indicating this figure will double to approximately 40,000 by 2041. During the intensive construction phases anticipated between 2024 and 2029, cumulative construction traffic from multiple overlapping projects creates significant temporary disruption. The Mamre Road Upgrade Stage 2, industrial estate developments, and infrastructure installations generate concurrent demands on the networks of Mamre Road, Luddenham Road and Elizabeth Drive, which are all also the focus of existing and/or future road upgrades. These projects operate concurrently with Mamre Road development, creating both cumulative construction impacts and essential future operational capacity.

Construction traffic impact assessments indicate that peak cumulative construction traffic is expected during specific periods in relation to the delivery and construction of various projects which can affect various stakeholders and the community. Feedback from the Catholic schools in Bakers Lane indicates that roadworks is impacting school enrolments, whilst Mamre Anglican has announced its relocation to Sydney Science Park for the school year 2029. Road access modifications remain essential throughout this period, with construction management protocols restricting movement patterns at key intersections to manage safety and capacity.

Dust, Noise and Vibration: Construction environmental management plans are required as part of any development application for the large-scale projects in the Mamre Road Precinct (and the Aerotropolis as a whole), which mandate adherence to strict dust and particulate emissions controls and noise controls where required with mitigation measures to be implemented documented in Construction Management Plans. Vegetation clearing

across multiple concurrent project footprints in the precinct, combined with soil erosion and earthworks, creates potential for widespread surface water runoff, which is also subject to comprehensive sedimentation control protocols and water quality management measures.

The concentration of construction activity extends the disturbance period beyond individual project timelines, creating what the cumulative impact assessment framework identifies as construction fatigue—the cumulative effect of multiple noise sources over extended periods with few breaks; however, it must be acknowledged that the area was rezoned to be for industrial particularly having regard to its location as part of the broader WSEA and connection to the Aerotropolis and consideration of impacts of flight paths form the soon to open Western Sydney Airport. Construction coordination protocols address the timing of noise-producing activities, with installation of appropriate noise treatment barriers required along major roads and the approved development applications/assessment process requiring noise attenuation measures where relevant.

Cumulative operational noise is also a major consideration, especially considering the existing sensitive receivers such as the residential uses and educational facilities. Ensuring operational noise within the precinct can meet EPA's Noise Policy is being implemented on a development-by-development basis and includes consideration of tonal characteristics and strong low-frequency. Operational noise limits vary by location and time period, with day, evening, and night periods subject to differentiated LAeq (15 minute) thresholds specified in the various development consents.

As development is progressed in Mamre Road Precinct and the adjoining Aerotropolis, emissions from these activities as well as Western Sydney Airport, increased road traffic, and other development sources, can have an observable impact on air quality. Air quality modelling for the various developments may individually indicate that predicted emissions would remain generally below air quality assessment criteria during construction / operation stages but might cause a negative effect when considered cumulatively with surrounding land use and development. Air quality can impact health and be a potential cause of health risk. However, the SSDA determination would require the demonstration that effective management measures would be put in place to mitigate the impacts.

Vegetation Clearing and Habitat Loss

The concentration of construction activity across multiple concurrent projects generates cumulative impacts on vegetation communities and wildlife habitat. The precinct includes approximately 95 hectares of environmentally sensitive land, including Cumberland Plain Woodland, which is protected under planning controls, with the remaining land certified under the Cumberland Plain Conservation Plan. This Plan guides the framework for the delivery of biodiversity offsets for the Mamre Road Precinct and surrounding Aerotropolis precincts.

Environmental Transformation and Urban Heat Effects

New Industrial development in this previously rural land generates substantial increases in impervious surface coverage, contributing to urban heat island effects across the precinct. Hard surfaces (asphalt, concrete, and building structures) that cover surfaces absorb solar radiation and release stored heat throughout the night, preventing safe cooling and elevating health risks. Greater Western Sydney already experiences temperatures 10 to 15 degrees above those in Sydney's east due to existing urban heat island effects. Industrial estates lacking appropriate vegetation density and tree canopy

cover and open space will experience amplified thermal stress, with forecasted extreme heat days in parts of Western Sydney potentially reaching 67 per year by 2090 under business-as-usual development scenarios. Increased tree canopy coverage is a goal of the Western 'Parkland' City; however, it must be balanced with provisions for the safe operation of airspace in the vicinity of the airport.

Competing Demand for Infrastructure

The economic development of the Mamre Road Precinct and Aerotropolis precincts combine to place significant pressure on the alignment of Sydney Water and energy infrastructure. In addition, this increased population growth of workers and residents generates substantial demand for supporting social and physical infrastructure, including schools, health services, open space. Planning for the precincts has identified key infrastructure requirements with the Infrastructure NSW (INSW) CEP appointed as Coordinator General to provide greater oversight of the delivery of infrastructure to support the delivery of the Main Road precinct and The Aerotropolis. The Aerotropolis Sector Plan released in early 2025 by INSW brought together the most recent program tracking development activity and infrastructure delivery.

5 RECOMMENDATIONS

The proposal will deliver significant positive social impacts aligned with strategic planning objectives, including:

- Economic Investment in Digital Infrastructure: with an estimated development cost for the 1.2 GW (Power Consumption Capacity) facility of approximately $9 billion, this proposal will deliver hyperscale digital infrastructure, contributing to the economic use of land in the Mamre Road Precinct;
- Activation of land in the Mamre Road precinct, contributing to the vision for the globally competitive Western Sydney, and approximately 10,569 construction jobs and 800 ongoing jobs
- Transport Connectivity: Delivering land allocation and new roads supporting the delivery of the precinct; and
- High-quality industrial development contributing to regional stormwater, tree canopy and amenity in the precinct.

Based on the potential impact significance assessed in **Section 4**, the following recommendations are suggested for the proponent to implement to mitigate negative impacts.

Construction Phase

Recommendation 1: Prior to construction commencement, prepare and implement a comprehensive Construction Environmental Management Plan (CEMP), to:

- Ensure effective environmental and social management of the site during all construction phases, including bulk earthworks, road construction, and infrastructure delivery.
- Address the social impacts identified in this SIA, particularly those relating to noise and vibration, dust and air quality, and traffic, to minimise disruption to the amenity, health and wellbeing of surrounding residents (including adjacent schools) and other stakeholders.
- Implementation of staged management of stormwater throughout the construction phases to meet Sydney Water requirements.
- Include construction schedules, sequencing of works, approved hours of operation, environmental control measures, and a communications protocol for nearby schools, residents and businesses.
- Coordinate dust suppression and air quality monitoring protocol in response to construction activity on site, noting concurrent activities with adjacent developments
- Establish construction noise coordination protocols requiring notification to neighbouring sites before high-noise activities and staggered scheduling of impact equipment operation.
- Implement the Construction Air Quality Management Plan (Northstar) measures, including water carts, solid screening barriers, progressive stabilisation, and speed limits on sealed surfaces.

Recommendation 2: Develop and implement a Construction Traffic Management Plan (Ason Group) in conjunction with the CEMP, to:

- Identify designated heavy vehicle routes and manage construction-related traffic movements.
- Minimise disruption to road users by scheduling deliveries outside peak hours.
- Incorporate traffic control measures at key intersections and access points to ensure safety for all road users.
- Include site induction and training protocols on traffic safety for all workers.
- Provide consistent, accessible communication to local residents and stakeholders about anticipated traffic conditions, access limitations, and construction updates.
- Coordinate heavy vehicle movements with concurrent nearby projects to avoid cumulative impacts during network peak hours

Recommendation 3: Implement Aboriginal cultural heritage management measures as outlined in the Aboriginal Cultural Heritage Assessment (Biosis) through:

- Development of a Cultural Heritage Management Plan in collaboration with Registered Aboriginal Parties prior to ground disturbance.
- Coordination with adjacent developments to prevent consultation fatigue and ensure consistent engagement protocols.
- Provision of community collection opportunities for the seven identified AHIMS sites before bulk earthworks commence.
- Integration of heritage interpretation elements into the landscape design in partnership with local Aboriginal stakeholders.

Recommendation 4: Implement the measures outlined in the Landscape Plan (Geoscapes), and Arboricultural Impact Assessment (Creative Planning Solutions), to:

- Offset for the non-certified land as has been identified
- Appropriate planting and landscaping vegetation to create the desired local character as envisioned in the DCP for Mamre Road Precinct
- Create a cohesive, resilient, and locally responsive environment within the site in line with the DCP requirements as well as the development requirements (as Data Centre Campus require specific functional and security requirements)
- Street trees to planted that align with the Mamre Road Penrith Council's Street Tree Masterplan to create a cohesive public domain outcome

Recommendation 5: Maintain effective community and stakeholder relations to ensure effective long-term environmental management and integration:

- Establish a program for community liaison meetings addressing construction / operational impacts and emerging concerns.
- Participate in precinct-wide infrastructure planning where relevant to address cumulative impacts/demands of infrastructure/servicing.

Operational Phase

Recommendation 6: Operational noise impacts across the data centre campus to be managed by:

- Implement the acoustic attenuation measures as specified in the Noise and Vibration Impact Assessment (Renzo Tonin & Associates), including acoustic screening, attenuators and enclosed plenum spaces.
- Maintain a complaints register to address any noise-related queries by neighbouring properties
- Restrict concurrent generator testing to a maximum of six units and coordinate with adjacent facilities to prevent overlapping test schedules.

Recommendation 7: Urban heat island effects and climate resilience to be addressed through implementation of measures outlined in the ESD Report (E-Lab Consulting), including:

- Achievement of increased tree canopy coverage, prioritising western and northern boundaries.
- Installation of high-albedo surfaces on all rooftops and extensive paved areas to reduce heat absorption.
- Implementation of the HVO fuel transition programme for all renewable fuel-compatible generators by 2028.

Recommendation 8: As the data centre is fully operational, the infrastructure in the precinct will continue to be delivered, including the Southern Link Road (expected in 2040), the potential Western Sydney Freight line and the associated Intermodal, which are anticipated in 2040 and the regional stormwater system, which is the responsibility of Sydney Water. To ensure coordinated delivery, it is recommended that the proponent continue:

- To continue to engage with TfNSW, considering the realisation of the complete road network envisaged for the Mamre Road Precinct
- To continue engage with Sydney Water to coordinate matters regarding the realisation of the Precinct's complete stormwater management and detention systems

Recommendation 9: Maintain effective community and stakeholder relations by recalibrating the program established during construction for community liaison as needed to address operational matters, such as testing of backup power systems.

The long-term success of the Mamre Road Precinct is dependent on precinct transformation, which requires ongoing coordination of State and local Government and the private sector over the coming decades. In particular, support for the relocation of schools should be considered as part of the wider transformation of the precinct, particularly as the precinct-level regional stormwater system and regionally significant future freight line and associated intermodal impacts are progressed.

6 CONCLUSION

This Social Impact Assessment has evaluated the potential social impacts of the Mamre Road Data Centre Campus in accordance with the Department of Planning, Housing and Infrastructure's Social Impact Assessment Guidelines (2025). The assessment has been informed by an evaluation of the proposal in the context of the social baseline, which was established through a comprehensive analysis of demographic conditions, strategic policy alignment and consideration of community values.

The proposal is supported by a suite of technical reports that address key considerations, with targeted mitigation measures identified where relevant. These mitigation measures have been further refined through consultation with stakeholders and agencies.

The assessment demonstrates that the proposal will deliver substantial positive economic outcomes in the Aerotropolis context and the wider Western Sydney, which includes:

- Significant investment in digital infrastructure capability, providing an increase in economic activity and ongoing support for the innovation economy,
- Increase in available job opportunities with 10.569 FTE directly related to activity at the site during construction, and 800 FTE directly related to activity at the Site) during operation,
- Supports precinct level outcomes, including the high-quality stormwater management, increased tree canopy cover and campus-style design quality, and
- Incorporates land allocation for the Mamre Road upgrade and future Southern Link Road (delivered by others) facilitating integration with broader precinct and region.

During the construction phase, temporary impacts relating to noise, dust, air quality, stormwater management, and traffic have been identified and assessed as manageable through the implementation of construction environmental management measures and ongoing consultation with affected stakeholders. These short-term impacts are outweighed by the significant long-term benefits of the development, which underpinned the planning framework to meet demand for industrial land supply as well as Australia's digital infrastructure capabilities.

The development occurs within the context of unprecedented transformation across Western Sydney, supported by over $25 billion in government infrastructure investment. While this presents cumulative impact considerations, the proposal aligns with established strategic planning frameworks and contributes positively to the coordinated delivery of digital infrastructure needed to support regional growth.

Community and stakeholder engagement throughout the social impact assessment process has informed both the evaluation of impacts and the development of mitigation measures. The comprehensive package of recommendations addresses identified residual impacts through construction management protocols, design and landscape enhancement strategies, and responds to the changing context of the precinct.

Key measures for traffic include, after initial set-up, the main access road for the site from the south of the site, which helps manage potential conflicts with the existing schools on Baker Lane. Design changes have included a substantial increase in setback distances to the northern boundary, ensuring appropriate separation from adjoining development, along with noise attention measures that are in keeping with EPA Noise Guidelines. This shows that meaningful stakeholder consultation has been established, and commitments are in place for this to continue through construction and into the operation stages.

This assessment therefore concludes that the Mamre Road Data Centre Campus will contribute positively to the social and economic development of Western Sydney, supporting the realisation of a precinct designated for industrial land uses, while appropriately managing impacts on existing communities during the transition period and into the future. In this context, the proposal is considered suitable for progressing to a detailed assessment stage.

AUTHOR DECLARATION

Relevant sections of this document have been prepared in accordance with the SIA Guidelines and standards for conducting social impact assessments. The information presented in this assessment is based on thorough research, analysis, and professional expertise in the field. Efforts have been made to ensure the accuracy, integrity, and transparency of the data and findings contained within this document.

The purpose of this social impact assessment is to evaluate the potential social impacts of the proposed Mamre Road Data Centre Campus, including all associated works, and to provide actionable recommendations for stakeholders. The contributions of individuals and organisations consulted during the assessment process are acknowledged, and a commitment to upholding ethical practices throughout has been established.

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APPENDIX A- COMMUNITY NEWSLETTER

PLAN PROJECT MANAGEMENT

WILLOWTREE COMMUNICATIONS

7 November 2025

COMMUNITY NEWSLETTER #1

Re: Mamre Road Data Centre Campus, Kemps Creek

Dear Community Member,

We are writing to advise you of an opportunity to provide feedback on a State Significant Development Application (SSDA) in your local area, being prepared by Plan Project Management (PPM). This SSDA proposes the construction and operation of a new Data Centre Campus at 706-752 Mamre Road, Kemps Creek.

PPM has engaged Willowtree Communications to facilitate community engagement on the proposal and assess social impacts. Your feedback can help provide insights into the community's perspectives and guide refinements to the proposal, prior to its submission and assessment by the Department of Planning, Housing and Infrastructure (DPHI).

The site has an area of 52 hectares and is located in the Mamre Road Precinct, which forms part of the Western Sydney Employment Area near the emerging Western Sydney Airport. In June 2020, the NSW Government rezoned the Mamre Road Precinct to facilitate 850 hectares of industrial land for future investment.

SSD-92743706 PROJECT OBJECTIVES:

- Provide a world-class data centre campus that is internationally competitive and provides critical digital infrastructure to support the NSW economy.
- Drives Western Sydney innovation economy and employment opportunities in delivery and operation.
- Provide digital infrastructure at scale, which allows for greater efficiencies, including the reduction in resources needed for day-to-day operation compared to smaller data centres.
- Create and facilitate the aims for best-in-class sustainability, energy and water efficiency, including and exploring opportunities to utilise recycled water and for water capture and re-use.
- Minimise impacts on the community while the Mamre Road Precinct transitions to an industrial area.
- Enhance amenity through landscaping, setbacks and building design.

Site Location Map:
706-752 Mamre Road, Kemps Creek
Source: Nearmap & Willowtree Communications, 2025

Have your say

Survey: You are invited to provide feedback on the preliminary proposal by scanning the QR code to complete a short Community Survey on Social Impacts by 23 November 2025.

Online Briefings - Wednesday 19th November 12-1pm and 6-7pm

These briefings will provide an overview of the proposal, and provide an opportunity to ask questions and provide feedback. RSVP to an online session and register for future project updates via the QR code or email below.

Direct Enquiries: For further information, or direct enquiries/feedback, please email engage@willowtc.com.au

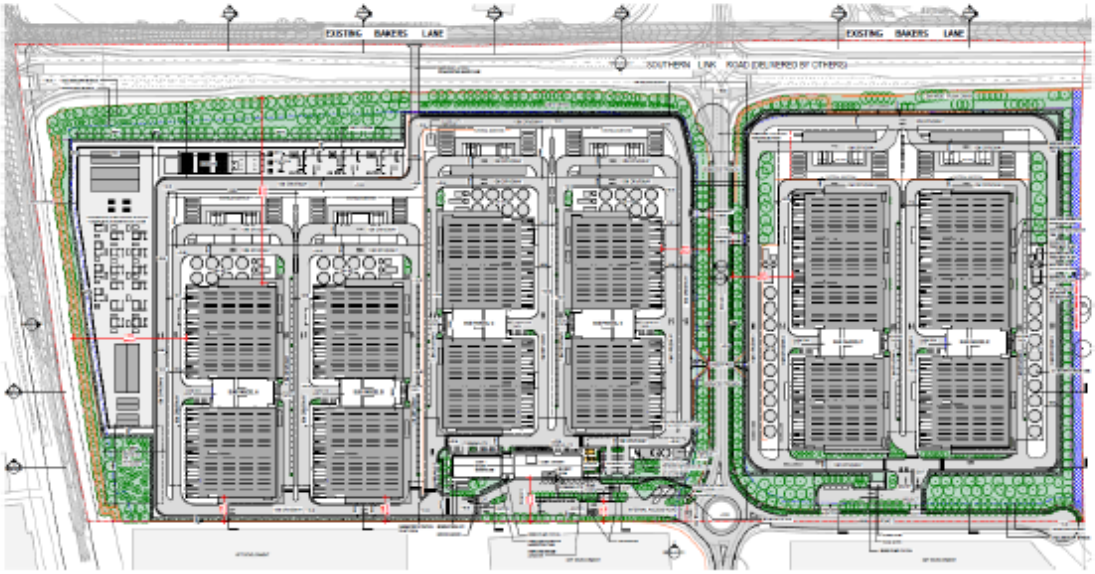
PLAN PROJECT MANAGEMENT

WILLOWTREE COMMUNICATIONS

Mamre Road Data Centre Campus, Kemps Creek

Project Details

- Site preparation works, including tree clearing, dam dewatering, site remediation
- Bulk earthworks across the site and additional site retaining structures (which are to be undertaken as per SSD-30628110 (which was lodged in 2021 and is subject to approval)
- Infrastructure comprising additional civil works, stormwater, and utilities servicing
- Land dedication/allocation includes land for the future Mamre Road upgrade and future Southern Link Road (delivery is subject to others / Transport for NSW)
- Road construction, including Berriwerri Drive extension and roundabout, as well as internal service roads
- Staged construction and 24/7 operation of a data centre campus (maximum power consumption of 1.2 gigawatts) containing the following preliminary specifications:
  - 26 data centre shells across 6 land parcels, four storeys in height, approximately 40 metres measured from proposed ground level
  - 619 at-grade car parking (car parking will be reviewed as part of the traffic assessment)
  - Electrical substations, an incoming electrical switching station, campus electrical substation, and static synchronous compensator
  - Plant equipment, including cooling units
  - Backup power provisions, including generators and diesel fuel storage, as well as lithium-ion battery storage
- Integrated water cycle management and landscaping, including perimeter and street tree planting



Proposed Data Centre Campus - Preliminary Site Plan Concept *(Subject to change and authority approvals)*
Source: Greenbox Architecture, 2025
Note: Southern Link Road delivery is subject to others / Transport for NSW

Next Steps

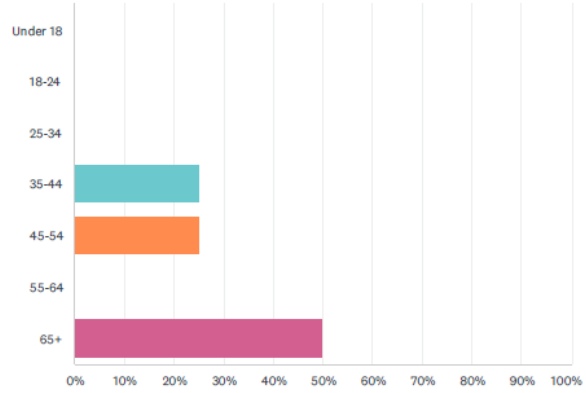
Following engagement with the community, Council and relevant agencies and authorities, the Project Team will refine the proposal for submission to the DPHI in coming months. Additional community and stakeholder engagement will be undertaken as part of the DPHI's assessment process under Project Reference Number **SSD-92743706**.

Further technical details are available on DPHI's Major Projects Website link
www.planningportal.nsw.gov.au/major-projects/projects/mamre-road-data-centre-campus

APPENDIX B- COMMUNITY SURVEY

Q1 Age group

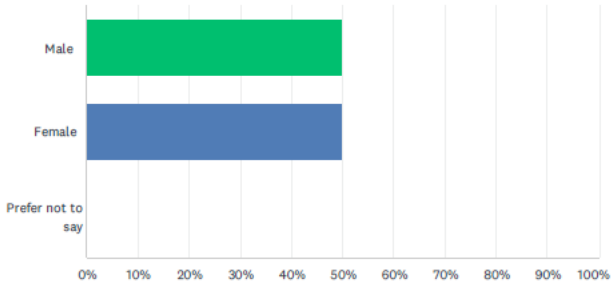
Answered: 4 Skipped: 0



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	0.00%	0
25-34	0.00%	0
35-44	25.00%	1
45-54	25.00%	1
55-64	0.00%	0
65+	50.00%	2
TOTAL		4

Q2 Gender

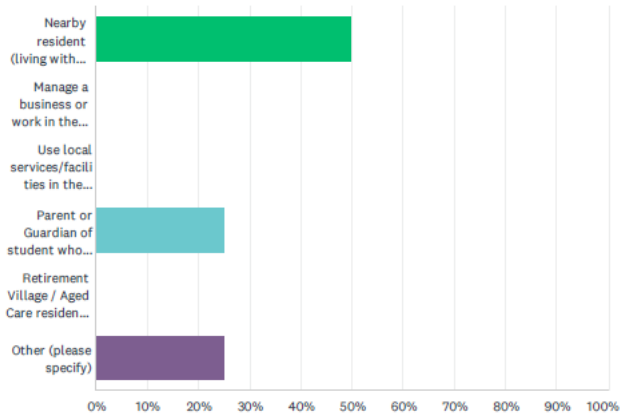
Answered: 4 Skipped: 0



ANSWER CHOICES	RESPONSES	
Male	50.00%	2
Female	50.00%	2
Prefer not to say	0.00%	0
TOTAL		4

Q3 What is your connection to the area? (select all that apply)

Answered: 4 Skipped: 0



ANSWER CHOICES	RESPONSES	
Nearby resident (living within 2km from the site)	50.00%	2
Manage a business or work in the local area (within 2km from the site)	0.00%	0
Use local services/facilities in the area	0.00%	0
Parent or Guardian of student who attends a nearby school	25.00%	1
Retirement Village / Aged Care resident in the area	0.00%	0
Other (please specify)	25.00%	1
Total Respondents: 4		

#	OTHER (PLEASE SPECIFY)	DATE
1	I am partner of nearby resident	11/9/2025 11:33 AM

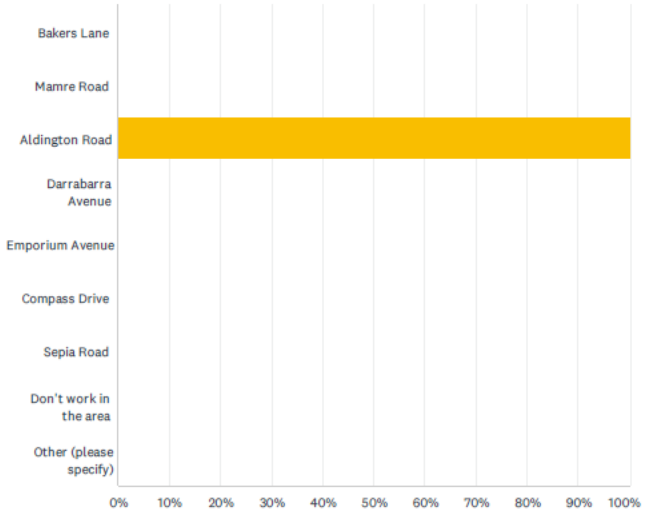
Q4 Please provide your residential postcode

Answered: 4 Skipped: 0

#	RESPONSES	DATE
1	2745	11/10/2025 9:16 PM
2	2178	11/10/2025 11:39 AM
3	2178	11/9/2025 3:12 PM
4	2178	11/9/2025 11:33 AM

Q5 If you work in the local area, what is the location of your workplace?

Answered: 2 Skipped: 2

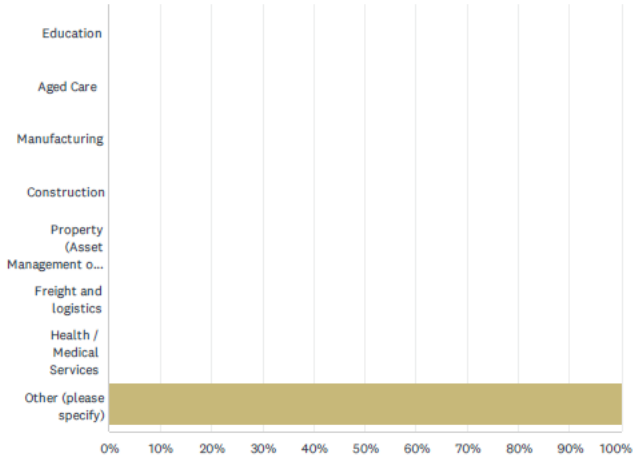


ANSWER CHOICES	RESPONSES	
Bakers Lane	0.00%	0
Mamre Road	0.00%	0
Aldington Road	100.00%	2
Darrabarra Avenue	0.00%	0
Emporium Avenue	0.00%	0
Compass Drive	0.00%	0
Sepia Road	0.00%	0
Don't work in the area	0.00%	0
Other (please specify)	0.00%	0
TOTAL		2

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q6 If you work in the area, what industry are you involved in?

Answered: 1 Skipped: 3

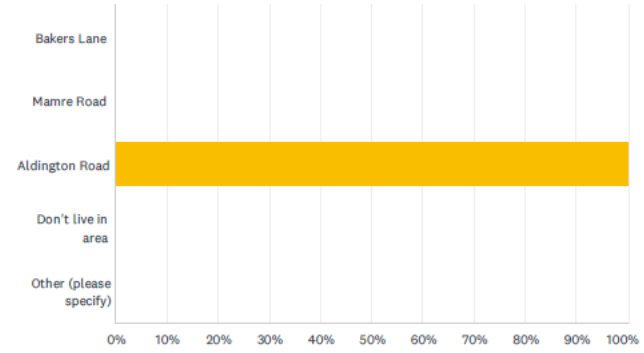


ANSWER CHOICES	RESPONSES	
Education	0.00%	0
Aged Care	0.00%	0
Manufacturing	0.00%	0
Construction	0.00%	0
Property (Asset Management or Development)	0.00%	0
Freight and logistics	0.00%	0
Health / Medical Services	0.00%	0
Other (please specify)	100.00%	1
TOTAL		1

#	OTHER (PLEASE SPECIFY)	DATE
1	Retired	11/9/2025 11:33 AM

Q7 If you live in the local area, what is the location of your residence?

Answered: 3 Skipped: 1

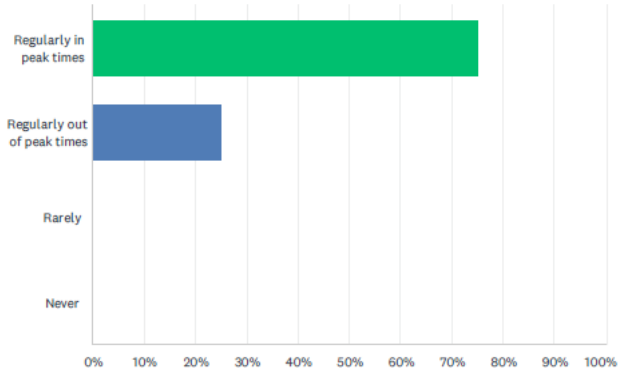


ANSWER CHOICES	RESPONSES	
Bakers Lane	0.00%	0
Mamre Road	0.00%	0
Aldington Road	100.00%	3
Don't live in area	0.00%	0
Other (please specify)	0.00%	0
TOTAL		3

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q8 How often do you use Mamre Road?

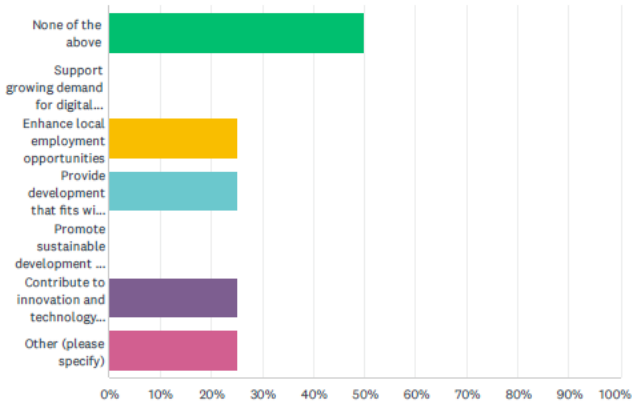
Answered: 4 Skipped: 0



ANSWER CHOICES	RESPONSES	
Regularly in peak times	75.00%	3
Regularly out of peak times	25.00%	1
Rarely	0.00%	0
Never	0.00%	0
TOTAL		4

Q9 Are there activities associated with the proposal that you consider beneficial? (select all that apply)

Answered: 4 Skipped: 0

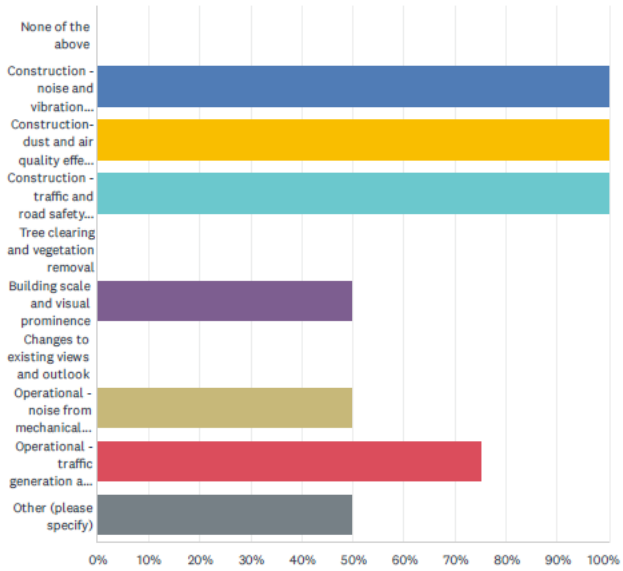


ANSWER CHOICES	RESPONSES	
None of the above	50.00%	2
Support growing demand for digital infrastructure and technology services	0.00%	0
Enhance local employment opportunities	25.00%	1
Provide development that fits with the emerging industrial area	25.00%	1
Promote sustainable development and environmentally responsible practices	0.00%	0
Contribute to innovation and technology development in Westen Sydney	25.00%	1
Other (please specify)	25.00%	1
Total Respondents: 4		

#	OTHER (PLEASE SPECIFY)	DATE
1	No one should reside in industrial parks	11/9/2025 3:12 PM

Q10 Are there any activities associated with this project that would concern you? (select all that apply)

Answered: 4 Skipped: 0

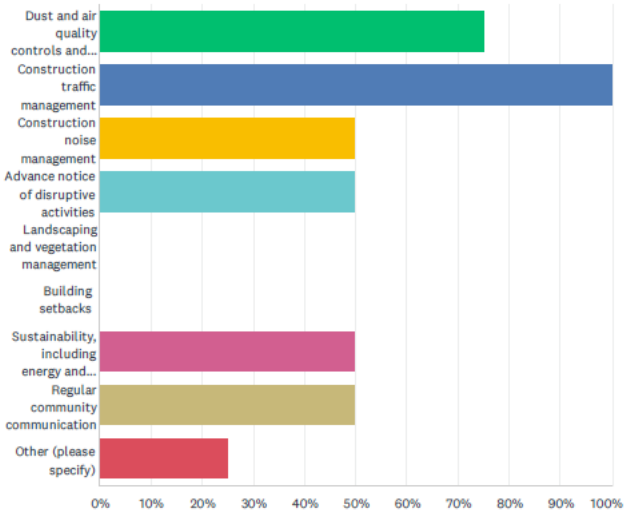


ANSWER CHOICES	RESPONSES	
None of the above	0.00%	0
Construction - noise and vibration impacts	100.00%	4
Construction- dust and air quality effects during	100.00%	4
Construction - traffic and road safety impacts	100.00%	4
Tree clearing and vegetation removal	0.00%	0
Building scale and visual prominence	50.00%	2
Changes to existing views and outlook	0.00%	0
Operational - noise from mechanical equipment	50.00%	2
Operational - traffic generation and road impacts	75.00%	3
Other (please specify)	50.00%	2
Total Respondents: 4		

#	OTHER (PLEASE SPECIFY)	DATE
1	The health of my children!	11/10/2025 9:16 PM
2	All that impacts resident life	11/9/2025 3:12 PM

Q11 What measures do you think would be most important to minimise potential impacts? (select all that apply)

Answered: 4 Skipped: 0

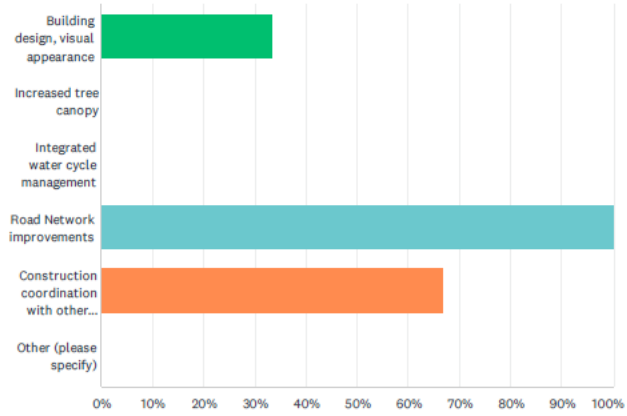


ANSWER CHOICES	RESPONSES	
Dust and air quality controls and monitoring	75.00%	3
Construction traffic management	100.00%	4
Construction noise management	50.00%	2
Advance notice of disruptive activities	50.00%	2
Landscaping and vegetation management	0.00%	0
Building setbacks	0.00%	0
Sustainability, including energy and water usage	50.00%	2
Regular community communication	50.00%	2
Other (please specify)	25.00%	1
Total Respondents: 4		

#	OTHER (PLEASE SPECIFY)	DATE
1	Rezone my property back to A1 industrial	11/9/2025 3:12 PM

Q12 What improvements, if any, would you like to see made to enhance the proposal? (select all that apply)

Answered: 3 Skipped: 1



ANSWER CHOICES	RESPONSES	
Building design, visual appearance	33.33%	1
Increased tree canopy	0.00%	0
Integrated water cycle management	0.00%	0
Road Network improvements	100.00%	3
Construction coordination with other developments	66.67%	2
Other (please specify)	0.00%	0
Total Respondents: 3		

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q13 Please explain why you'd like to see these improvements made to the proposal?

Answered: 3 Skipped: 1

#	RESPONSES	DATE
1	Traffic is awful already and cannot cope with anymore development in our area , our cars are always getting damaged due to heavy vehicles damaging roads , not good for residents who are not getting the quality of life they thought they were going to get	11/10/2025 11:39 AM
2	I have witnessed on several occasions on my property a job done 3 times through lack of communication	11/9/2025 3:12 PM
3	I am worried about transport disruption and road closures, I am worried about water and electricity shortages, I am worried about disruption caused development, like quality of air and noise pollution	11/9/2025 11:33 AM

Q14 Do you have any other feedback on this proposal?

Answered: 4 Skipped: 0

#	RESPONSES	DATE
1	How is something like this been approved so close to schools?? Not only from the immediate impacts it has on the environment, air quality etc but then the on going effects of such facility. Are there radiation test been conducted?	11/10/2025 9:16 PM
2	Hope it doesn't go through	11/10/2025 11:39 AM
3	Being local residents for almost 40 years at 53 Aldington rd we are very concerned about all industries surrounding us on 3 fronts and the impacts they are having on our lives after being abandoned by our Government. We are currently experiencing huge disruptions to our day to day life through industrial noise, dust, traffic, ETC with Aldington rd soon to be closed off to through traffic with restricted access to our home. We don't understand the technical aspect of further impacts we may endure on our lives, but we do understand right from wrong and to leave a couple of retirese stuck in the middle of a world class industrial park as the only living residents just for the gratification of Government to achieve a quota is plain wrong. If any Government official is reading this submission PLEASE PLEASE help us, leaving us here in the current situation is less than human. Thank you	11/9/2025 3:12 PM
4	About 5 years by now my partner, resident of Aldington Rd, questioned the authority and waited for answers why his property left behind as one residential property in the middle of industrial development area affected in greater our every day life	11/9/2025 11:33 AM

Q15 12pm - 1pm Online Information Session (enter your email below)

Answered: 0 Skipped: 4

#	RESPONSES	DATE
	There are no responses.	

Q16 6pm - 7pm Online Information Session (enter your email below)

Answered: 0 Skipped: 4

#	RESPONSES	DATE
	There are no responses.	

Q17 If you'd like to be kept up kept up to date on the project as it progresses, please enter your email below.

Answered: 2 Skipped: 2

#	RESPONSES	DATE
1	[redacted]	11/9/2025 3:12 PM
2	[redacted]	11/9/2025 11:33 AM